

SUPERSPORT ENDURANCE CUP - EVENT BRIEFING NOTES - CROFT 13TH July 2025

On behalf of the BRSCC, welcome to Croft for the latest round of the SuperSport Endurance Cup. These notes are to be read in conjunction with the event Final Instruction, event general briefing notes, Championship Sporting & Technical Regulations, and these notes 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 lanes. The lane closest to the pit wall will be referred to as the “Travelling Lane”, there are two yellow dotted lines, this will be referred to as the “Crossing 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 Travelling Lane or Crossing Lane only whilst the Driver is sitting in the car behind the steering wheel in their normal position with their belts fully fastened, and under its own power.
- c. It is forbidden to paint, draw or paint lines or markings on any part of the Pit Lane.
- d. No equipment may be left in the Traveling Lane or the Crossing Lane.
- e. The Crossing Lane is only to be used to transfer from the Travelling Lane to the Working Lane, and visa-versa no part of the car should be in this lane when stationary for a pit stop.
- 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.

1.2 When stopped in the Working Lane all cars must stop at a 45-degree angle, A car may not be worked on unless stopped in this manner. It is not permitted for the car to reverse back into the pit lane.

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 On completion of a pit stop when moving from the working lane to the travelling lane, it is not permitted for the car to reverse back, 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. The pit crew must check that the Pit Lane is clear such that the car can be released without impeding any other vehicle.

1.5 Pit Lane Speed Limit is **60KPH**

1.6 The PIT WINDOW will open 20 minutes after the race has started, and close 15 minutes before the end of the scheduled race duration.

1.7 All cars must complete TWO mandatory pit stops, each mandatory Pit Stop must be for a minimum duration of 3-minutes, **unless whilst the Safety Car is Deployed** and will be timed from the PIT IN and PIT OUT timing lines.

1.8 While the race is running under safety car conditions, subject to the pit window being open competing cars may carry out mandatory pit stops. However, any car that enters the pit lane and crosses the PIT IN timing line during the pit window after the safety car boards/flags have been deployed at Startline must comply with an extended minimum pit stop duration which for Croft will be 6 minutes.

1.9 Upon conclusion of a safety car period, this extended minimum pit stop regulation will remain in force for all cars until they have crossed the control line at least once under racing conditions.

1.10 A maximum of 4 people can work on the car at any pit stop, and they must be identified by wearing a high visibility tabard. This number excludes the driver but includes anyone touching the car or driver in any way.

2. Fuel and Refuelling

2.1 Refuelling is not allowed in qualifying.

2.2 Refuelling must only be carried out in the pit lane and only by means of a fuel churn with a capacity of no more than 25 litres, or by using a refuelling rig which complies with FIA requirements.

2.3 Unless contained in an FIA compliant fuelling rig, no more than 50 litres of fuel per competitor can be located in the pit lane or pit garage at any time. Decanting of fuel between containers must not take place in the pit lane or pit garages.

2.4 The driver must vacate the car, and the engine must be stopped, and driver's door closed before any aspect of refuelling can commence.

2.5 Whilst refuelling, at least one additional person must stand by the refueller with a fully operational and effective fire extinguisher readied

2.6 Any person carrying out refuelling or on standby with an extinguisher must wear a safety suit in

accordance with NCR Ch.9 Art.3.3.f, and also fire-resistant gloves. It is also a mandatory championship requirement that any person carrying out refuelling or on standby with an extinguisher must also either wear a fire-resistant balaclava and protective goggles, or a race type helmet with a closed visor. Any refueller or person providing fire cover must not wear a high vis vest during refuelling, unless it is flame retardant and complies with the standards listed in NCR Ch.9 Art.3.3.f. However, should they work on the vehicle during the pit stop whilst not refuelling they must wear a high-vis vest during that time (Article 3.2.11 refers).

2.7 When refuelling is taking place, it is not permitted for anyone else to work on the car for any reason whatsoever. For the avoidance of doubt, this includes touching any part of the car in any way.

2.8 Refuelling will be considered to have finished when all fuel filling equipment has been removed from the vehicle, and all fuel filler flaps/caps closed.

3. Qualifying

3.1 All cars must report to the assembly area for all sessions which will be located adjacent to the first corner. All cars must be in the assembly area in good time, at least 20 minutes before the scheduled start time.

3.2 For Qualifying, cars will be released from Assembly straight into your qualifying session. Please take notes of the position of light boards which will be showing Green.

3.3 All drivers must complete a minimum of three laps during Qualifying.

4. Race Start

4.1 Cars will be led from the Assembly Area to the Grid by the Safety Car. The minimum countdown procedures/audible warning sequence shall be:

- 1 minute to start of Green Flag/Pace lap.
- 30 seconds – visible and audible warnings for the start of the Green Flag/Pace lap
- Green Flag/Pace Lap – Complete one lap of the circuit forming into grid order between Sunny out and Complex in.
- Please follow the safety car, the safety car will set the pace – please keep up with the cars in front. NO DROPPING BACK!
- Safety Car will switch off its lights indicating we are going for a start; it will leave the circuit at Pit Entry. Red gantry lights will be switched on – maintain safety car speed and grid position.
- Red Lights OFF = Race Start, subject to lights failure the drop of the National Flag will indicate race start.

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

4.3 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.

4.4 Should the safety car lights remain switched on beyond the entry to the harpin, 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.

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

5. Track Limits

5.1 Track Limits will be monitored by Judge of Fact at Turn 2 Hawthorns (Post 3) and Turn 9 Jim Clark Esses (Post 11).

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

5.3 Race: 3rd instance of exceeding track limits will result in a final warning by the displaying of a Black and White flag, 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.

Note whilst undertaking a drive through or stop/go penalty you must not stop at your pit, doing so will deem the penalty unserved.

6. Driving Standards

6.1 ALL drivers to take care whilst on track during all sessions. This is a non-contact sport, there need not be any contact caused by careless driving, last minute lunges, or by not giving each other racing room. Any driver moving back towards the racing line having earlier defended their position off-line should leave at least 1 cars width between their own car and the edge of the track on the approach to the corner. 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. 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. Slower drivers must hold their line, which may not need to be the optimum racing line.

6.3 Driving standards must be irreproachable.

7. Safety Car

7.1 The safety car will be available for use in the Race. 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, the Safety Car will wave cars past to find the leader.

7.2 The Safety Car will be released from Pit Exit, 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.

7.3 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.

7.4 When the Safety Car is called in, it will turn off the lights to signal that it will enter the Pits at the end of the lap. When it enters the Pits, the first car in line will dictate the pace until it crosses the line. Yellow lights/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.**

8. Lights/Flags

8.1 On display of yellow lights/flags, slow down, retain control of your vehicle, no overtaking until you have passed a green Light/Flag.

8.2 Red Flag - In qualifying, all cars should slow down and return to the pit lane, in the race, all cars should slow down and stop on the Startline unless instructed otherwise by marshals/officials.

8.3 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.

8.4 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.

9. End of each session

9.1. After taking the chequered flag (track left), all cars must SLOW DOWN, and complete the lap, entering the pits and following marshals' instructions to Parc Ferme.

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

9.3 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 Technical Official.

10. Additional Information

10.1 Mandatory Face to Face drivers briefing is at 1315 in the race admin suite

If you are taking part in Paid Practice there is a briefing at 11:00 in the Race Admin Suite, both briefings are mandatory.

10.2 If you have any questions about these notes, or anything else concerning the race meeting, please see me during the day.

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

Darren Holmes
Clerk of the Course