

2025 Focus Cup Championship

Round 2 Silverstone National - Drivers Briefing

1. Welcome

Welcome to Silverstone GP. For those who don't know me, I am Jon Provost the Clerk of the Course for Focus Cup.

Anyone here who has not competed in Focus Cup in 2025, please see me at the end.

2. Qualifying Procedure

Make sure you are in the assembly area at 20 minutes before your session. The assembly area entrance is just beyond the medical centre. When you are released from assembly, that is the start of your session.

3. Session Finishes

After receiving the chequered flag in any session, continue around the circuit. Then into pit lane, all the way at the end you will exit via parc ferme. **As always, all your safety kit stays on until you have stopped in parc ferme.**

The control flags are positioned on the pit wall near the pit entry area, just around the last corner so please make sure you check that location every lap.

4. Race Start Procedure – Standing

In the assembly area, you will get the 1 minute and 30 second countdown boards. When you are released from the assembly area, that is the start of your green flag lap. Proceed over the grid, one time.

When tyre warming, I am asking you to only use 50% of the width of the track when weaving. This should provide cars with an escape route either side should there be overlap at any point.

After that lap, **Approaching the grid, no practice starts or wheel spinning/burnouts once you are over the grid markings.**

You will be lined up by marshals. Once you are lined up, you will get the 5 second board, the lights will go on and then off which is the start of the race.

I have counted today, and I believe that all cars should be able to see the start lights with the 1x1 formation and 1-2 row(s) between Class 1 and Class 2.

If we abort the start for whatever reason, and the relevant start delayed board is displayed, there will be an extra formation lap. If you depart the grid and the green flag is being waved from the start gantry, that is a green flag lap and not the race start.

Following Donington, I know a few of you fed back that you weren't told what the procedure was following the red flags. Despite me requesting marshals to tell everyone, apologies from us that the info didn't get to everyone. Should something similar happen again, I will do my best to make sure everyone is informed.

5. Safety Car

The safety car can be used in both qualifying and races. It will enter and exit the circuit via pit lane

As always, no overtaking until you have crossed the control line.

6. Race Duration Extension

As you are all aware, I now have the option to extend the race time if a safety car is used. This is 100% at my discretion and will be depending on the progress of the meeting and timetable.

If the race is extended, we will display a board at the control line. No electronic board is available here.



7. Red Flag

During qualifying, return to the pit lane.

During races, return to the back of the grid and await the marshals' instructions.

NO tire warming or weaving under red flags.

8. Control Flags

On drivers RIGHT as you cross the control line. Make sure you look **every lap** to see if there is anything out for you. As mentioned before, the control flags are on the pit wall, just after the last corner. PLEASE look every lap to make sure you do not miss a flag.

9. Yellow Flags

This is extremely important above almost everything else. You need to be in control of your car in yellow flag zones. Going off under yellow flags is not acceptable.

10. Live Snatch

Live snatch is available this weekend. As always, I will only ever use live snatch if I am confident that all drivers are in **full control of their cars** and are **slowing down** in that yellow flag zone.

11. Track Limits

Track limits will be monitored at Turn 1 (Copse) & Turn 3 (Beckett's) As always these are the primary focus but any reports from other turns may also be recorded.

12. Blue Flags

With such a short circuit, we expect class 1 cars to start lapping class 2 cars. Reminder, it is the overtaking cars responsibility to pass safely. However, the slower car NEEDS to be predictable and aware of what is going on around them. Class 1 cars do need to have patience and wait for the right moment to pass safely. Class 2 cars need to give way as soon as practicable.

13. Contact & Incidents

This is a non-contact sport. I will investigate all incidents of contact, should time permit. However, if you want to guarantee an incident is looked at, make sure you follow the protests procedure as prescribed in the Motorsport UK NCRs.

Regarding incidents, please do not WhatsApp me asking for an incident to be reviewed, I will not be responding to those. You are welcome to come and see me and have a chat about it. I may choose to investigate based off that, I may not.

14. Silverstone Specific Notes

As mentioned, the circuit is short and with so many cars, we are going to have a lot of close racing in and between classes. Please be careful and be aware of what is going on around you.

Any questions?

AT ALL TIMES drive within the limit of your capability and that of the car. Be AWARE of what is happening around you. Give each other racing room. **Do not attempt** overtaking manoeuvres that are marginal and likely to result in contact.

Have a safe and enjoyable weekend!

Jonathon Provost

Focus Cup Clerk of the Course