



2025 BRSCC SILVERSTONE 24HOUR

Sporting & Technical Regulations

Silverstone Grand Prix Circuit
2 – 4 May 2025



1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The British Racing & Sports Car Club (BRSCC) will organise the BRSCC Silverstone 24 Hour Race at Silverstone Grand Prix Circuit on the 2nd – 4th May 2025 under Motorsport UK Permit No 202700. The meeting will be held under the National Competition Rules (NCR) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), the event Supplementary Regulations, these Sporting & Technical Regulations and any ASR's or written instructions the organisers may issue for the event.

In addition to these regulations, where referenced herein competitors and their vehicles must comply with the specific regulations relating to their class:

- a) C1 Racing Club Class – For Vehicles Complying with the 2025 Silverlake C1 Racing Series Sporting & Technical Regulations (Motorsport UK Series RS2025/078)
- b) Invitational City Car Cup Class - For Vehicles Complying with the 2025 City Car Cup Championship Sporting & Technical Regulations
- c) Invitational EnduroKA Class - For Vehicles Complying with the 2025 EnduroKA Series Sporting & Technical Regulations.
- d) Invitational European C1 Class – Citroen C1 Vehicles from another country other than the UK are allowed to participate, duly integrated into a specific class in compliance with the regulations of their country of origin.

Entrants and Driver Entrants must read Final Instructions or subsequent bulletins issued for the event. The organisers reserve the right to postpone, abandon or cancel the meeting or any part thereof. In this event the competitor or entrant has no right to claim against the organisers in respect of any loss or expense they may thereby incur. The Organisers reserves the right to issue race bulletins amending or clarifying these Regulations. It is a condition of entry into the race that all competitors, teams, team members & persons associated with any of the above agree to be bound by these regulations including any amendments, variations or statements relating thereto.

1.2 OFFICIALS

Officials will be advised in the Final Instructions.

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must:

- (a) Be fully paid up valid membership card holding members of the BRSCC and
- (b) be members of C1 Racing Club (C1 Racing Club Class Only – See Art. 1.4 of the Silverlake C1 Racing Series Sporting & Technical Regulations)
- (c) be in possession of a valid Motorsport UK Entrants Licence

1.3.2 Drivers and Entrant/Drivers must:

- (a) Be current Members of the BRSCC and
- (b) be members of C1 Racing Club (C1 Racing Club Class Only – See Art. 1.4 of the Silverlake C1 Racing Series Sporting & Technical Regulations)
- (c) be in possession of a valid Motorsport UK Competition Race Club status licence as a minimum or be in possession of the highest grade of National Race Licence or valid FIA International Licence, together with their ASN's written consent (NCR Ch.6 App.3 Art.1.6 and FIA ISC Article 2.3.7b applies).

(d) If participation requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from the school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

- 1.3.3 All necessary documentation must be presented for checking when requested by the organisers before or during the event.
- 1.3.4 Each entry must have a minimum of three and a maximum of six drivers.
- 1.3.5 A driver may drive no more than two vehicles in the race; however, the driver must have qualified in each car.

1.4 ELIGIBLE VEHICLES & CLASSES

- 1.4.1 The competition will be open to vehicles complying with the following series technical regulations as may be amended by these Sporting & Technical Regulations issued for the event. The organisers reserve the right to clarify or amend any of these regulations by issuing an event bulletin. It is a condition of entry that competitors agree to abide by all relevant regulations and bulletins that may be issued from time to time. In the event of any discrepancy or conflict of regulations, this document (2025 BRSCC Silverstone 24 HOUR Sporting & Technical regulations) shall preside, notwithstanding the provisions of the NCR.

CLASS C1: For Vehicles Complying with the 2025 Silverlake C1 Racing Series Sporting & Technical Regulations (Motorsport UK Series RS2025/078)

CLASS CCC: For Vehicles Complying with the 2025 City Car Cup Championship Sporting & Technical Regulations

CLASS KA: For Vehicles Complying with the 2025 EnduroKA Series Sporting & Technical Regulations.

CLASS EURO: Citroen C1 Vehicles from another country other than the UK are allowed to participate, duly integrated into a specific class in compliance with the regulations of their country of origin.

- 1.4.2 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing. Please note that the organisers reserve the right to check the eligibility of a vehicle at ANY time during the event.
- 1.4.3 The presentation of the car is fundamental to the profile of the Event, its sponsors and its audience. Therefore in considering whether to permit any car to race, at any point during the event, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may disqualify any car which they consider may prejudice the reputation of the Event or is otherwise unacceptable. Disqualification from an event will be at the discretion of the Clerk of the Course.
- 1.4.4 **General Invitation Class**

The organisers reserve the right to reclassify a vehicle into a general invitational class should there be any doubt on the eligibility of a vehicle into a specific class. The organisers decision will be final in this respect. Any such vehicle must comply with all general technical regulations and requirements of Motorsport UK and these regulations but will not qualify for any event awards.

1.5 SCORING

No points will be awarded – this is a stand-alone race.

1.6 AWARDS

1.6.1 All awards are to be provided by the Organising Club unless agreed otherwise.

1.6.2 Awards will be presented for:

1st, 2nd & 3rd Place in each class

Spirit of the Event, as determined by the event organisers, who's decision will be final.

1.6.3 Presentations

Awards will be presented at the end of 24 Hour Race at the main podium. All award recipients must attend, and all competitors and team personnel should make a sportsperson like effort to attend the podium presentation.

1.6.4 Entertainment Tax Liability

Prize money and bonuses, if applicable, shall be posted to the Entrants within 7 days of the results being declared final after each round.

In accordance with current Government Legislation, the Organisers of every round are legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/sportswomen and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire. This means that as the organiser, the BRSCC is required to deduct tax at the current rate applicable from such payments they may make to non-UK residents.

Under certain circumstances, it is possible for competitors to enter into an agreement with HMRC to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.

For further information contact: - HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel: (0151) 472 6488 Fax: (0151) 472 6483

1.6.5 Title to all Trophies

If Provisional Results are revised after any presentations and these revisions affect the distribution of any awards, the competitors concerned must return such awards to the organisers in good condition within 7 days.

1.6.6 Bonuses

The organisers/sponsors/promoters reserve the right to provide additional awards for and during the event.

2. EVENT & RACE PROCEDURES

2.1 ENTRIES

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.
- 2.1.2 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Meeting Organisers in writing. NCR Ch.3 App.11 Art.1.1.l applies.
- 2.1.4 The Entry Fee is £4,900.00.

2.2 BRIEFINGS

Organisers will notify competitors of the times and locations for all briefings in the Final Instructions for all meetings. Briefings are mandatory so competitors must attend all briefings; if a driver arrives after the start time or misses a briefing they may be liable to a fine.

2.3 DRIVER NOMINATIONS

The Entrant must inform the organisers of the driver starting any practice, qualifying or race session a minimum of one hour prior to the scheduled start time of that session.

2.4 QUALIFICATION / NIGHT PRACTICE

- 2.4.1 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.4.2 Each driver must complete a minimum of 3 laps in both qualifying and night practice in the car (or any car to be driven by the competitor) to be raced in order to qualify. Should any competitor fail to take part in either qualifying or night practice sessions, they must seek permission to practice out of session or satisfy the Clerk of the Course that the requirements of NCR Ch.12 App.6 Art.3.6 are met.
- 2.4.3. The starting grid is determined using the fastest qualifying lap time of each car no matter which class it is entered, with the overall fastest securing pole position, second fastest being second on the grid, and so on.
- 2.4.4 If mechanical means are used by the marshals to remove the car to a safe position during qualifying, the car concerned may re-join at the sole discretion of the Clerk of the Course, but it must return to the pits for inspection prior to continuing the session.
- 2.4.5 Night Practice is intended for night familiarisation of the circuit and conditions. Lap times in this session will not contribute towards qualifying positions.
- 2.4.5 At the end of each session, all drivers must cross the Finish Line only once.

2.5 RACES

- 2.5.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (NCR Ch.12 App.6 Art.9.3).
- 2.5.2 If mechanical means are used by the marshals to remove the car to a safe position, article 2.21 of these regulations will apply ("Tow Back").
- 2.5.3 At the end of each session, all drivers must cross the Finish Line only once

2.6 STARTS

- 2.6.1 The start will be via a rolling start in accordance with NCR Ch.12 App.6 Art.6.3:

The minimum countdown procedures/audible warning sequence shall be:

- I. 1 minute to start of Pace lap - Start Engines/Clear Grid.
 - II. 30 Seconds - Visible and audible warnings for the start of Green Flag/Pace lap.
 - III. Green Flag/Pace Lap - Complete one lap of the circuit forming into grid order prior to the final corner of the circuit
 - IV. Pace Car will Leave the Circuit the red lights will be switched on – maintain speed & grid position
 - V. Red Lights OFF – Race Start.
- 2.6.2 Cars still in the pits when the pit lane closes or taken to the pits prior to the start may join the race from the pit lane after the last car has crossed the pit lane exit and after the start of race signal is given.
 - 2.6.3 Any driver unable to start the Pace lap or start the race is required to indicate their situation as per NCR Ch.12 App.6 Art.6.11.
 - 2.6.3.1 Any driver unable to maintain their grid position on the Pace Lap to the extent that all other cars are ahead of them may complete the Pace Lap but MUST remain at the rear of the last row of the grid.
 - 2.6.4 In the event that the starting lights fail the Starter will revert to using the National Flag.
 - 2.6.5 The Organisers reserve the right to amend this start procedure via a bulletin issued to all competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.

2.7 SESSION RED FLAG

- 2.7.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start Line and RED SIGNALS will be displayed at the start line and at all Marshals Signalling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, which will automatically become a parc ferme area, unless otherwise directed by officials.

Cars should not enter the pits unless directed to do so and all cars in the pit lane during a red flag period must take any restart from the pit exit.

2.7.2 **Case A – Less than two race laps completed by the race leader.**

The race will be declared a “No Contest” and available competitors will restart from their original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The Clerk of the Course may order that the duration of the re-run of any race shall be a shorter distance than originally scheduled or may be abandoned altogether. The duration of the re-run will be determined as the duration of the race.

2.7.3 **Case B – More than two race laps completed by the race leader but less than 75% of the scheduled duration.**

Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of the race. Competitors will be restarted from a grid set out in the finishing order of this first part, which shall be based upon the order of crossing the finish line at one lap less than the number of laps completed by the leader at the time of first showing the Red Signal. Only vehicles which are proceeding under their own power, in accordance with NCR Ch.12 App.8 Art.1.7.j at the showing of the Red Signal will be classified in this first part (NCR Ch.12 App.6 Arts.9.1.c and NCR Ch.12 App.6 Arts.9.2-9.3 also apply). The result of the race will be the finishing order at the end of the restarted race (see NCR Ch.12 App.6 Arts.9.1.d).

2.7.4 **Case C - More than 75% of race completed**

If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the results will be declared in accordance with NCR Ch.12 App.6 Arts.9.1.e , unless the Clerk of the Course, in consultation with the Stewards deems it appropriate to restart the race.

2.8 **PIT PROCEDURES**

2.8.1 Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.

2.8.2 A pit allocation will be provided by the Organisers. The fire lane must remain unobstructed at all times during the event.

2.8.3 All “hot” work i.e., welding, grinding must be done inside the garage with a suitable fire extinguisher to hand.

2.8.4 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.

2.8.5 When making a pit stop, cars must stop at a 45-degree angle on the pit apron area facing their allocated pit garage. It is permitted to use a stopping board to identify the pit stop area allocated to that car. On completion of a pit stop it is not permitted for the car to reverse back into the pit lane by gear selection. This must only be done by pit crew manually pushing and guiding the car whilst the driver is in full control of the vehicle from the driver’s seat, and under the control of a car controller (see 2.9.2).

2.8.6 Should any car require to enter a pit garage at any point in a race, it can do so by either driving directly into the garage, or stopping in a safe position in the pit lane then being pushed backwards into the pit

garage by pit crew whilst the driver is in full control of the vehicle from the driver's seat. Upon exiting the pit garage, if facing forward toward the pit lane the car may be driven from the garage. Otherwise, it must be pushed from the pit garage under the guidance of a car controller (see 2.9.2) and whilst driver is in full control of the vehicle from the driver's seat.

- 2.8.7 During Qualifying, Night Practice 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.

2.9 PIT LANE PROCEDURES

- 2.9.1 The pit lane speed limit of 40kph (unless otherwise stated in the Final Instructions or by event bulletin) must be observed at all times during the event. Speeds may be monitored during events by fixed or hand-held radar guns and onboard GPS. It is the driver's sole responsibility to ensure that they do not exceed the pit lane speed limit. Penalties for exceeding this limit are illustrated in section 4 of these regulations, and/or may incur an alternative penalty at the discretion of the Clerk of the Course.
- 2.9.2 It is not permitted to drive a car in the pit lane by using reverse gear at any time under any circumstances. Push starting is only permitted if the process is clearly under the supervision of the pit lane marshals. During pushback the car must be under the guidance of a 'car controller'. The 'car controller' must position themselves in the view of the driver via the windscreen. They must check that the Pit Lane is clear for the car to be released without impeding any other vehicle. When the 'car controller' is satisfied that release of the car is safe, the car must be pushed backwards by personnel other than the 'car controller' so that the attention of the 'car controller' remains focused on the safe release of the car into the Pit Lane.
- 2.9.3 The outer lane or lanes of the pit are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all drivers to take all due care and respect the pit lane speed limits. No-one under the age of 16 is permitted access to the pit lane unless they are the holder of a Motorsport UK Junior Race licence.
- 2.9.4 Only four people from each team (excluding the drivers) may visit the pit wall at any one time, except in the last 10 minutes of the race when other members of the team may also visit the pit wall. High visibility vests must be worn by all personnel on the pit wall at all times. Whilst it is recommended that all personnel in the pit lane wear high visibility vests, this shall only be mandatory during any night time running, as declared by the Clerk of the Course.
- 2.9.5 In the event that HuTags are not used, team managers are responsible for notifying the organisers of all driver changes during the event with the paper slip provided, as soon as the stop is completed.
- 2.9.6 Main beam headlights must not be used in the pitlane.

2.10 REFUELLING

- 2.10.1 Re-fuelling must be carried out using a Sunoco/Fair Trails Enterprises Inc. Tuff Jug of 20 litres in capacity, fitted with an unmodified Ripper valve. Additional air vents into the Tuff Jug other than those of standard design are not permitted. If fitted with air vents these MUST be sealed shut.
- 2.10.2 Tuff Jugs must be clearly labelled with the race number of the car.
- 2.10.3 During any official session, refuelling must only take place in the pit lane with the car positioned at 45° to the pit lane with the front of the car facing the pit garage.

- 2.10.4 The filler cap must be securely in place at any time the car is on the circuit, failure to ensure this may result in the car being black flagged.
- 2.10.5 Fuel **must** only be drawn from the Silverstone Circuits onsite filling station. An auditable paper trail of proof of purchase from the filling station nominated by the Organisers of the fuel used in the event **must** be available to the organisers.
- 2.10.6 During refuelling the engine must be turned off and the driver must have vacated the car. The car must remain, supported by all 4 (four) fitted wheels, on the ground, with all doors, bonnet and boot lid closed and the car on both a longitudinal and transvers level horizontal plane. During refuelling, nobody other than the refueller may touch the car. Refuelling is determined to start when the fuel flap is opened and completed when the fuel flap is closed.
- 2.10.7 Refuelling equipment may not be used in such a way as to increase the fuel flow rate over that of gravity and the 'as designed' ventilation system of the Tuff Jug.

The Organisers reserve the right to instruct a team to modify their refuelling procedures and failure to comply with such instruction may lead to disqualification of the car/team from the event.

- 2.10.7.1 There must be no excessive fuel spillage during the refuelling process. Any fuel spillage deemed excessive by a judge of fact will be reported to the Clerk of the Course for an appropriate sanction (Art. 4.2.1 refers).
- 2.10.8 Drivers who will be driving the car on completion of a Pit Stop are not permitted to refuel the car at that stop. The team member who actually refuels the car during a pit stop must wear fireproof overalls (in accordance with NCR Ch.12 App.11 Art.2.6. and NCR Ch.9 Art.3.3f), gloves, balaclava with goggles worn over the eyes or a full-face helmet with visor in the down position which must be demonstrably protective to the eyes of the wearer against the ingress of fuel. Fireproof shoes/socks are also recommended.
- 2.10.8.1 At each Pit Stop where refuelling takes place, a designated person from the team must fill the role of 'fireman'. The designated fireman may be the exiting driver, subject to 2.10.8.

NB. *Should a driver's fireproof overalls become contaminated with petrol during any re-fuelling stop the overall may be considered unsuitable for driver protection and may be confiscated for the remainder of the event.*

- 2.10.8.2 The designated 'fire man' must wear protective clothing (as in 2.10.8) as the re-fuelling team member and be equipped with an appropriate fire extinguisher capable of extinguishing a petroleum fire (see 2.10.10).
- 2.10.8.3 The 'fireman' must position his/herself adjacent to the person re-fuelling the car and also face incoming traffic into the pit lane.
- 2.10.9 Smoking/vaping is not permitted in the garages, pit lane or on the pit wall at any time during the event. All team members and guests must comply with this restriction and failure to comply may lead to immediate disqualification of the car/team concerned.
- 2.10.10 Each team must provide a foam fire extinguisher with a minimum capacity of 6 litres or a powder fire extinguisher with a minimum capacity of 6 kilograms suitable for extinguishing a petroleum fire which must be held and 'ready for use' by the designated 'fireman' during any re-fuelling.

2.11 DRIVER CHANGES

- 2.11.1 All cars entering the pit lane must observe all usual pit lane safety regulations, the car must stop before seatbelts are released and driver's door is opened. Failure to comply may lead to the imposition of a Stop / Go Penalty by the Clerk of the Course.
- 2.11.3 The driver must exit the car via the drivers' door. The engine may be left running except during a pit stop where re-fuelling takes place in which case the cars' engine must not be running. The next driver must enter the car via the drivers' door. If the same driver is driving the next period, that driver must exit the car through the driver's door, the driver's door must then be closed and then re-opened for the driver to re-enter the car. All seat belts must be fully re-instated and tightened before moving off.
- 2.11.3.1 'Push Back' of the race car into the 'active' pit lane must not cause obstruction to any other imminently passing car. Cars already proceeding in the 'active' pit lane have priority meaning if contravention is witnessed by an official or as a result of evidential camera footage made available to the organisers at a later time.

2.12 DRIVING TIME

- 2.12.1 A driver may drive for no longer than 3 hours in any 5-hour period.
- 2.12.2 A driver may drive for no longer than 60% of the race duration in total.
- 2.12.3 "Driving time" will be deemed to include any time a driver spends on track timed from the PIT OUT to PIT IN timing lines. It will not include time spent in the pits or any time when the 'red flag' conditions orders cars back onto the grid.

2.13 RACE FINISHES

After taking the Chequered Flag drivers are required to:

- I. Progressively and safely slow down.
- II. Remain behind any competitors ahead of them
- III. Return to the pit lane/entrance as instructed. Only the driver and team member authorised by the Eligibility Scrutineer or Chief Scrutineer are permitted in Parc Ferme.
- IV. Comply with any directions given by marshals or officials
- V. Keep their helmets on and harness done up while on the circuit or moving in the pit lane.

2.14 RESULTS

All Practice Timesheets, Grids, Race Results are deemed provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. NCR Ch.3 App.6 Art.1.4 applies.

2.15 CLASSIFICATION

- 2.15.1 All starters in a race will be classified in the results according to the number of completed laps.

2.16 TIMING MODULES

- 2.16.1 It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle in accordance with NCR Ch.12 App.6 Art.2.2. The type and position of the transponder for the C1 Racing Club Class is governed by article 5.6.3.13 of the Silverlake C1 Racing Series Regulations.
- 2.16.2 No electronic equipment may be placed within five metres of any official timing line or hu-tag line and any breach of this may result in the confiscation of the equipment concerned.
- 2.16.3 The HuTag RFID system will be operational. It will be mandatory for all drivers to have on their person a designated HuTag (as issued by the organisers and coded with the unique driver ID) which must be scanned when exiting the pit lane (failure to do so may incur a penalty). The swapping or sharing of HuTags between drivers is forbidden.

2.17 GPS & ONBOARD DRIVER INFORMATION DISPLAY

- 2.17.1 The fitment of the TSL Timing Supplied Racelink & Driver Information Display (GPS & RF) equipment is mandatory and must be installed in accordance with the fitting guide shown in appendix 2. Competitors are responsible for ordering and fitting the required components prior to the first official session (Qualifying).
- 2.17.2 The Clerk of the Course and Time Keepers will collect and send data to the Racelink & Driver Information Display which may be used for a variety of purposes including but not limited:
- a) Sending Signals to the Driver Information Display, including marshals' signals, full course yellow, Code 60 etc.
 - b) Monitoring the vehicles position on track.
 - c) Monitoring the vehicles speed.
 - d) The Chief Timekeeper or any nominated judge of fact may use the data to identify and report to the Clerk of the Course any breach of regulations including but not limited to speeding in the pit lane or during a Full Course Yellow/Code 60 period.
- 2.17.3 Hired elements of the system (Racelink & DID) must be returned to the timing rooms at the end of the event. Failure to do so may result in additional charges raised by Timing Solutions Limited.

2.18 OPERATION OF SAFETY CAR

- 2.18.1 The safety car will be brought into operation to neutralise the race upon the instructions of the Clerk of the Course in accordance with NCR Ch.12 App.8 Art.2.
- 2.18.2 All competing cars must catch and line up behind the safety car in order to condense the grid as soon as safely practical to do so and then maintain station at the same speed as the safety car. Overtaking of the safety car or any other competing car is forbidden unless signalled to do so by the safety car observer.
- 2.18.3 In the event that the race leader pits during the safety car period it may be necessary for the car on circuit directly behind the leader to take over at the head of the train prior to a restart.
- 2.18.4 While the safety car is in operation competing cars may stop in their pits.

2.18.5 For all pit stops under safety car, NCR Ch.12 App.8 Art.2.8 applies.

2.18.6 When the safety car is withdrawn competitors may not overtake each other until they have passed the green signal at the startline. NCR Ch.12 App.8 Art.2.12 applies.

2.19 OPERATION OF FULL COURSE YELLOW

2.19.1 Full Course Yellows (FCY) will be brought into operation to neutralise a race at the sole decision of the Clerk of the Course.

2.19.2 A Full Course Yellow period will be deemed to be in operation from the moment a FCY countdown is declared on the Race Control to Driver Radio or on the timing screen.

2.19.3 All competing Vehicles when notified of the FCY intervention (by the Signal or by any other means) will release the throttle, gently reduce their speed to 80kph and remain behind the Vehicle in front. Note: It is essential that Drivers slow down avoiding sharp braking

2.19.4 While FCY is in operation overtaking is strictly forbidden from the moment that FCY is declared, which may be before yellow signals are displayed. Cars must proceed at a constant speed of 80kph in single file. Speeds will be monitored and any car exceeding the given speed will be reported and a penalty may be imposed.

2.19.5 Competing Vehicles may enter the pit lane but may only re-join the Track when signalled to do so by an Official/Marshal. The pit entry and pit exit roads will also be subject to a maximum speed of 80 kph.

2.19.6 Once the problem is resolved, the track will return to Green and the information will be given on the monitors and Race Control to Driver radio

2.19.7 FCY will then immediately be replaced by a 'waved' green Signal. The 'waved' green Signal will be shown simultaneously at all Signalling Posts.

2.19.8 Racing will resume as soon as the green Signal is displayed Motorsport UK 2025 National Competition Rules 421 Chapter 12 - Appendix 8 - Signals by Flags and Light Panels

2.19.9 Should the problem not be resolved, the Safety Car may be deployed according to Art.2.19.12 below.

2.19.10 The procedure as detailed above will be completed with specific instructions during the Briefings, and may be amended by Bulletins from the Clerk of the Course during the season.

2.19.11 Each lap covered while FCY is in operation will be counted as a Race lap.

2.19.12 Safety Car intervention after FCY

A Full Course Yellow period may be declared however during its operation it may be considered that before a restart the Safety Car is deployed. In this case, the Safety Car will join the track, with its roof lights off, and will overtake the cars on track until it is in front of the leader. It will then switch on its roof lights, and the SC boards will be shown. From this point onwards it will proceed according to NCR Ch.12 App.8 Art.2.

2.20 OPERATION OF CODE 60

- 2.20.1 The Code 60 Signal (Code 60) will be brought into operation to neutralise a Race at the sole decision of the Clerk of the Course.
- 2.20.2 On the order from the Clerk of the Course the Signal will be waved at the Start/Finish line and simultaneously at all Signalling Posts in use around the Circuit. The Signal will continue to be 'waved' for a minimum of one lap and until all Vehicles have visibly slowed down following which the Signal will then be held stationary until the Clerk of the Course withdraws the Code 60.
- 2.20.3 Yellow Signals will continue to be waved at the incident but green Signals will not follow.
- 2.20.4 All competing Vehicles when notified of the Code 60 intervention (by the flag Signal or by any other means) will release the throttle, gently reduce their speed to 60kph and should remain behind the Vehicle in front. Note: It is essential that Drivers slow down and avoiding sharp braking.
- 2.20.5 While the Code 60 is in operation competing Vehicles may enter the pit lane but may only re-join the Track when signalled to do so by an Official/Marshal.
- 2.20.6 When the Clerk of the Course orders withdrawal of the Code 60 there will be warning to all drivers "prepare for restart", Code 60 will then immediately be replaced by a 'waved' green Signal. The 'waved' green Signal will be shown simultaneously at all Signalling Posts.
- 2.20.7 Racing will resume as soon as the green Signal is displayed.
- 2.20.8 Overtaking is strictly forbidden until the green Signal is displayed. Any infringements may be penalised by a time penalty of 1 minute or more.
- 2.20.9 Each lap covered while the Code 60 is in operation will be counted as a Race lap.

2.21 TOW BACK

- 2.21.1 Cars that stop on circuit may only be worked on by the driver alone.
- 2.21.2 All cars will be recovered back to the pit lane if requested by the driver to do so. The tow back rules will only apply up until the final hour of the race when the Organisers will only tow cars to the nearest place of safety, or to the pit lane if directed to do so by the Clerk of the Course.
- 2.21.3 The Clerk of the Course may, at his sole discretion, decide to refuse a recovery if the car is too badly damaged or too difficult to move.

2.22 ELIGIBILITY SCRUTINEERING

- 2.22.1 The organisers reserve the right to select any car for additional eligibility scrutineering at any time during the event in accordance with series regulations. Any failure to comply with the technical regulations during this scrutineering process may result in the car not being allowed to start the race or being allowed to start under certain conditions that the Clerk of the Course may at his sole discretion see fit to determine. A minimum of two hours before the start of the race will be allowed to re-assemble any components that may previously have been stripped during this process.

2.23 COMMUNICATIONS

- 2.23.1 It is not permitted for any team to have any kind of radio, electronic, electrical system or cell phone communication with the driver whilst the driver is in the car during practice, qualifying or race, unless otherwise permitted in these regulations. Any team found doing so will be subject to the penalty as described in section 4 of these regulations.
- 2.23.2 Whilst driving, a Driver may not have on their person any form of 'smart watch'. Smart watches are capable of transmitting signals and may therefore be considered to be a communication device as listed in Art. 2.23.1 and subject the relevant penalty.
- 2.23.3 All cars must be equipped with the mandatory 'Race Control to Car' receiver for which the transmitter shall be under the sole control of the Clerk of the Course and used to communicate instructions or warnings to the drivers from Race Control. See NCR Ch.12 App.4 Art.4.12. The mandatory receiver may only be purchased directly from the BRSCC. Failure to comply with any message from the Clerk of the Course may result in a penalty.
- 2.23.4 In addition to 2.23.3, each Team Manager must have on their person during all official sessions the mandatory 'Race Control to Team Manager' receiver, for which the transmitter shall be under the sole control of the Clerk of the Course and used to communicate instructions or information to the Team Managers. Failure to comply with any message from the Clerk of the Course may result in a penalty.

2.24 ON-BOARD CAMERA

- 2.24.1 It is the Competitors responsibility to supply and fit (as a minimum) a camera that captures recorded images providing a view of the circuit ahead at all times when the car is on the circuit (NCR Ch.7 App.9 applies). The camera must be mounted to the roll cage in the area of the 'B' pillar of the car. The field of vision must record all driver inputs to the controls of the car including pedal movements, steering wheel movements and gear change movements and capture the racing number of the car (which must be displayed on the dash board) in which the camera is mounted.

NB. *A second camera or rear facing camera is recommended.*

- 2.24.2 The choice of system is free but playback must be demonstrable at the event on request and by simple means such as a laptop.
- 2.24.3 The camera fitted to the vehicle must be switched on and recording for all official practice, qualifying and race sessions. If no images are available upon request, penalties may be applied in accordance with the NCR and/or the penalties listed in section 4 of these regulations. The burden of proof to establish the cause of such failure shall lie with the competitor. The Clerk of the Course may also refer the matter of lack of recorded images to the Stewards of the Meeting for further penalties.
- 2.24.4 All rights including copyright in relation to footage captured by on board cameras, no matter that the camera/recording device is owned by the entrant/competitor, will belong to the Organisers and may not be shared or otherwise used for broadcast or commercial purposes or on social networking sites, forums or any other internet media without written permission from the Organisers.
- 2.24.4.1 During a race, the memory card having recorded a drivers' session must be removed by a team member from the car at driver 'change over' in the pit lane. The driver must retain the memory card for

submission if requested by the organisers. Should the same driver be continuing to drive in the following session the memory card may remain inserted as long as the next session driven is recorded.

NB. *Competitors are advised to use a memory card with sufficient capacity and/or a second memory card to record all eventualities.*

2.24.4.2 In the case of 'driver change over' the replacement driver (or team member) must insert their memory card to enable recording of that drivers' session.

2.24.5 Where it is necessary for the Organisers or Clerk of the Course to review footage after an event, that footage must be available for a period of 14 days after the event.

2.24.6 In the event of judicial action, all relevant on-board footage must be retained by the Organisers until the time period for all judicial matters has elapsed. The competitor is responsible for carrying and fitting an alternative memory card should one be needed whilst this activity is completed.

2.24.7 The Organisers reserve the right to order that the onboard video footage recording the best laps from the competitors who qualified in Positions 1 to 3 are broadcasted on the C1 Racing Club social media pages. The video MUST have audio and must be made available to the organisers within 1 hour of the order being made.

2.25 PARC FERMÉ

At all events the showing of the Chequered Flag (for both Qualifying and Racing) will indicate the commencement of Parc Fermé Regulations. Any vehicle that is in the pit lane at this time will be under Parc Fermé rules.

It is prohibited to work on any vehicle after the chequered flag has been shown. This includes tyre pressure checking, wheel changes or changes of driver.

Any vehicle in the pit lane must be immediately taken to the designated Parc Fermé area. No team personnel may enter Parc Fermé unless authorised by a Motorsport UK Scrutineer

Unless authorised by a Motorsport UK Scrutineer, no tools of any type may be passed by team members or mechanics to drivers whilst in Parc Fermé.

Competitors are reminded that the area designated as Parc Fermé area is a secure area and it is not permitted for any supporters to be in Parc Fermé unless at the request of a Motorsport UK Scrutineer or their deputy.

3. ADDITIONAL EVENT REGULATIONS

3.1 MOTORSPORT UK'S RESPECT CODE

By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

3.1.1 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

3.1.2 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

3.2 REPLACEMENT CARS

3.2.1 The Organisers may permit a change of car from those nominated in the Official Entry List of the event on written application being made by the entrant not less than half an hour before the start of qualifying provided that no change of car is permitted which would prevent the participation in the event of a reserve entry.

3.2.2 Exceptionally, such permission to change the car may be given after qualifying but before the start of the Race. Any such entry is to be started from the back of grid, subject to the vehicle having completed 3 laps qualifying.

3.3 ACCEPTANCE OF REGULATIONS

3.3.1 It is a condition of entry into this series that all persons connected to any team (in any manner) are understood to have read, agreed and accepted this entire document (the 2025 Sporting & Technical Regulations) and to be bound by the rules without exception.

4. PENALTIES

In accordance NCR Chapter 2, the BRSCC Driving Standards Policy, and these Series Regulations.

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

4.1.1 Arising from post practice Scrutineering or Judicial Action

Minimum Penalty: The provisions of NCR Ch.2 App.8 Arts.1.20-1.21.

4.1.2 Arising from post-race Scrutineering or Judicial Action

Minimum Penalty: The provisions of NCR Ch.2 App.8 Arts.2.1.a-b.

4.2 ADDITIONAL SPECIFIC RACE PENALTIES

4.2.1 Datum Penalties

Infringement	Penalty
False Start	Minimum: Stop/Go Penalty
Overtaking under a yellow flag	5-minute Stop/Go penalty
Overtaking under Safety Car	Clerk of the Course Discretion
Overtaking Safety car without instruction	Clerk of the Course Discretion
Breach of FCY Procedure	Clerk of the Course Discretion (minimum Stop/Go penalty)
Breach of Code 60 Procedure	Clerk of the Course Discretion (minimum Stop/Go penalty)
Causing avoidable contact	3 min Stop/Go penalty minimum or higher at discretion of Clerk of Course
Not respecting track limits	1st – No action 2nd – First warning 3rd – Black and White Flag 4th – Drive Through Penalty 5th – Warning 6th – Stop/Go Penalty Penalties continue to increase for further offences. Track limits violations are reset by the Clerk of the Course for every hour of the race. Penalties are subject to change.
More than 3 laps under black/orange flag	Car to be cleared by scrutineer, released from pit exit then return for a Stop/Go Penalty
More than 3 laps under black flag	Clerk of the Course Discretion
Excess speed in pit lane	Stop/Go penalty + 10 sec per kph over limit
Reversing under power in pit lane	Drive through penalty
Breach of refuelling regulations (inc. excessive spillage)	3 min Stop/Go penalty
More than 4 people working on car	1 min Stop/Go penalty
Car Controller Pushing Back	Drive Through Penalty
Exiting pit lane under red light at exit	3 min Stop/Go penalty
Driving through HuTag sensor without getting green light	10 Second Stop/Go penalty
Exceeding driving time	10 lap penalty
Failing/refusing breathalyser test	Disqualification of the team
Using electronic communication with the car (including the use of	5 lap penalty

wearing of a Smart Watch – see 2.23)	
Failing to provide video coverage (including providing footage without audio)	3 lap penalty for first offence escalating to 5 laps then 10 laps for subsequent offences
Failing to nominate the starting driver before the deadline	Start from the back of the grid
Failure to declare correct driver weight	2 lap penalty per underweight driver
Pit stop procedure	At discretion of the Clerk of Course
Unsafe release from pit box	3 min Stop/Go penalty
Prohibited use of horn/head lights in an aggressive/distracting manner	1 minute Stop/Go penalty
Breach of the 'Race with Respect' Code	Clerk of the Course Discretion
Penalties should increase for repeated offences as follows	Stop/Go penalty
	1 min Stop/Go penalty
	3 min Stop/Go penalty
	5 min Stop/Go penalty
	10 min Stop/Go penalty
	Black Flag with possible disqualification

4.2.1.1 No two penalties can be served at the same time, you must re-join the track and complete 1 FULL lap past the start line then come in to serve the next Penalty. To clarify, One out lap, one full lap, one in lap.

4.2.1.2 For all other irregularities, sanctions are left to the discretion of the officials. For any irregularity, even one sanctioned via the above table, the Clerk of the Course is always empowered to impose other or additional sanctions. The above table is a guideline for first time infringements at the event. Repetition of infringements by teams and/or individuals may be dealt with more severely. The Clerk of the Course is empowered to operate Stop and Go for any period that they consider appropriate to the offence.

4.2.2 The Clerk of the Course may impose “drive through” or “stop/go” penalties, as defined in the these regulations, for breaches of the sporting regulations of the event and specific relevant sections of the NCR. These penalties must be taken in accordance with NCR Ch.2 App.12 Art.1.4 and do not carry penalty points against the drivers Motorsport UK licence. Driver changes, refuelling and any other work on the car is not permitted during such a penalty being served.

4.2.3 Random alcohol testing will take place of drivers and/or the person responsible for releasing the car from the pit/pit box into the pit lane, anyone found exceeding 0 micrograms per 100 millilitres of breath will cause the immediate disqualification of their team’s car and drivers from the event.

4.3 SOCIAL MEDIA

Should a competitor, team or team associate be considered to have brought the Series or the BRSCC into disrepute in the opinion of the Series Stewards, that competitor (as team and team associate principal) may be subject to a penalty or disqualification from the Series.

5. TECHNICAL REGULATIONS

- 5.1 Unless specified otherwise in these regulations, all vehicles must comply with the technical regulations relevant to their specific class:

CLASS C1: Vehicles must comply with the 2025 Silverlake C1 Racing Series Sporting & Technical Regulations (Motorsport UK Series RS2025/078)

CLASS CCC: Vehicles must comply with the 2025 City Car Cup Championship Sporting & Technical Regulations

CLASS KA: Vehicles must comply with the 2025 EnduroKA Series Sporting & Technical Regulations.

CLASS EURO: Citroen C1 Vehicles from another country other than the UK are allowed to participate, duly integrated into a specific class in compliance with the regulations of their country of origin.

5.2 FRONT VEHICLE LIGHTS

For any class where the specific regulations above do not provide for additional front lights, these regulations allow additional front lights to be added. These may be a similar type as supplied by C1 Racing Club, a similar type to those provided for by the specific regulations above, or a single "light bar".

5.3 COMPETITION NUMBERS/DECALS

5.3.1 Positions

- 5.3.1.1 To be eligible to compete in the event all vehicles must carry a BRSCC decal on each side and in an unobscured position when viewed from a direct side elevation, in addition to any mandatory stickers stipulated in the regulations relevant to each class (as above).
- 5.3.1.2 Race numbers must be located on the rear side windows and windscreen. For night time running, side numbers must be black on a white background, and the white background must be a luminescent panel and must be of A5 (REAR) or A4 size (SIDE) only.

6. APPENDICES

The following Commercial Undertakings are not subject to the Judicial Procedures of the National Court.

6.1 RACE ORGANISING CLUBS & CONTACTS

ORGANISING CLUB

British Racing & Sports Car Club
Unit 25, Wheatley Business Centre
Old London Road
Wheatley
Oxford
OX33 1XW
Tel: 01732 780100
www.brscc.co.uk

APPENDIX 1 – Race With Respect

APPENDIX 1



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- Respect
- Integrity
- Self-Control
- Fair play
- Good Manners

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safety through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.

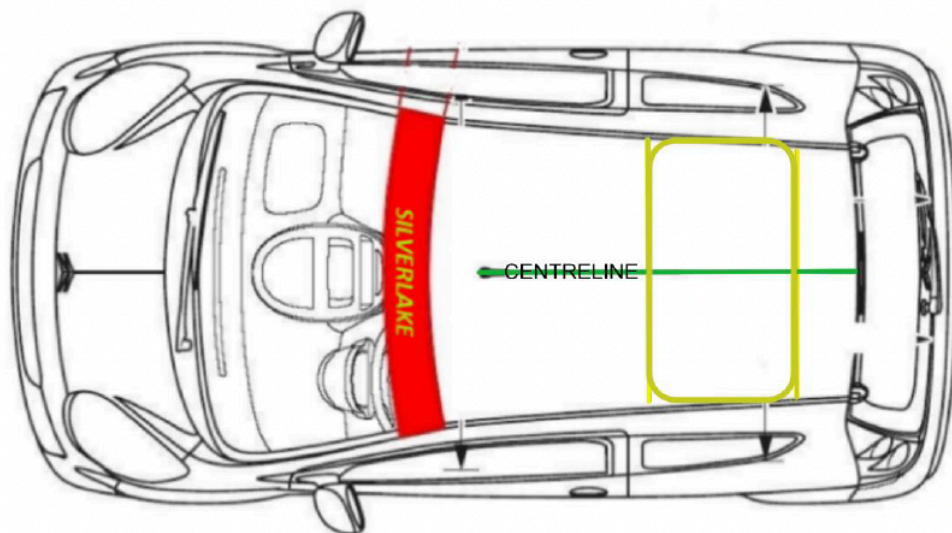
Racelink & Driver Information Display - GPS & RF fitting guide

RF Antenna and GPS Antenna: Both must be mounted externally on the vehicle roof and have a clear view around the vehicle at all times. Both antennas must be positioned on the centreline of the roof within the indicated area (highlighted in yellow on the drawing below) at a **minimum** distance of 20cm from any other antenna, transmitting or receiving device.

Antennas cannot be routed through a door or window that will pinch the cable. A **Ø17mm** hole in the vehicle roof must be made for the RF antenna; alternative mounting methods will not be accepted.

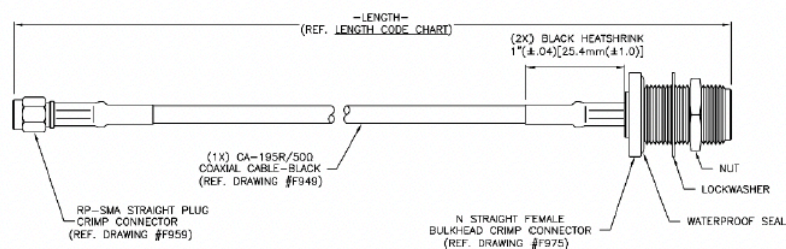
C1 For this event only, it is permitted to use an existing hole provided it is on the centreline AND the bulkhead adapter can be securely fastened using the included lock washer and locking nut.

Invitation Classes It is permitted to use an existing hole provided the above criteria are met.



Bulkhead Adapter Fitting

The adapter is supplied with a lock washer and locking nut – these must both be installed on the outside of the roof, leaving sufficient thread exposed for the secure fitting of the RF whip antenna. The adapter is supplied with a 3m cable, this should be routed securely so the SMA connector is in a suitable position for connecting to the Racelink.



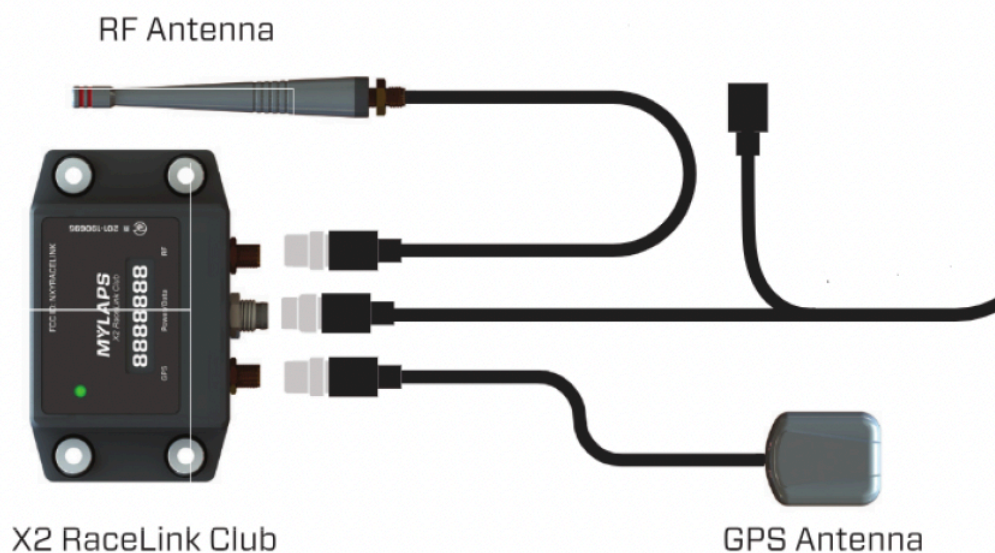
GPS Fitting

The GPS head is supplied with a magnetic base. The cable should be securely routed to the same point as the RF cable for connection to the Racelink.

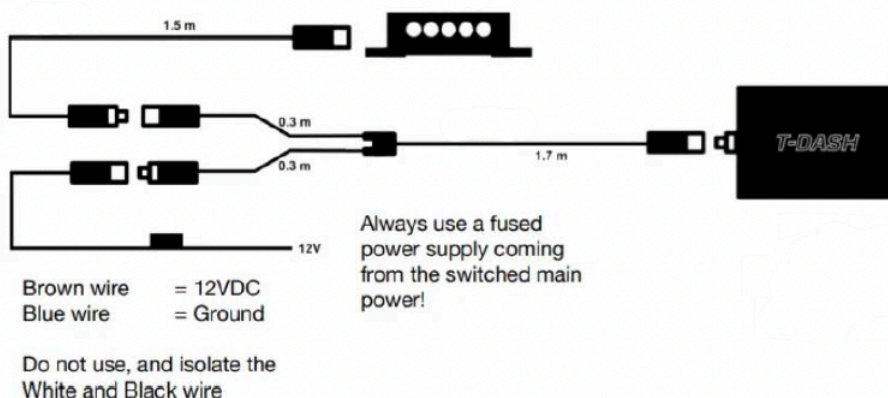
Racelink & Driver Info Display (DID)

A Racelink & DID will be supplied on a single event basis and must be returned at the end of the event

The **Racelink** must be fixed securely in a position where it can be easily accessed for checking and removal.



The **Driver Information Display** must be fixed securely to the dashboard in a position where the screen is clearly visible both to the driver and the front-facing camera.



A power cable will be supplied which will require connection to a fused 12v supply, this should be a dedicated supply and not used for any other equipment.

The Racelink & DID will need to be removed and returned post race. The cable installation does not need to be removed, so all cables should be installed in a secure/permanent way.