

# Briefing Notes

## Silverstone International



Please ensure that you read all these Briefing Notes, even if you have raced at the venue before. They are split into two sections; firstly, notes specific to the circuit and the venue, and secondly general notes that apply to all events. These notes supplement the 2021 Motorsport UK Yearbook (Blue Book) and Championship Regulations. Any regulations quoted from the Motorsport UK Yearbook are shown in [square brackets].

### SPECIFIC CIRCUIT NOTES

This race meeting will be held on the International circuit at Silverstone; 1.85 miles in length.

Unless on the circuit, a speed limit of 10 mph applies at the venue [Q12.25.8]. Internal or service roads may not be used to test race cars.

Prior to qualifying, get to the Assembly Area (refer to Final Instructions for location) in good time for noise testing. The assembly area marshals will arrange you in one or two lines. This includes any cars using the pit garages who must leave via assembly area.

Leaving the circuit - after seeing the chequered flag, continue for one full lap then exit the circuit into the pit lane and into the parc fermé area as directed. Note: parc fermé regulations apply as soon as you leave the circuit inc. pit lane. Passing the chequered flag more than once may result in a penalty and wastes valuable track time. **Be aware that the Start Line is not in the same position as the Finish Line.**

**Note: The Finish Line is very close to the apex of the final corner, be aware of it. A repeat chequered flag may be used. Taking additional laps because you did not see the chequered flag is an infringement of the regulations and may be penalised.**

Prior to racing, cars will be released from the assembly area in grid order.

If your Championship had a Green Flag Lap - The lap from the Assembly/Pre-Grid area constitutes the Green Flag Lap.

During the green flag lap, practice starts [Q12.12] and excessive weaving (more than 50% circuit width) are specifically forbidden. On the green flag laps if you stall or spin off and fall behind all other competing cars, you must remain behind those cars and start the race from the rear of the grid.

Race Start (Standing Starts) - lights are located on a gantry above the grid. Once the 5 second board has been shown, the red lights will come on; the signal to start racing is the lights going out. In the case of light failure, the Union flag will be used.

The start is on a slight curve so look carefully for lights. No team personnel are allowed on the pit wall for the start of the race.

Race Start (Rolling Starts) - cars will be released from the assembly area in grid order behind Pace Car. If appropriate Pace Car lights will be extinguished on Club Straight and Pace Car pull into Pit Lane. Cars should maintain pace and formation until start lights are extinguished.

Safety Car – If safety car used in qualifying and racing; it will be released from the end the pit lane. It will leave the circuit into the pit lane entrance.

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Live Recoveries – are used at Silverstone, which means that if a stranded car needs to be recovered that may take place under ‘local’ yellow flags / lights - removing need for a Safety Car period. Note that if your car is recovered by mechanical means (i.e., a tractor), you cannot re-join the session.

Track Limits - are monitored at Silverstone by Judges of Fact. See overleaf for greater detail about exceeding track limits.

Pit Lane Speed Limit - The speed limit in the pit lane is 60 kph.

### GENERAL NOTES

#### COVID-19

On 19<sup>th</sup> July 2021 Motorsport UK has changed its guidance regarding COVID-19. Please refer to the document directly at <https://www.motorsportuk.org/news/updated-covid-19-guidance-from-19-july-2021-england/>

It is the Entrant/Competitors responsibility to follow these guidelines.

Due to previous restrictions, you may have had limited opportunity for track days or testing so, car preparation will be even more important to make sure everything is working, charged, plugged in before you get to the circuit.

Remember that a minimum of three (3) laps are required to qualify so take it easy for those first laps. Please make sure you speak directly to a member of the Clerking team if you do not get 3 laps in.

Motor sport is a non-contact sport. All reports of contact will be investigated, using video evidence if necessary. Any driver involved in any incident may not leave the circuit without the consent of the Clerk of the Course.

Only footage from in car cameras requested by the Clerk of Course will be viewed. Drivers wishing to protest other competitor's actions must do so officially in accordance with [C5.1].

Track behaviour - reports of abnormal direction changes (weaving) and any other manoeuvres likely to hinder other drivers will also be investigated; [Q12.21].

Track limits regulations [Q12.21.1] are summarised here:

- (a) In qualifying, running beyond track limits is likely to result in the loss of that lap time (note that a black & white flag signal need not be shown). This will occur on each occasion.
- (b) In racing, running beyond track limits is likely to result in the following penalties: 2nd occurrence: Black & white warning flag shown; 3rd occurrence: 5 sec time penalty added; 4th occurrence: 10 sec time penalty added; 5th occurrence: Drive-through penalty; 6th occurrence: Black flag & race exclusion.

Yellow Flags / Lights - Yellow flags / lights are used to warn you of a hazard or danger ahead and are there primarily for the protection of my marshals. Overtaking is strictly forbidden between the first yellow flag and the green flag - even if you are lapping a slower car [Q12.24.3, Q12.24.4].

Red Flags / Lights - As soon as these are displayed, reduce speed, and stop racing. In qualifying return to the pits, in races return to the grid unless indicated otherwise. Again, overtaking is forbidden [Q12.24.3.j]. Pay attention as emergency (blue light) vehicles may join circuit.

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Blue Flag signals - With the speed differential of some cars please respect the blue flags and give other competitors room. However, to be as predictable as possible, slower cars are both entitled and encouraged to always take the racing line.

Safety Car - the procedures are detailed in [Q App 3]; please ensure that you understand this fully before competing. Ensure that you bunch up as rapidly as possible, giving marshals time to sort out any on-track problems. Also note that during the restart, overtaking is prohibited until the start/finish line is crossed - this is quite easy to check.

Parc Fermé - after qualifying and/or racing, competing cars may be directed into the parc fermé (including retired cars). Whilst in parc fermé, the following applies:

- (a) No work on the car may take place of any kind, including reviewing camera footage
- (b) No team personnel, except the currently competing driver, may enter the area

At the end of your races, please wave to thank all the marshals; remember that they (we) are all volunteers and give up their time freely and without remuneration.

