

RACE DIRECTOR BRIEFING NOTES VAL DE VIENNE – STANDING 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

EVENT SPECIFIC INFORMATION

FLAGS: you must know what they mean and respect them (FFSA standard regulations for asphalt circuits).

EQUIPMENT: Drivers must keep all their protective clothing and helmet (as declared during their preliminary check), until they have returned to their garage.

PROCEDURES :

2. **« FULL YELLOW »:** only during qualifying session, the session will be neutralized by the "FULL COURSE YELLOW" => yellow flag and FY boards at every marshal post; you must slow down, overtake is forbidden; end of neutralization => green flags at every Marshal post for 1 lap

3. **RED FLAG:** to suspend a session, follow marshal's instructions.
 - ⇒ Private Practice : slow down, overtaking is strictly forbidden, go to the pit lane. Under RC decision the session will be resumed for the rest of the session.
 - ⇒ Qualifying session : slow down, overtaking is strictly forbidden, go to the pit lane. Under RC decision the session will be resumed for the rest of the session. It is forbidden to mechanise
 - ⇒ Races: slow down, overtaking is strictly forbidden, go to the pit lane and stay in the fast lane. It is forbidden to mechanise. If less than 2 laps have been completed before the red flag, there will be a new start, with the race distance reduced by 2 laps. If more than 2 laps, the race will be resumed under a safety car procedure. The race director will announce the restart of the race by signals (5 minutes/ 3 minutes/ 1 minutes Moteur)

4. **SAFETY CAR:** in accordance with Appendix H of the ISC Art.2.10.8. The Safety Car will be used to neutralize the race.
 - ⇒ Yellow lights on will be illuminated. At every Marshal post yellow flag + « SC » boards displayed. Double yellow waved at the marshal post of the incident.
 - ⇒ Slow down and form a line behind the leader. He acts as "Safety car" until the official SC joins the track, overtaking is strictly forbidden.
 - ⇒ The Safety Car will join the track with his orange lights on. Overtaking the Safety Car is forbidden (except you received the order by the safety car with his green lights on), form up behind it with no more 5 cars lengths apart.
 - ⇒ You must follow the Safety car everywhere he goes when his orange lights are on (escape roads, pit lane...)
 - ⇒ At the end of the procedure the SC will switch off his lights at the indicated location, the SC will rejoin the pit lane at the end of the lap-> at this point the first car behind the safety car may dictate the pace without erratic acceleration, braking...
 - ⇒ When the Safety Car will approach the pit entry-> all "SC" boards and yellow flag will be removed and green flag or green light at control line will be shown -> overtaking is not allowed until after you cross the control line

SPECIAL FEATURES

1. **OFFICIAL TIMING:** Actually **V3**, available on www.its-results.com;
2. **CIRCUIT: VAL DE VIENNE**

Timekeeping	3 sectors / 2 inters	Warm up	Turn 8
Track lenght	3,729 km	Time display	On the gateway
Transpondeurs	Rental possible with timekeepers	Penalties display	The gateway in front of the directors offices
Speed limit in the pit lane	50 KM /H from the entry line and limit sign	Stop & Go place	In front of the race directors offices at left
Pit entry	At T13, turn left	SC position on the 1st lap rest of the race	T4 or T9 Stay on the pitlane
Pit exit	Speed limit finish at the line and panel	SC lights off	Turn 8
Length of the pit lane	276.8 meters	Pole Position	Left
Pit Lane travel time	19 seconds	Direction	Clockwise direction

3. **ACCESS TO THE TRACK :** For all sessions (qualifying and races) except for private practices, the cars must assemble in the pre-grid to access the pit lane and enter the track on the order of the steward and the green light at the pit lane exit.
4. **PIT LANE:** Speed limited to 50km/h, controlled by radar from the entry line + limit sign, to the exit line + end of limit sign. The "fast lane" must always remain free of access. The central section separates the "fast lane" from the "work zone". It is forbidden to stop in the central section. Cars in the "fast lane" have priority over those leaving their space.
5. **SAFETY:** Fire extinguishers are available along the track and indicated by small red "F" signs. The emergency whistles for the cars are orange. The person in charge of refuelling must do so equipped.

6. **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 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 an 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.**
7. **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.
8. **RACE :** All starting procedures will be **LIGHTENED** except in cases where the contrary is specified. (FFSA standard circuit regulations)
- Pre-grid exit in the order of the starting grid
 - Green light for pit lane exit = lap starts in formation behind the official car
 - End of T8 tyre warm-up.
 - Position on the grid (no mechanics)
 - 5-second sign = lights start to come on.
 - 5 red lights out = start
 - **Red lights on + flashing yellow lights** = new lap in formation
- In case of delay in pre-grid = departure from the pits at the green light after the peloton has passed.
Going off the track or spinning out during the formation lap... = starting at the back of the grid. It is forbidden to recover one's place in the peloton. (Art. 7.3.1.4.1)
- According to art 8.2.2.1 RSC Any simulation of departure or early departure will be penalized with a Drive Through.
9. **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.**
10. **FINISH:** Qualifying practice and the race end with the chequered flag -> deceleration lap / no overtaking. All cars exit through the parc fermé. The drivers for the podium follow the instructions of the HVM team or the stewards to get to the podium as quickly as possible. It is forbidden to touch cars that are in the parc fermé.
11. **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 Stewards' Panel may place the cars of their choice in the parc fermé.
12. **CLAIM TIME LIMIT:** the claim time limit is 30 minutes after publication of the provisional results signed by the DC on the website www.its-results.com or via the event page on www.hvmracing.fr.

