DRIVERS’ BRIEFING - RACE PROCEDURES / CODE OF CONDUCT

W SERIES

ROUND 7 & 8, Circuit of the Americas
1. INTRODUCTION

PETER DALY
RACE DIRECTOR
1 - INTRODUCTION

Circuit of the Americas  - 20 turns
Circuit of the Americas

ROUTING MAP

12A: Staging point for equipment/pit carts

11D: Staging for race cars and personnel (2 shuttles, shuttle A departs before cars, shuttle B departs after cars)

Staging for personnel shuttles to RETURN to paddock

Equipment route TO pit lane

Equipment route FROM pit lane (= alternate car return)

Race car route TO pit lane

Race car return post session
ACCESS ONTO THE TRACK – ALL SESSIONS START FROM THE F1 PIT LANE

Circuit of the Americas
1 - INTRODUCTION

TRACK MAP – PIT LANE and SAFETY CAR LINES

Circuit of the Americas
<table>
<thead>
<tr>
<th>Event</th>
<th>Day</th>
<th>Time</th>
<th>Notes</th>
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<td>FREE PRACTICE 1</td>
<td>DAY 1</td>
<td>1020 - 1050</td>
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<td>FREE PRACTICE 2</td>
<td>DAY 1</td>
<td>1630 - 1700</td>
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<td>QUALIFYING:</td>
<td>DAY 2</td>
<td>1110 - 1140</td>
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<tr>
<td>RACE 1</td>
<td>DAY 2</td>
<td>1725</td>
<td>(30 MINS + 1 LAP)</td>
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<td>DAY 3</td>
<td>1105</td>
<td>(30 MINS + 1 LAP)</td>
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2. PIT LANE AND JOINING THE CIRCUIT
2 - PIT LANE AND JOINING THE CIRCUIT

PIT LANE ENTRY
SPEED LIMIT BEGINS

60 km/h
JOINING THE CIRCUIT FROM PIT LANE

PIT LANE EXIT SPEED LIMIT ENDS

PIT LANE EXIT
RESPECT THE RED LIGHT
JOINING THE CIRCUIT

RESPECT THE BLEND LINE

SAFETY CAR LINE 2

BLEND LINE ENDS
PRACTICE STARTS
ONLY during FP2, NOT IN THE FAST LANE
NOT AFTER THE CHEQUERED FLAG HAS BEEN SHOWN
2 - PIT LANE AND JOINING THE CIRCUIT

PIT LANE ETIQUETTE

NO WAITING AT RED PIT LANE EXIT LIGHTS; CARS MAY NOT ENTER THE OUTER LANE OF THE PITS UNTIL THE PIT EXIT IS OPENED

WORK MAY ONLY BE CARRIED OUT ON CARS IN THE WORKING LANE (CLOSEST TO THE PIT GARAGES)

SPEED LIMIT - 60 KPH
3. END OF SESSION
END OF SESSION

CHEQUERED FLAG SHOWN AT CONTROL POINT

RED LIGHTS ON GANTRY

APPROACH T1 and REDUCE SPEED SIGNIFICANTLY (and SAFELY)
END OF SESSION

APPROACH T1 and REDUCE SPEED SIGNIFICANTLY (and SAFELY)

EXIT THE CIRCUIT AT T5

NO PRACTICE STARTS AFTER THE CHEQUERED FLAG HAS BEEN SHOWN

PASSING THE CHEQUERED FLAG MORE THAN ONCE MAY RESULT IN A PENALTY
4. RACE START
PROCEDURE
15 MINUTES (before formation lap)

- Competing cars will be released onto the track at T12 and complete the lap directly to the F1 Pit LANE, allocated PIT boxes.
- PIT LANE WILL OPEN
- ALL CARS PROCEED TO THE GRID
- PIT LANE WILL CLOSE
4 - RACE START PROCEDURE

5 MINUTES *(before formation lap)*

- WHEELS MUST BE FITTED. Non-essential team personnel and equipment trolleys must leave the grid.

3 MINUTES *(before formation lap)*

- Remaining essential team personnel should start to leave the grid. NO WORK ON THE CAR

1 MINUTE *(before formation lap)*

- Engines should be started and the last of the team personnel must leave the grid.
30 SECONDS (before formation lap)

- Team personnel must have left the grid; a penalty will be imposed on drivers if team personnel remain on the grid.

- **If any driver needs assistance they must raise their arm(s)** and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane.

FORMATION LAP

- GREEN FLAG/GREEN LIGHTS on GANTRY, formation lap in grid order.
4 - RACE START PROCEDURE

• KEEP FORMATION LAP CLOSE TOGETHER.

• NO OVERTAKING UNLESS A CAR IS DELAYED. SAFELY REGAIN YOUR PLACE UNLESS THE WHOLE FIELD HAS OVERTAKEN YOU.

• Any driver delayed in this way, and who is unable to re-establish the original starting order before they reach the first safety car line, must take the start from the back of the grid.
4 - RACE START PROCEDURE

**RACE START**

- Any gaps remaining on the grid due to missing cars (in the pit lane or back of grid) **must not be closed up.** Cars must start from their allocated positions.

- The grid light panels will show the **grid place number** (i.e. 1, 2, 3, 4 etc).
Any gaps remaining on the grid due to missing cars (in the pit lane or back of grid) must not be closed up. Cars must start from their allocated positions.

The grid light panels will show the grid place number (i.e. 1, 2, 3, 4 etc).

Once all cars are in position on the grid, the five pairs of red lights will illuminate in sequence.

The race commences as the lights are extinguished.
RACE START

- The grid light panels:
A penalty will be imposed on any driver who is judged to have positioned their car on the starting grid in such a way that the transponder is unable to detect the moment at which the car first moved from its grid position after the start signal is given.
STARTING GRID BOX
5. RACE START BEHIND THE SAFETY CAR
If track conditions are considered unsuitable to start the race at the scheduled time the start of the formation lap may take place behind the safety car. At any time before the one minute signal, the orange lights on the Safety Car will be illuminated, which is the signal to drivers that the formation lap will be started behind the Safety Car.

When the green lights are illuminated the Safety Car will leave the grid and all drivers must follow in grid order no more than ten car lengths apart. The Safety Car will continue until conditions are considered suitable for racing.
6. DRIVING STANDARDS
• Overtaking may take place on either the right or the left.

• A driver may not deliberately leave the track without justifiable reason.

• **More than one change of direction to defend a position is not permitted.**

• Any driver moving back towards the racing line, having earlier defended their position off-line, should **leave at least one car width between their own car and the edge of the track** on the approach to the corner.

• However, manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited.
• Any driver who gains an advantage by leaving the track, should give back the position at the earliest opportunity; in any case, the Race Director will investigate the incident.

• Causing a collision, repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) will be reported to the Race Director and the Stewards and may entail the imposition of penalties up to and including the disqualification of any driver concerned.

• This is a non-contact sport.

• At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person.
7. FLAGS AND LIGHTS
Overtaking is not permitted between the first yellow flag or light, and the green flag or light displayed after the incident.

Recent interpretation and policing:
It must be clear that a driver would be expected to have braked earlier and/or discernibly reduced speed.

Drivers should not overtake any car unless it is clear that a car is slowing with a completely obvious problem, e.g. obvious accident damage or a deflated tyre.
There is a hazard wholly or partly blocking the track and/or marshals working on or beside the track.

Reduce your speed significantly. Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary.

Overtaking is not permitted between the first yellow flag or light, and the green flag or light displayed after the incident.
DOUBLE YELLOW FLAG

Reduce your speed significantly. Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary.

Recent interpretation and policing: In order for the Race Director to be satisfied that any such driver has complied with these requirements it must be clear that they have not attempted to set a meaningful lap time.

Qualifying: For practical purposes this means the driver should abandon the lap (this does not necessarily mean that they have to pit as the track could well be clear on the following lap).
RED FLAG / LIGHTS

PRACTICE AND QUALIFYING

Immediately cease driving at racing speed and proceed slowly, **without overtaking** and with maximum caution, being prepared to stop should the track be blocked.

**Lap times will not be counted from the moment the red flag is shown.**

Drivers are to proceed slowly back to their designated position in the pit lane.
Racing

Immediately cease driving at racing speed and proceed slowly, **without overtaking** and with maximum caution, being prepared to stop should the track be blocked.

Drivers are to proceed slowly back to the pits, remaining in the fast lane. The first car is to proceed to the pit lane exit with the other cars queuing behind.

All cars are considered to be in parc ferme conditions with no work permitted.
BLUE FLAG

• Drivers must allow the faster past at the first possible opportunity.

• If a driver who has been caught does not seem to make full use of the rear view mirrors, flag marshals will display the waved blue flag to indicate the faster wants to overtake.

• Any driver who appears to ignore the blue flags will be reported to the Race Director and the Stewards.
FIRE EXTINGUISHERS ON TRACK

Indicated by white boards with a red fire extinguisher image, attached to the debris fences and barriers.
PLACES WHERE DRIVERS CAN LEAVE THE TRACK

Indicated by white boards with a green running person image, attached to the debris fences and barriers.
PLACES TO REMOVE CARS FROM TRACK

Indicated by fluorescent orange panels on the barriers.

If you stop out on circuit, you must keep on all of your protective clothing (helmet, gloves, etc) on until you return to the pits / garage / parc ferme.
8. SAFETY CAR
• The Safety Car may be brought into operation to neutralise a race.

All marshal's posts will display waved yellow flags and ‘SC’ boards for the duration of the intervention.

• All cars reduce speed and form up in a line behind the leader and then the Safety Car, no more than 5 car lengths apart; absolutely no overtaking or overlapping.

• No car may be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person at any time whilst the Safety Car is deployed.
• **Overtaking** or **overlapping** of any other competing car is forbidden. Overtaking of a Safety Car is also forbidden, unless specifically signalled to overtake the Safety Car by the observer in the Safety Car.

• **Only if ordered to do so by the Race Director**, a green light will signal to any cars between the Safety Car and the race leader that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.
• Competing cars may enter the pit lane.

• Only rejoin the track when PIT EXIT LIGHT is green

• A car rejoining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the Safety Car.
• RACE START Safety car is located at T19

• Under certain circumstances the Safety Car may use the pit lane.

• In this case, the car’s yellow lights remain illuminated,

• **All cars must follow the Safety Car into and through the pit lane without overtaking.** Any car entering the pit lane under these circumstances may stop at its designated garage area.
• End of Safety Car procedure

• Lights will be extinguished after T16, prior to it exiting the circuit.

• The **race leader will dictate the pace** and, if necessary, may fall more than five car lengths behind the Safety Car.

• No erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart.
• As the Safety Car is approaching the pit entry, the green flag will be displayed at the Control Point / finish line, and the ‘SC’ board withdrawn. Following this display of the start signal, yellow flags and ‘SC’ boards at all marshal’s posts will be withdrawn and be replaced with a waved green flag. The waved green flag will flow around the circuit in both directions, as an adjacent post displays their waved green flag.

• **Overtaking and overlapping remains strictly forbidden until the green flag at the Control Point / finish line is passed.**

• **If the Safety Car is still deployed at the end of the published race duration,** it will enter the pit lane at the end of the last lap and the cars will take the end of race signal as normal without overtaking.
9. TRACK LIMITS
• Drivers must use the track at all times and may not leave the track without a justifiable reason.

• The white lines defining the track edges are considered to be part of the track.

• A driver will be judged to have left the track if no part of the car remains in contact with it.

• Should a car leave the track the driver may only rejoin the track when it is safe to do so, and without gaining any lasting advantage.
The track limit requirement may vary at certain tracks due to the nature of the kerbs and run-off areas, unless specific track limits are defined at the drivers briefing the white line should always be considered as the track edge.

In this example the car is exceeding track limits (ALL 4 WHEELS OVER THE WHITE LINE).
Free practice: In each instance, deletion of lap time, plus
1\textsuperscript{st} offence warning
2\textsuperscript{nd} offence warning
3\textsuperscript{rd} offence black and white flag
4\textsuperscript{th} offence into pits for a stop and go penalty, in YOUR PIT BOX

\textit{IF STOP GO IS NOT TAKEN, YOUR QUALIFYING SESSION START TIME IS DELAYED BY 3 MINUTES}

Qualifying: Each offence – immediate removal of lap time

Race: Warning and reported to stewards; possible stop and go, time penalty or disqualification.
TURN 9 exit

TURN 19 exit
10. SUSPENDING A RACE
Immediately cease driving at racing speed and proceed slowly, **without overtaking** and with maximum caution, being prepared to stop should the track be blocked.

Drivers are to proceed slowly back to the pits, remaining in the fast lane. The first car is to proceed to the pit lane exit (leaving room for the Safety Car) with the other cars queuing behind.

All cars are considered to be in parc ferme conditions with no work permitted.
The Safety Car will be driven to the pit exit and it will stop in the fast lane.

Unless asked to do so by officials, cars **may not** be moved from the fast lane whilst the race is suspended. All cars are considered to be in parc ferme conditions with no work permitted, unless:

If the stoppage is due to changeable weather conditions, competitors may change to a different specification of tyre; and subject to the Series Scrutineer, work deemed necessary for safety reasons only may be carried out.
When stopping in the fast lane, the first car is to leave a 2 car length gap to the pit exit. Other cars are to leave 1 car length.
11. RESUMING A RACE
The delay will be kept as short as possible. Teams will be informed of the restart time via the official timing screens, in all cases at least five minutes warning will be given.

Signals will be shown: five minutes, three, one and fifteen seconds.

Engines must be started by the one minute signal, and team personnel must move to a safe position at the fifteen second signal.
• If any driver needs assistance after the 15 second signal they should raise their arms and, when the remainder of the cars able to do so have left the pit lane, marshals will be instructed to push the car into the slow lane.

• When the green pit exit lights are illuminated the safety car will leave the pit lane and all drivers must follow, no more than five car lengths apart. The Safety Car will enter the pits after one lap unless the race director considers that more laps are necessary.
12. END OF RACE
END OF RACE

CHEQUERED FLAG SHOWN AT CONTROL POINT

REDUCE SPEED leave track at T5

LEAVE TRACK SAFELY AT TURN 5, ENTERING THE SUPPORT PADDOCK VIA THE INTERNAL ROAD

TOP 3 CARS THE PRESENTATION DETAILS COMPLETE A FULL LAP AND ENTER THE PIT LANE

PLEASE WAVE TO THE MARSHALS TO THANK THEM FOR THEIR SUPPORT
13. REFERENCES AND SOURCE DOCUMENTS
REFERENCES AND SOURCE DOCUMENTS

• 2021 International Sporting Code

• 2021 W Series Sporting Regulations

• Supplementary Regulations
ANY QUESTIONS?