



## DRIVER BRIEFING NOTES




### Silverstone – 2nd June 2023









On behalf of the organisers, welcome to Silverstone. Please make sure you read all Briefing Notes, even if you have raced at the venue before. They are split into two sections; firstly, notes specific to the circuit/event, and secondly, general notes that apply to all events. These notes supplement the 2023 Motorsport UK Yearbook (The Blue Book) and the Championship/Series Regulations.

#### **SPECIFIC CIRCUIT NOTES – Silverstone (Grand Prix Circuit, National pits and start line)**

- 🚩 This race meeting will be held on the Grand Prix Circuit; 3.67 miles in length.
- 🚩 Unless on the track, a speed limit of 20mph is in force in all areas of the venue, except in the paddock where a 5-mph speed limit is in force. Internal or service roads may not be used to test race cars. The speed limit in the pit lane is 60 kph.
- 🚩 Prior to **qualifying**, All vehicles will be noise tested on the garage apron before being released via the pitlane onto the circuit.
- 🚩 **Leaving the circuit** - after seeing the chequered flag, continue for one full lap then exit the circuit into the pit lane and thence into Parc Ferme. Please do not take the chequered flag more than once, as this wastes valuable track time and may result in a penalty.
- 🚩 **Prior to racing**, All cars will assemble in the pitlane and will be released when indicated by the marshals to undertake a lap to the grid, where they will take their grid positions and then undertake their green flag lap. At the end of the green flag lap, they will form up on the grid and take the start. Competitors are reminded of the provisions of (Q 12.9.12 (iii)) of the current MSUK Yearbook 2023.
- 🚩 **Green Flag Lap** - Note that during green flag laps, **practice starts** (Q12.12) and excessive weaving (more than 50% circuit width) are specifically **forbidden**, and you must maintain your grid position. If you stall or spin off (or other) whilst on the green flag lap, and fall behind all other competing cars, you must remain behind those cars and start the race from the rear of the grid. **Unnecessarily slow** green flag laps may result in the race duration being reduced.
- 🚩 **Start Lights** - these are located on the gantry above the grid. Once all cars are on the grid, the 5 second board will be shown, and 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 instead. No team personnel are allowed on the pit wall for the start of the race.
- 🚩 **Safety Car** - may be used in the races only; it will be released from the Pit Lane Exit and leave the circuit via Pit Entry. In the event of an incident during or immediately after the start of a race, the Safety Car may be deployed from Woodcote corner and onto the pit straight. Drivers are reminded that once the Safety Car enters the pit lane and racing resumes, there is no overtaking or overlapping until cars have crossed the Control (Timing) Line.
- 🚩 **Track Limits** – will be monitored at Silverstone by Judges of Fact. Judges will be monitoring turns 1,7 and 10. see overleaf for greater detail about exceeding track limits. No contact patch of the tyre beyond white lines or kerbs.
- 🚩 **Live Recoveries** - are permitted at Silverstone, which means that if there is a requirement to move a stranded car, that may take place under 'local' yellow flags/lights – negating the need for a Safety Car period.
- 🚩 **Pit Lane Speed Limit** - The speed limit in the pit lane is 60 kph.
- 🚩 **Notice Board** – all results can be found on the TSL timing website and event bulletins can be found on the BARC website event page under Noticeboard.

## GENERAL NOTES

-  Motor sport is strictly a **non-contact** sport. This includes 'rubbing' and 'bump-drafting'. 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.**
-  **Track behaviour** - reports of abnormal direction changes (weaving) and any other manoeuvres likely to hinder other drivers will also be investigated.
-  **Track limits** - Motorsport UK Yearbook regulations (Q12.21.2, Q12.22.1, Q12.27) are summarised here:
  - a. In qualifying, running beyond track limits is likely to result in the loss of that particular 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 disqualification.		
-  **Yellow Flag signals** - Yellow flags / lights are used to warn **you** of a hazard or danger ahead and are there primarily for the protection of the marshals handling the incident. Overtaking is strictly forbidden between the first yellow flag and the green flag - even if you are lapping a slower car (Q12.24.5.).
-  **Red Flags / Lights** - As soon as these are displayed, reduce speed, and stop racing. In qualifying return to the pits, in the race return to the grid unless indicated otherwise. Again, overtaking is forbidden (Q12.24.3(j)).
-  **Safety Car** - the procedures are detailed in the MOTORSPORT UK Yearbook (Q App 3); please ensure that you understand this fully before competing. Ensure that you bunch up as rapidly as possible, giving the marshals more time to sort out any on-track problems. Also remember that during the restart, overtaking is prohibited until the GREEN FLAG at the start/finish line is crossed - this is extremely easy for us to check.
-  **Retirements** – if you find that you need to retire your car due to a mechanical fault or another reason, please do your best to pull off in a safe place, ideally near a gap the barrier. These are identified by large markings on the barriers. Cars stopped in dangerous positions/hard to reach places could result in a red flag and loss of a session.
-  **Parc Fermé** - after qualifying and/or racing, competing cars may be directed into parc fermé (including retired cars). Parc Ferme will be located in the Scrutineering Bay at the end of the pit lane. Whilst in parc fermé, the following applies:
  - a. No work of any kind may take place on the car, including reviewing camera footage.
  - b. No team personnel, except the driver, may enter the area.
-  **In-car Cameras** - Motorsport UK Yearbook J5.21 and Championship regulations 3.21 refer to in-car cameras; please review these sections. Note that failure to provide in car camera footage may lead to disciplinary measures. The onus is on **you** to ensure that the system is working correctly; and to identify any data cards used.
-  **Only footage from 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.
-  At the end of your races, please **wave to thank all the marshals**; remember that they are all volunteers and give up their time freely and without remuneration.

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 post-race.

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

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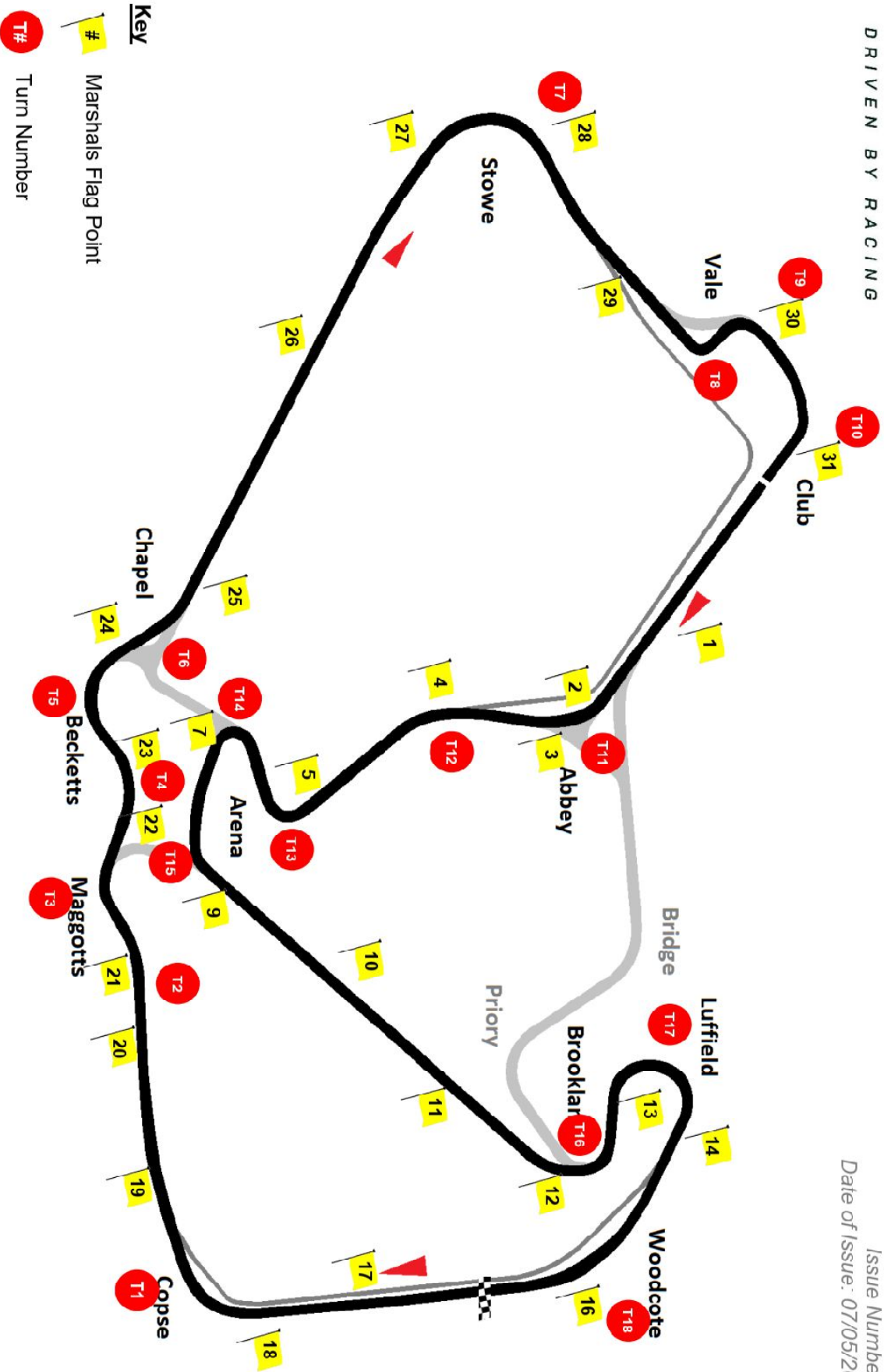
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## Silverstone Grand Prix Circuit (National Pits) – Flag Points and Turn Numbers

Created By: Luke Souch

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NB: Posts 6, 8 & 15 were abolished at the end of 2015 / © 2022 Luke Souch