

SUPERSPORT ENDURANCE CUP - EVENT BRIEFING NOTES

SILVERSTONE NATIONAL CIRCUIT – 30<sup>th</sup> September 2023

On behalf of the BRSCC, welcome to Silverstone National Circuit for the final SuperSport Endurance event of the 2023 Championship. These notes are to be read in conjunction with the event Final Instruction, Championship Sporting & Technical Regulations 2023, 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 paint, draw or create by any means lines or markings on any part of the Pit Lane.
- d. No equipment may be left in the Fast 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 Q9.1.4. (MSUK Yearbook 2023)



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 exit, approximately 45 degrees nose towards the Garages. 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 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.

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 refuelling has been completed.

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

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

1.9 All cars must complete TWO mandatory pit stops, both of a minimum 3-minute durations timed from the PIT IN and PIT OUT timing lines

1.10 The stop / go penalty box will be marked by a sign/cones and located in front of the race control building.

## **2. Fuel and Refuelling**

2.1 Teams may store no more than 50 litres of fuel per car in any garage at any one time during the event, unless it is contained in an FIA compliant fuelling rig.

2.2 Teams must use fuel churns with a capacity of no more than 25 litres, or by an FIA compliant fuel rig. Throughout the duration any live qualifying, practice or race session, refuelling may only take place in the pit lane.

## **3. Pre-Session Procedures**

3.1 All cars must report to the assembly area for all sessions which will be located at the far end of the inner paddock, adjacent to the pit entrance. All cars must be in the assembly area in good time, at least 20 minutes before the scheduled start time.

3.2 For the race, cars will be released from the assembly area onto the Grid. Cars must proceed under caution to the starting grid to be gridded by marshals.

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

## **4. Track Limits**

4.1 Track Limits will be monitored around the track, with particular focus at Turn 1, Copse.

4.2 Track Limits: 3 warnings, 4<sup>th</sup> infringement will result in a Drive Through Penalty (for the car), 5<sup>th</sup> infringement will result in a 1-minute stop/go penalty, and so on. This penalty 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 Pit Lane officials. 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 after Turn 4 Brooklands and must be lined up in position (two by two) before the exit of Turn 5 Luffield.

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 4 Brooklands, 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 RED 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. 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. Safety Car**

7.1 The safety car will be available for use in the Race.

7.2 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, the Safety Car will wave car through to find the leave in accordance with Section Q, Appendix 3.

7.3 The Safety Car will be released from Pit exit Turn 1, Copse and join the track.

7.4 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.

7.5 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.

7.6 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 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 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. Red Flag**

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

8.2 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.

## **9. End of the Race/Parc Ferme**

9.1 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.

9.2 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.

9.3 Following the in-lap after taking the chequered flag, cars must enter the pit lane and directed into the designated Parc Ferme.

9.4 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 Technical Official.

9.5 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.

## **10. Additional Information**

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

If you have any questions about these notes, or anything else concerning the race meeting, please contact me. I would much rather answer what might seem to be a silly question, than to have to summon you during the weekend.

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

**Peter Daly (07730 700955), Adam Peers (07735 046642)**  
**Clerk of the Course**