

2021 Covid 19 Pit Stop Guide

Pit stops are an integral part of most CSCC races. Understanding the rules, working out a 'game plan' and then practicing can give you an advantage over other drivers.

Motorsport UK regulations now state *For events requiring driver changes the time period for the change must allow for sanitisation of the contact areas within the vehicle. (+30 seconds)*. All series will now temporarily adopt a 2-minute timed pit-stop (+ winners penalty if relevant). In the event that this Covid 19 Pit-Stop Guide and the Series Regulations are conflicting, this Covid 19 Pit-Stop Guide takes priority.

The 2-minute Timed Pit-Stop is measured from the pit-in line (where the pit lane speed limit starts) to the pit-out line (when you can speed up, out of the pit-lane). A timed pit-stop allows you time to make a driver change, take a drink or adjust tyre pressures. Single drivers may sit in the car without exiting and may leave the engine running if they wish. You, the driver are responsible for timing yourself, so invest in an easy to reach, simple, countdown timer (£3 from a well known auction site).

Keep safe

Practice your pit stop in your full race kit and explain to anyone helping you EXACTLY what you want them to do, where to stand and where to avoid for their own safety. Pull well over in the stopping area, so that pit crew are not having to walk into a live lane. Allow enough time for you to be certain your shoulder belts are over your FHR.

Note the new MSUK 2021 regulation: K2.1.12. Elastic devices attached to the shoulder straps are forbidden.

If you are part of a 2-driver team and have different proportions, make sure your lap belts are suitably tight for both drivers: pulling on shoulder straps only can result in your buckle being up past your navel, this will almost certainly result in serious injury, in the event of a crash.

Pull away from your pit box briskly but under full control of your car, wheel-spinning or drifting will quickly gain you a penalty and a chat with the Motorsport UK Clerks.

Winners Penalty

Many of our series have overall winners' penalties, these were previously served in the penalty box. Now, the penalty time will be added to your 2-minute pit-stop time. For example, if you win overall in either group in Swinging Sixties at Snetterton you pick up a 30 second winners penalty. Therefore your pit-in to pit-out time becomes 2 minutes 30 seconds at the next round. See individual series regulations for how many seconds apply in your series and for how much of the season.

Pit Window

	30 minute race	40 minute race	60 minute race	
Pit Window				
Race Start	00:00	00:00	00:00	
Pit Window Open*	10:00	10:00	20:00	
Pit Window Closed*	20:00	25:00	40:00	
Chequered Flag	30:00	40:00	60:00	

*In the event of a Safety Car being deployed/ released **during** the pit window, the pit window will be extended until the end of the race.

CSCC Timed Pit Stop Regulations

1. A mandatory 2-minute (plus overall winners penalty) timed stop, timed from pit-in to pit-out is required during the race, unless indicated otherwise in Supplementary Regulations. It is up to the driver (s) to calculate when they should exit the pit-lane so as not to stop short.
2. A single driver may remain in the car, with belts attached and with the engine running providing they remain in the car for the stop.
3. If a driver leaves the car, for example in a 2-driver team, they must:
 - 3.1 Stop the car
 - 3.2 Switch off the engine
 - 3.3 Unfasten belts (do not touch belts or open door until stationary)
 - 3.4 Alight from stationary car, sanitise surfaces where required, only then can 2nd driver enter car
 - 3.5 Engine may be restarted only when driver is seated
 - 3.6 Fasten harness, ensuring belts are over FHR (where relevant)
4. For a 2-car team, the second car must wait stationary after the first comes to a halt, at adjacent pit-box and only leave when ready.
5. Having completed the elapsed stationary time, cars should be safely released into pit-lane, under full control with no excessive wheel spin.
6. No refuelling allowed in any pit-stop. No tyre-changes during the mandatory 2-minute stop. In the interests of safety, a tyre change is only permitted in the event of a puncture or damage.
7. Only one person, excluding the driver(s) of each car, may work on that car during a pit stop.

The 2-Minute Timed Pit-Stop Q and A

Why 2 minutes pit in-out?

It makes sense to replicate the method used by other clubs to make it easier for drivers to transition across. David and Hannah (who can't race with the CSCC) have experienced this format first-hand over the last four years.

Why didn't you choose a stationary time?

For the above reason, plus the Timekeepers can produce a report for the Clerks that immediately shows if anyone has short stopped (without any discrepancy in deceleration/acceleration times). The 2-minute pit-in to pit-out method doesn't require hordes of volunteers armed with calibrated stopwatches.



Can you tell me exactly how long it will take to travel from pit in to pit out at each circuit?

Well we could, but it really won't help you to know that it might be 12.68 seconds, when factors, such as where you stop in the pit-lane, approaching cars at the intended time of release, how quickly you accelerate, how well calibrated your instruments are and catching someone travelling slightly slower, are all going to affect your time. The timing starts and finishes between the speed limit signs, often indicated by the closest painted line to these signs; if in doubt, ask.

Won't it be manic in the event of a Safety Car?

Actually things have been calmer, as drivers typically leave the pits at the same time and order as they entered, with less rushing. There is always a higher number of drivers entering the pit-lane at one time during a race disruption, regardless of the pit-stop timing method.

I might be held up by someone driving too slowly down the pit lane?

Most cars do not have pit lane speed limiters so it has always been the case that cars travel down the pit-lane at different speeds. The pit-lane speed limit is just that, a limit, a maximum, NOT a command that you must drive at exactly that speed. However, we do not expect someone to trundle along at walking pace, impeding the progress of others (whether deliberately or accidentally). The series regulations contain this rule and suggested penalty starting point for the Clerks:

	Qualifying	Race
Unsafe release or impeding a car during pit-stop (this is the minimum datum penalty. It does not stop further penalties.)	Loss of Fastest Lap	30 Seconds

As always it is up to the Motorsport UK Officials to apply penalties if they deem it appropriate, not the CSCC staff, drivers or team members. Safety between heavy cars and squishy people is vital in the pit lane, so acts such as undertaking, cars running alongside each other, stopping in daft places, speeding, or releasing a car into the path of another will be dealt with appropriately. The vast majority of CSCC competitors turn up with a smile on their face and the right attitude, they want to do as well as they can during the race by fair methods, we don't see this changing.

Please can you tell us how a typical timed Pit-Stop might take place?

1. Before your race meeting we suggest investing a few pounds on two simple countdown timers, such as the one pictured. Set one to count the race duration and one set to 2 minutes. Mount them securely where you can see them, and are in easy reach, but not anywhere your helmet might touch when you get out of the car (ask us how we know!).
2. When you decide it's time to pit, signal your intention to enter the pit-lane (hand or indicator) and press the button on your countdown timer as you cross the line. It is vital that you don't forget to press this button.....but if you do, don't panic, look to see if anyone has pitted just in front or behind you and hope that they remembered to start their timer!
3. Pull safely over, into an unoccupied space and use this time as you wish, for example swapping drivers, taking a drink, checking tyre pressures, wheel nuts, oily bits (but never adding fuel), using only one mechanic per car.
4. Anticipate roughly how long it might take you to get to the pit exit from where you are parked.
5. Pull out and accelerate safely and under full control (avoiding excessive wheel-spin), travelling in the 'fast' lane at as close to the speed limit as you are safely able.
6. If you've got the timing right, your countdown timer alarm will sound just before you cross the pit exit line, therefore a fraction after 2 minutes has elapsed. If you've got it wrong and you think you might cross the line too early, do not brake or stop, the potential penalty for this may be stiffer than short-stopping.
7. Be aware that a stop at 1:59.99 will get you a minimum 30 second penalty, there is no margin of tolerance, so it may be better to aim for a 2 minute, 2 second stop to be on the safe side!

