



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

SAFETY COMMISSION
CIRCUITS COMMISSION

INTERNATIONAL SERIES RACE DIRECTORS' SEMINAR, 16 FEBRUARY 2009

GUIDE TO DRIVER BRIEFINGS for international circuit racing series

1. General recommendations

- Briefings should be short, 5 minutes recommended
- Briefing notes can be issued, it is not necessary to read them all out
- It must be assumed that the drivers have read the regulations and final instructions
- Only the immediately relevant points of the present template should be incorporated
- For drivers in a race series, problems from previous events and anything new at the present event should be the priority
- For one-off events a more detailed briefing may be necessary depending on the drivers' experience
- Attention should be paid to ensuring that all drivers, with their differing nationalities, are able to understand
- Videos help to pass the message

2. Briefing times

There are two main approaches: before the drivers go out onto the track for the first time, or as close as possible to the race.

In the F1 World Championship the two are combined, with a meeting for team managers before any cars go on the track (Thursday evening), when information necessary for drivers is also given, then a drivers' meeting before qualifying (Friday evening), with the option of a further meeting before the race if necessary.

NB: the stewards, key officials of the meeting and team managers/competitor representatives should be required to attend the driver briefings.

3. Content

- General procedures common to all events and circuits (1). Points may be included or not according to the seniority of the series, the experience of the drivers and the progression of the season
- Changes in regulations or procedures from the last event of the series
- Characteristics and procedures peculiar to that circuit and event; changes from the last event at that circuit (2)
- Points arising from the last event (driver discipline etc.)
- Discipline (Appendix L) and respect of flag signals
- Any questions?

4. Delivery

The Race Director, if there is one, or Clerk of the Course conducts the briefing.

A summary on paper of the practical points of the briefing and a timetable of events concerning the drivers and competitors present should be distributed (3)

A large scale schematic plan of the circuit in the briefing room should show essential features such as start line, control line, pit lane, turn numbers, safety car lines; A4 versions should be distributed (4)

Visual aids such as power point or photographic slides can be valuable, showing for example positions of signals, pit entry etc. (5)

Videos of previous incidents resulting in driver sanctions may be useful in case of previous problems with respect of the signals or code of driver conduct (6)

Footnotes

(1) Examples of general points that might be included:

pre-grid, start procedure, respect of signals, respect of track limits, pit lane speed limit, safety car, race suspension, end of race and parc fermé, what to do if in an accident or the car stops, stop-and-go penalties, meaning of "reduce your speed", driver safety equipment, anti-doping (Appendix A)

(2) Examples of points that might be included as specific for an event or circuit:

Any pit entry or exit line that must be respected

Practice starts

Pit exit particularities

Rejoining the track from an escape road

Any light signals that supplement flags, and their location

The location of the clerk of the course's signals (red, black, black and orange)

If the start and finish (timing) lines are located in different positions

The location of pole position

Whether there are repeater start lights, and their location

Identification of fire and evacuation points around the circuit

Medical centre and services (tel. numbers)

(3) See EXAMPLE OF BRIEFING NOTES, based on a F3 Masters event and others, attached

(4) See EXAMPLES OF CIRCUIT PLANS, Catalunya circuit - F1 Grand Prix, attached

(5) See EXAMPLES OF PHOTO ILLUSTRATIONS, from Estoril circuit, attached

(6) Available from the FIA

EXAMPLE OF BRIEFING NOTES

(fictitious example with random extracts from various events)

Event: TITLE OF RACE EVENT
Date: CIRCUIT NAME, 12 – 14 JUNE 2009
Subject: DRIVERS BRIEFING: FORMULA ?
From: The Race Director (name)
The Clerk of the Course (name)

CIRCUIT INFORMATION*

Lap length : 4.300 m
Pole position : left side
Speed limit in pit lane : 60 km/h
Practice starts : after pit exit line at the right side
Start and finish line : are not the same (line offset: 51,3m)
SC line 1 : at the pit entry
SC line 2 : at the end of the pit exit
SC initial positions : pits exit
SC during formation lap : connection road of short circuit

*See attached plan

TIME SCHEDULE

Friday 12th June

09:00 – 18:30 F? administrative and technical scrutineering

17:00 – 17:30 F? competitors' briefing

Saturday 13th June

09:00 – 09:30 F? free practice

10:00 – 10:30 F? drivers' briefing

11:35 – 12:05 F? odd numbers timed qualifying

12:15 – 12:45 F? even numbers timed qualifying

15:05 – 15:25 F? group B timed qualifying

15:35 – 15:55 F? group A timed qualifying

Sunday 14th June

START PROCEDURE

13:40 **PIT EXIT OPEN**
Reconnaissance lap(s)
At the end of (these) lap(s) they will stop on the presentation grid, approximately 150m after the starting grid.
The reserve(s) may only complete one reconnaissance lap,
After which they must enter the pit road and continue to the end of the pit road and stop in the slow lane facing the pit exit light (Art. 113)

13:43 Warning signal, pit lane exit will be closed in 2 minutes.

13:45 **PIT EXIT CLOSED**

13:50 **10 MIN. BOARD**

13:55 **5 MIN. BOARD** No more refuelling

13:57 **3 MIN. BOARD** All cars must have their wheels fitted

13:59 **1 MIN. BOARD** Engines on. Officials, team staff must leave the grid

13:59+45secs **15 SEC. BOARD**

14:00 **GREEN FLAG - START FORMATION LAP**

REGULATIONS - Modifications and reminders

Competitors and drivers are reminded that it is their responsibility to read the FIA, Series and Event Regulations and be familiar and comply with them (FIA REGULATIONS ARE PUBLISHED ON www.fia.com).

- Art. 00** After the race the first three cars, the car having established the fastest lap and the Nations Cup winners should proceed to the pit lane where they will be stopped in parc ferme conditions next to the podium and directed later to the parc ferme by the marshals.
- Art. 00** A speed limit of 60 km/h will be enforced in the pit lane.
- Art. 00** Drivers are reminded that from the moment they leave the paddock until returning to the paddock they must comply with the International Sporting Code Appendix L requiring them to wear a crash helmet, overalls, gloves and shoes and safety harness. These items should NOT be removed until the driver leaves the vehicle.
- Art. 00** If, after returning to the starting grid at the end of the formation lap a problem arises, the following procedure shall apply:
- the driver must immediately raise his hands above his head
 - if the starter decides the start should be delayed the yellow lights will be shown and an "EXTRA FORMATION LAP" board will be displayed
 - approximately 2 seconds later the green lights will be switched on
 - all cars able to do so must start a new formation lap
 - the car which has caused the start abort will normally be pushed into the pit lane, the car may then start from the end of the pit lane

Art. 00 Safety Car

In exceptional circumstances the race may be started behind the Safety Car.

In this case, at any time before the one minute signal its yellow/orange flashing lights will be turned on. That is the signal to the drivers that the race will be started behind the Safety Car.

All the marshals' posts will display yellow waved flags and a board "SC" until the end of the Safety Car intervention.

When the green lights are illuminated the Safety Car will leave the grid with all cars following in grid order no more than 5 car lengths apart.

There will be no formation lap and the race will start when the green lights are illuminated.

Under certain circumstances the Race Director may instruct the Safety Car to use the pit lane or other parts of the circuit.

In these cases, and providing its yellow/orange lights remain illuminated, all cars must follow the Safety Car without overtaking.

If the race ends whilst the Safety Car is deployed it will enter the pit lane with extinguished lights at the end of the last lap and the cars will take the chequered flag as normal without overtaking.

Art. 00 Pit Exit

The line painted on the track at the pit exit for the purpose of separating cars leaving the pits from those on the track must not be crossed by any part of the car leaving the pits.

GENERAL NOTES

Yellow Flag

This is a signal of danger – for competitors and track marshals. "Reduce your speed" will be taken to mean an audible lift of the throttle and/or a clear increase in time for that sector.

Technical problems

If you have a mechanical problem pull off in a safe location. *Do not continue round the circuit with the risk of leaving oil on the track. This will affect other races.*

If stopped on the track and unable to continue or instructed by officials, drivers must move behind the first line of protection immediately it is safe to do so. The Car must be in neutral (unless on an incline) with the steering wheel in place.

Accident

After a heavy accident stay in your car.
Do not attempt to leave it on your own.
Wait for the arrival of the doctor and if necessary the extrication team.
We will take care of you.

CODE OF DRIVING CONDUCT

ALL DRIVERS MUST RESPECT THE PROVISIONS OF APPENDIX L TO THE FIA INTERNATIONAL SPORTING CODE, CHAPTER IV RELATING TO DRIVING CONDUCT ON CIRCUITS

EVENT SPECIFIC NOTES**Official Notice Board**

This is located in the paddock at the entrance of the control tower. Staircase "C"

Pit Entry

This is located after post 24.

Off track

Drivers should not short cut the track between Turns 1 and 3 as there is a significant drop between the verge and the circuit in this area. Rejoining should be done prior to T2 (see attached plan)

Fire Point

If you have a fire do not enter the Paddock but proceed to the fire point which is located in the pit lane by the parc ferme entrance.

Stop and Go

The Stop and Go area is located in front of the Race Control.

Protest Fee

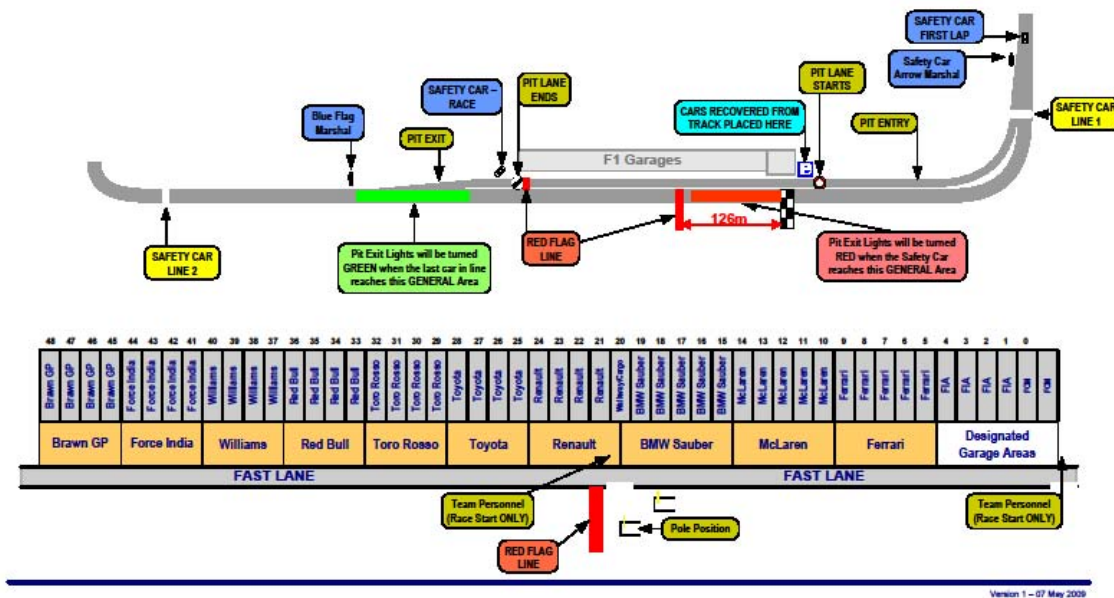
The protest fee for this event is 350 Euros.

EXAMPLES OF CIRCUIT PLANS

2009 Spanish Grand Prix



Pit Lane - F1

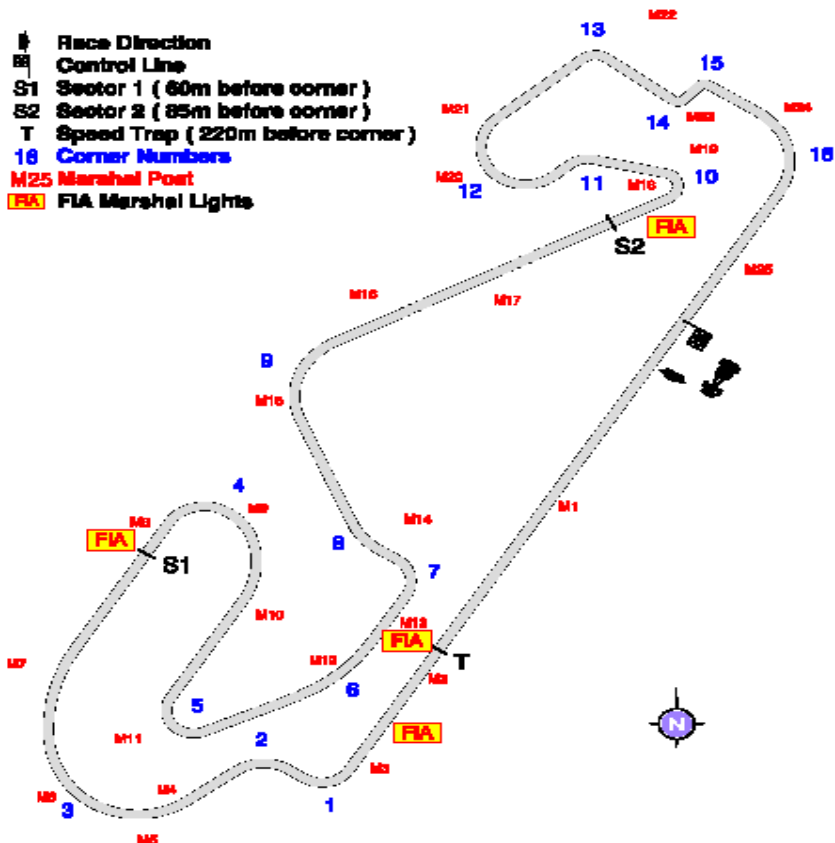


Version 1 - 07 May 2009



Circuit Map

- ↑ Race Direction
- ⊠ Control Line
- S1 Sector 1 (60m before corner)
- S2 Sector 2 (85m before corner)
- T Speed Trap (220m before corner)
- 18 Corner Numbers
- M25 Marshal Post
- FIA FIA Marshal Lights



Circuit Controlling Length = 4.655km

FORMULA 1 GRAN PREMIO DE ESPAÑA TELEFÓNICA 2009 - Catalunya

© Copyright Formula One Administration Limited

EXAMPLES OF PHOTO ILLUSTRATIONS

