

**SUPPLEMENTARY REGULATIONS SPECIFIC TO THE
2021 SILVERLAKE C1 CHALLENGE 24-HOUR RACE
SILVERSTONE 28TH - 30TH MAY, 2021**

These Supplementary Regulations are to be read in conjunction with the Silverlake C1 Challenge Series Regulations.

1. Pit Lane / Wall

- 1.1 The Pit Lane shall be divided into two lanes. The lane closest to the pit wall will be referred to as the "Outer" or "Fast Lane" and the lane closest to the pit garages will be referred to as the "Inner Lane".
 - a. The only area in the Pit Lane where any work can be carried out on a car is the Inner Lane.
 - b. Cars may enter or remain in the Fast Lane only with the Driver 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 lines on any part of the Pit Lane.
 - d. No equipment may be left in the Fast Lane.
 - e. No umbrellas or unsecured structures are permitted on the pit wall at any time.
 - f. 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 Pit Lane a car must be angle-parked for all Official sessions (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 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 Inner 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. 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 Under current Motorsport UK covid guidelines driver change pit stops should include time to sanitise contact surfaces.

2. Paddock

- 2.1 Motorhomes and RVs must be parked in the areas designated for the purpose on the paddock plan.
- 2.2 No race entry may take more than their allocated space however teams may consolidate and merge space by agreement, so to create a wider frontage in which support activities (food provision, mechanical work, or sleeping etc.) take place.
- 2.3 Each 24hr race car will be allocated two vehicle passes, which must be displayed in any vehicle parked in the paddock, and 16 paddock passes for drivers and mechanics.
- 2.4 Under no circumstances should any pegs or stakes be used to anchor tents or other structures in the paddock.

3. Fuel and Refuelling

- 3.1 In accordance with Series Regulation 2.11.6, all fuel is to be provided by the circuit. Fuel is 97 octanes unleaded only. Only fuel drawn from the circuit's fuel system may be used during the race. No decanting is permitted.

Teams may store no more than two full Tuff jugs (at any one time and at any time between 08:00 on Friday and 18:00 on Sunday) per car at the circuit. Storage of greater quantities of fuel by teams presents a fire hazard and will result in exclusion from circuit and or the race. Teams, their awnings and support activities may be inspected for fire safety and will implement the recommendations of any inspector. Fuel should be moved from the fuel station to the back of the garage in a safe manner.

Fuel must not be stored in the garage or pit lane. Each entry should have a designated fuel area away from any sources of ignition at the back of the garage.

- 3.2 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; only two Tuff jugs may be used per car; and each jug may only be used once per stop. Refuelling may only take place in the pit lane. Random checks will be carried out during the race.
- 3.3 To clarify Regulation 2.11.7 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.

4. Scales and Weighing

- 4.1 The weighing scales for the event will be the C1 Club Racing scales set up in the Scrutineering Bay.
- 4.2 Drivers (including their mandatory racewear) will be weighed randomly during the event.

5. Hutags

- 5.1 Any driver without a HuTag can collect one from the from Club HQ (under Race Control) for £10. No one will be allowed on circuit unless they are wearing a Hutag.
- 5.2 On leaving the pit lane, drivers must ensure that the TSL red light is extinguished before passing the pit lane exit. This is separate from and additional to the circuit-operated red and green pit lane exit lights, which must also be complied with.

6. Cars

- 6.1 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 when authorised by a scrutineer.
- 6.2 All cars are recommended to be equipped with functioning Club-specified spotlights.
- 6.3 In accordance with Regulation 10.3 any car that loses a mirror must have it refitted to comply with 10.3.2 and 10.3.3 at the next pit stop.

7. Additional Information

- 7.1 Drivers must switch on their headlights once night-time has been declared and failure to do so will result in a penalty.
- 7.3 The stop / go penalty box will be marked by cones and located at the pit entrance under the race control building.

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