

## RACE DIRECTOR BRIEFING NOTES

### MAGNY-COURS – ROLLING START BRIEFING

This briefing is based on the standard regulations of the FFSA 2023 asphalt circuits as well as on the FIA international sporting code

#### GENERAL INFORMATION AND PROCEDURES

1. **FLAGS:** use of flags in accordance with FFSA regulations. You must respect them.
2. **EQUIPMENT:** Each driver must be systematically equipped according to the declaration made on the safety equipment registration sheet handed out during the preliminary scrutineering. You must keep your helmet and gloves on during breakdowns.
3. **PROCEDURES :**

#### 1. "FULL YELLOW" art7.1.11: during qualifying practice only

- Yellow flags + "FY" sign at all points = **slow down / overtaking prohibited**. BEWARE of debris, men and recovery vehicles on the track. Times are no longer taken into account but are checked.
- End of neutralisation => green flags at all marshals' posts.

#### 2. RED FLAG :

1. Qualifying practice: session suspended, red flags at all posts (double yellow at the point of the incidents) = slow down/ overtaking forbidden ->OBLIGATION to enter the pit lane. Session resumed (green pit exit). Parc fermé regime for practice and races.
2. Race: race suspended, red flags at all positions + double yellow at the point of the incidents = slow down/ no overtaking OBLIGATION to enter the pits and stay in the fast lane (cars under closed park regime).

#### 3. SAFETY CAR: in accordance with Appendix H of the ISC Art.2.10.8. The Safety Car will be used to neutralize the race.

- ⇒ The safety car (SC) may be brought into action to neutralise the race at all stations - yellow flag waved + "SC" sign. Double yellow flags waved at the point of the incident.
- ⇒ □ The drivers slow down and line up behind the leader -> overtaking forbidden-> the leader slows down to help the SC car get in.
- ⇒ □ The SC car rejoins the track, if possible in front of the leading car.
- ⇒ It is forbidden to overtake the SC car unless the green light on the SC car is on + hand signal from the DC on board.
- ⇒ □ As long as the SC car has its yellow lights on and the yellow flags and "SC" signs are displayed, you must follow the SC car wherever it goes (pit lane/breaks).
- ⇒ □ At the end of the procedure the SC car will switch off its lights **at T11** -> YELLOW FLAGS REMOVED and will enter the pits at the end of this lap -> the cars must stay in line without overtaking each other, the leader sets the pace.
- ⇒ □ When the SC car is in the pit lane-> SC PANELS REMOVED + green flags or green light on the timing line -> no overtaking before the restart line (control/timing).
- ⇒ Cars must remain in single file for the duration of the procedure and form a compact peloton to allow the marshals to work in complete safety, not brake or accelerate in an untimely manner and not "zigzag".

**SPECIAL FEATURES :** Please take into account the current Official Version **V2**, any changes will be posted on the official notice board and online on the event's official timing system: [www.its-results.com](http://www.its-results.com)

<b>Timekeeping</b>	3 sectors / 2 inters	<b>Race time/lap counter display</b>	Display of last race lap by DC at trackside
<b>Transpondeurs</b>	Can be hired from the timekeepers	<b>Penalties display</b>	At the bottom of the DC footbridge on the left of the control line Extension 27
<b>Speed limit in the pit lane</b>	50 KM /H from entrance line and limit sign	<b>Stop &amp; Go place</b>	In front of the DC on the left before the pit exit
<b>Pit entry</b>	Left at turn 16	<b>SC position on the 1st lap rest of the race</b>	Exit T5 and T13 then T16 200 Km => Exit T5 and T13 only
<b>Pit exit</b>	End of speed limit at the line and sign	<b>SC lights off</b>	Turn 11
<b>Length of the pit lane</b>	249 meters (except 200km)	<b>Pole Position</b>	LEFT
<b>Pit Lane travel time</b>	18 seconds	<b>Direction</b>	Clockwise direction

**1. ACCES TO THE TRACK :** For all the sessions (tests and races) the car must be in pré-grid 25 mn before the beginning of the session. Access to the track on the right at the exit of the assembly area.

**2. PITLANE :** speed in the pitlane controlled by radar from the entry line + limit board. The "Fastlane" must always remain free of access. ". It is forbidden to stop in the middle section. Cars in the working lane have priority over those leaving the working lane. It is forbidden to use the pit lane in an irregular manner.

**3. SECURITY :** safety openings gaps in the barrier with ORANGE markings; fire points at every marshal post or where there is a sign with a black 'F' on board

**4. CODE OF CONDUCT:** In the event of an accident, tell us your condition, put your hand up in the air.

If you have to stop on the track, get as far away from the track as possible. It will be easier for the marshals to help you evacuate if you are close to a safety whistle (orange rails).

Drivers must fight between their categories and respect each other between the different categories. RESPECT = NO CONTACT

If you have a engine problem, a suspicious noise ; **stop as soon as possible outside the race track in order not to degrade the track conditions and create a danger.**

**5. QUALIFYING PRACTICE:** Starts when the green light comes on and the steward's green flag at the exit of the pit lane. Each competitor must complete at least 1 timed lap in the car in which he is entered.

**6. RACE :** All starting procedures will be lightened except in cases where the contrary is specified.

- Exit pre-grid in the order of the starting grid
- Green light for pit lane exit = lap starts in formation behind the official car
- Grid formation at T11. The field must stay together. Jerky braking and acceleration prohibited (= simulated start).
- The official car enters the pit lane, the leader must maintain the set pace of between 70 km/h and 90 km/h.
- Light bridge : **5 red lights on** -> **5 green lights on** = START. Overtaking authorised as soon as 5 green lights are on
- Light bridge : **red lights on + flashing yellow lights** = the cars must do a new formation lap, the leader sets the pace, formation at turn T6.

If there is a delay in the pre-grid = start from the pits at the green light after the pack has passed.

Going off the track or spinning out during the formation lap, etc. = back of grid start. It is forbidden to take your place in the peloton. Keep your place free.

Failure to comply with the start procedure will be penalised by a drive through.

**7. RACE ROAD:** The limits of the track are materialized by a continuous white stripe on the left and on the right. **ALWAYS have at least 2 WHEELS ON THE TRACK.**

**8. ARRIVAL:** Qualifying practice and races end of session at the checkered flag -> deceleration lap / no overtaking. **All the cars go up the pit lane** and exit through the parc fermé on the right at the end of the pit lane just before the race direction. Follow the instructions of the marshals. The podium cars go to the podium, it is forbidden to touch the cars they are under closed park regime.

**9. PARC FERMÉ :** (art7.4.2) At the end of the race, all the vehicles are, as soon as the flag is lowered, placed under the closed park regime. The Race Director and/or the commissaires panel may place the cars of their choice in the closed park.

**10. CLAIM TIME LIMIT:** the time limit for claims is 30 minutes after publication of the provisional results signed by the DC on the website [www.its-results.com](http://www.its-results.com) or via the event page on [www.hvmracing.fr](http://www.hvmracing.fr)

**11. 200 KM RACE:** pit stop, two compulsory stops of 2'30 1st: 22nd and 38th 2nd: 52nd and 68<sup>th</sup>. Authorised refuelling of 20 L for the 200km per stop by SODIFUEL teams ONLY. Presence of a safety-equipped mechanic is recommended.

