

DRIVERS' BRIEFING

RACE PROCEDURES / CODE OF CONDUCT

RACE OF REMEMBRANCE

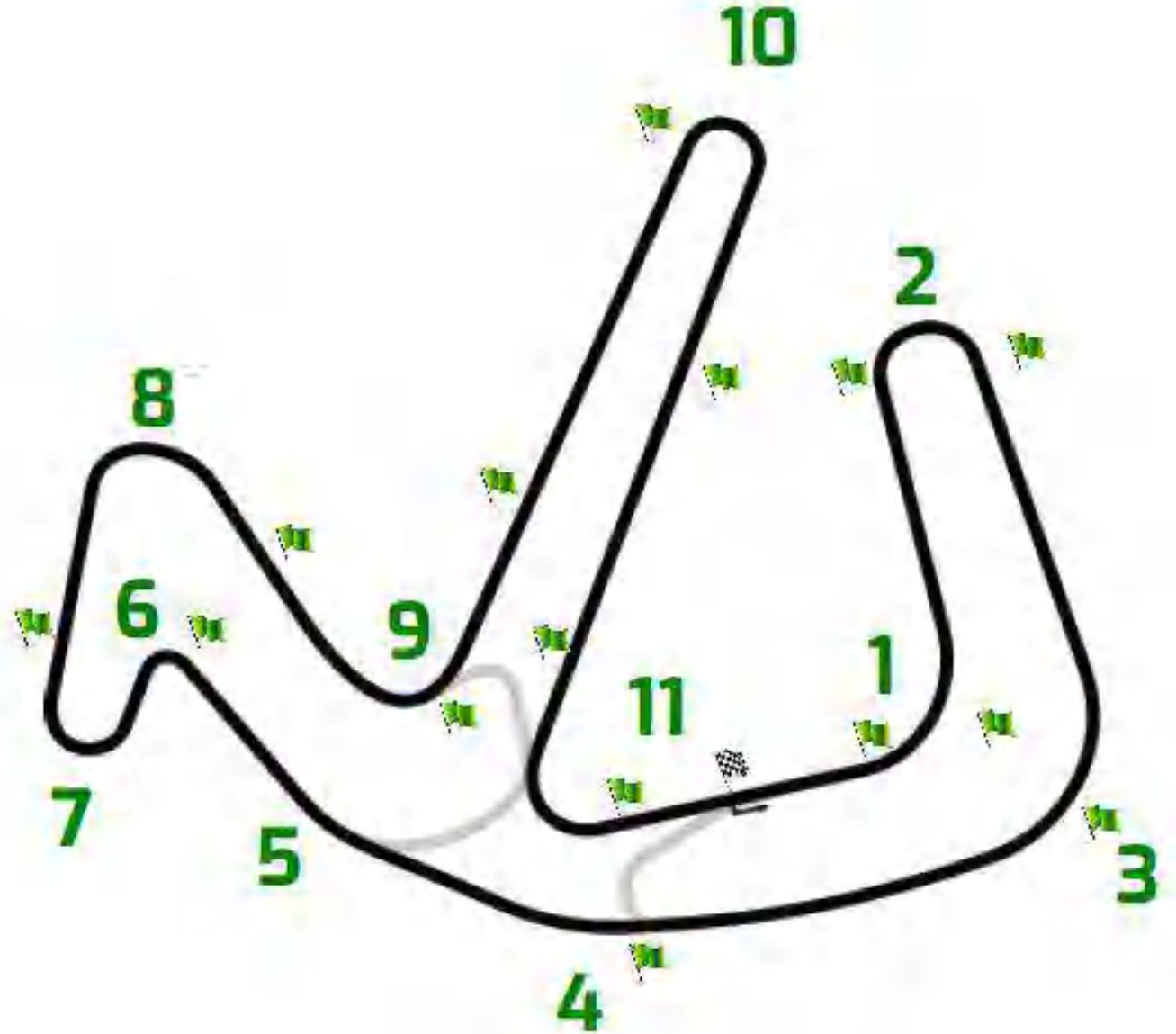
ANGLESEY CIRCUIT

12 - 14 NOVEMBER 2021

1. INTRODUCTION

ANGLESEY INTERNATIONAL CIRCUIT

TURN NUMBERS



TIMETABLE

DAY QUALIFYING:	FRIDAY	1345 - 1615
NIGHT QUALIFYING:	FRIDAY	1700 - 1900
WARM UP:	SATURDAY	0950 - 1035
RACE (PART 1)	SATURDAY	1500 - 1900
RACE (PART 2)	SUNDAY	0900 - 1045
REMEMBRANCE SERVICE		1050 - 1125
RACE (PART 3)	SUNDAY	1130 - 1545

2. PIT LANE AND JOINING THE CIRCUIT

JOINING THE CIRCUIT

Qualifying:

Cars will start qualifying from the pit garages into the pit lane, or from the Assembly Area if there is no access to garages. Noise testing will take place at the pit exit during day qualifying.

Racing:

The starting cars must be in the Assembly Area no later than 1410, to be released onto the grid at 1425.

Latecomers will become pit lane starters.

JOINING THE CIRCUIT

END OF PIT LANE SPEED LIMIT

PIT LANE EXIT LIGHTS



JOINING THE CIRCUIT

**RESPECT THE
BLEND LINE
ON EXIT**

**ON EXITING
THE PITS, YOU
MUST GIVE
WAY TO CARS
ALREADY ON
CIRCUIT**



PIT LANE ETIQUETTE

Minimum pit stop time is 4 minutes (measured from the HU tag 'check in' point adjacent to the start of pit speed limit line, to the HU tag 'check out' point adjacent to the end of pit speed limit line).

All pit stops must be reported to the Event Secretarial Team.

Maximum of three team personnel on the pit wall - wearing hi-viz tabards.

Maximum of four team personnel working on a car.

Pit speed limit - 60 Kph



PIT LANE ETIQUETTE - FIRE PREVENTION

All fire lanes must be kept clear at all times - both sides of the pit garages.

No smoking anywhere in the pit garages, the pit lane or on any part of the pit wall.

This also includes e-cigarettes and vaping.

PIT LANE ENTRANCE

STAY LEFT
OF THE
YELLOW LINE



PIT LANE ENTRANCE

**STAY LEFT
OF THE
YELLOW LINE**



PIT LANE ENTRANCE

**REDUCE
SPEED
SAFELY
BEFORE THE
CHICANE**

**BEWARE OF
CARS QUEUEING
FOR THE HU
TAG POINT**



PIT LANE ENTRANCE

START OF PIT
LANE SPEED
LIMIT



3. END OF SESSIONS

END OF SESSIONS

**CHEQUERED FLAG SHOWN
AT CONTROL POINT**

REDUCE SPEED

NO OVERTAKING

**ONE FULL LAP THEN
PROCEED AS SHOWN ON
THE FOLLOWING SLIDE**

**PASSING THE CHEQUERED
FLAG MORE THAN ONCE
MAY RESULT IN A
PENALTY**



END OF SESSIONS - PROCEDURES

At the end of each session, cars and drivers are to proceed as indicated below:

END OF QUALIFYING (DAY OR NIGHT)	END OF RACING SATURDAY	END OF FIRST PART OF SUNDAY RACE	END OF RACE
Proceed to parc ferme.	Proceed to parc ferme; the car's fuel tank fillers will be sealed and tyres will be marked. These cars are to take the restart on Sunday morning.	Proceed to the grid; form up in a single file queue, with the leading car stopping just before Turn 1.	Proceed to parc ferme.

END OF RACE

At the end of the race on the slowing down lap, please show your greatest appreciation to the marshals whose unstinting efforts make this event possible!

4. RACE START PROCEDURE

RACE START PROCEDURE

The starting cars must be in the Assembly Area no later than 1410, to be released onto the grid at 1425.

The race countdown will commence at 5 minutes to the start.

RACE START PROCEDURE

Any car that is unable to leave the Assembly Area 30 seconds after the final car departs, or that is unable to reach the grid under its own power, is to start the race from the Pit Lane.

RACE START PROCEDURE

The countdown will commence at 5 minutes.

At 3 minutes to go, all non-essential personnel are to leave the grid.

At 1 minute to go, all personnel are to leave the grid; all engines must be running.

The formation lap will commence at 1458 hrs.

RACE START PROCEDURE

If any driver needs assistance once the grid has been cleared, they should either raise their arms or open the car door and wave to attract attention.

When the remainder of cars able to do so have left the grid, marshals will push the car clear to the pit lane.

RACE START PROCEDURE

When the Green Flag is waved at the Control Point, all cars should begin the Formation Lap, behind the Pace Car, strictly in grid order.

Overtaking on formation lap(s) is only permitted if a driver is delayed and is trying to re-establish their original starting position.

However any driver unable to maintain their grid position on the formation lap(s) such that ALL other cars are ahead of them, must start the race behind all of those other cars.

If the lights on the Pace Car remain on, there will be a further formation lap(s).

RACE START PROCEDURE

If the race start is authorised, the Pace Car will put its lights out at Turn 10. All cars must stop weaving at Turn 10, and form up in a 2 x 2 formation.

Missing or blank spaces on the rolling start must be left unfilled.

The race commences when the red gantry lights are extinguished.

Any drivers starting the race from the pit lane will join after all other competing cars have negotiated Turn 1.

RACE RESTART PROCEDURE - SUNDAY MORNING

The restarting cars (same cars that took the chequered flag on Saturday evening) must be in the Assembly Area no later than 0840 hrs to be released onto the grid by 0845 hrs.

The restart formation lap will commence at 0858 hrs.

The race restart will be under Safety Car conditions; the restart will be on a 1 x 1 single file basis.

In particular, no overtaking or overlapping until the Control Line has been passed.

RACE RESTART PROCEDURE - SUNDAY

Following the Remembrance Service, the restart formation lap will commence at 1128.

The race restart will be under Safety Car conditions; the restart will be on a 1 x 1 single file basis.

In particular, no overtaking or overlapping until the Control Line has been passed.

5. DRIVING STANDARDS

DRIVING STANDARDS

Overtaking may take place on either the left or right sides.

A driver may not deliberately leave the circuit without a 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, must leave at least a car's width between their own car and the edge of the circuit.

Any manoeuvres liable to hinder other competitors (such as such as deliberate crowding of a car beyond the edge of the track or any other abnormal changes of direction) are strictly prohibited.

DRIVING STANDARDS

Any driver who gains an advantage by leaving the track must give back the position at the earliest opportunity; in any case the incident will be investigated.

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 Clerk of the Course team, and may entail the imposition of penalties.

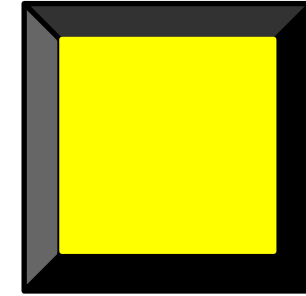
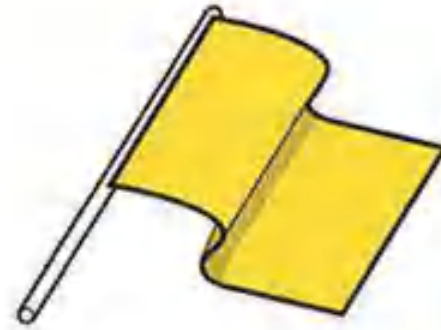
This sport, and this event in particular, is a non-contact sport.

6. FLAGS AND LIGHTS

SINGLE YELLOW FLAG / LIGHT

There is a hazard beside or partly on the track.

Danger; slow down sufficiently to ensure that full control of the vehicle can be retained, and be prepared to change direction.



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

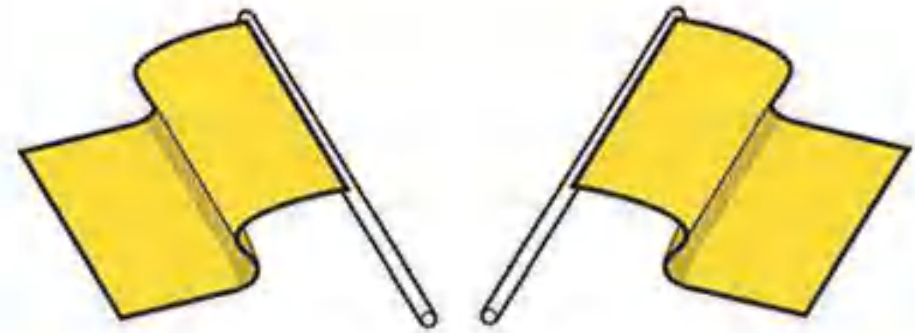
YELLOW FLAG INTERPRETATION:

It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed.

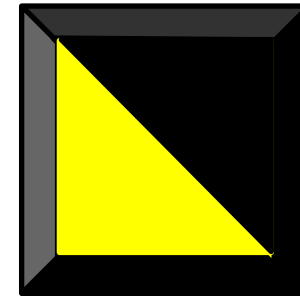
Drivers should not overtake any car unless it is clear that a car is slowing with a completely obvious problem, e.g. obvious accident damage or a deflated tyre.

DOUBLE YELLOW FLAG

There is a hazard wholly or partly blocking the track and/or marshals working on or beside the track.



Slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary.

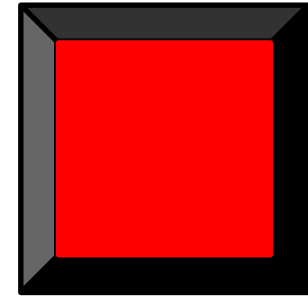


Expect the unexpected.

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

RED FLAG / LIGHTS

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.

Expect to return to the pits in qualifying, and the start area during the race, but obey the marshal's and official's instructions at all times.

BLUE FLAG

Drivers must allow the faster competitors to pass at the earliest 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 that the faster driver is attempting to overtake.

Any driver who appears to ignore the blue flags will be reported to Race Control.

However, slower drivers are NOT expected to move off line at every opportunity.

Slower drivers should remain predictable by remaining on the racing line, and the faster drivers should overtake as required.



FLAGS AND LIGHTS

During the hours of daylight, both flags and lights will be used; marshal's posts are equipped with red, yellow and green lights.

During night qualifying, and when the 'LIGHTS ON' board is displayed during the race, light signals only will be used at marshal's posts.

Irrespective of the time of day, the full range of control flags will be displayed at the floodlit control point, supported by the electronic light and message panel.

PLACES TO REMOVE CARS FROM THE TRACK

If you are forced to stop on circuit, please attempt to stop close to a marshal's post.



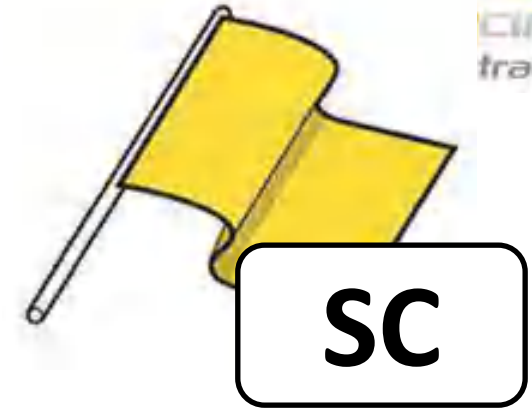
PLACES TO REMOVE CARS FROM THE TRACK

If you cannot stop
by a marshal's post,
safe refuges are
marked by orange
panels.



7. THE SAFETY CAR

The Safety Car may be brought into operation to neutralise qualifying or the race.



When the order is given to deploy the Safety Car, all marshal's posts will display waved yellow flags / yellow lights and 'SC' boards for the duration of the intervention.

All the competing cars must immediately reduce speed and form up in a line no more than 5 car lengths apart.

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 during a Safety Car intervention is forbidden. Overtaking of a Safety Car is also forbidden, unless the particular competitor concerned is specifically signalled to overtake the Safety Car by the observer in the Safety Car.

During hours of daylight in the race, Race Control may direct the Safety Car to wave past cars until the leader is immediately behind the Safety car.

Only if ordered to do so by Race Control, the observer in the Safety Car will wave past any cars between the Safety Car and the race leader. These cars are to continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car, respecting that marshals and service vehicles may still be on track.

While the Safety Car is in operation, competing cars may enter the pit lane, but may only rejoin the track when signalled to do so, and not when the Safety Car and the line of cars following it are about to pass or are passing the pit exit. 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.

Under certain circumstances Race Control may ask the Safety Car to use the pit lane. In this case, and provided that 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.

When Race Control calls in the Safety Car, the yellow flashing lights on the car will be extinguished prior to it exiting the circuit, at a point normally between Turns 9 and 10.

Once the lights on the Safety Car have been extinguished, and prior to passing the green flag at the Control Point, the race leader will dictate the pace and, if necessary, may fall more than five car lengths behind the Safety Car.

In order to avoid the likelihood of accidents before the Safety Car returns to the pits, from the point at which the lights on the car are extinguished drivers must proceed at a pace which involves 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 for one lap. 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.

8. 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 any wheel of the car goes completely beyond either the outer edge of any kerb, or the white line where there is no kerb.

Should a car leave the track they may only rejoin the track when it is safe to do so, and without gaining any lasting advantage.

In this example, the dark grey car has not exceeded track limits, since the wheels are not beyond the red / white kerbing.

The orange / white car has exceeded track limits because the wheel is completely beyond the outer edge of the kerb.



8. TRACK LIMITS - ANGLESEY HOT SPOTS

ANGLESEY - TURN 1 EXIT

**BOTH THE GREEN /
YELLOW AND LIGHT
GREEN KERBS MAY BE
USED**

**TRACK LIMITS ARE
DEEMED TO HAVE
BEEN EXCEEDED IF
THE WHOLE OF ONE
WHEEL IS BEYOND
THE PAINTED KERBING**



ANGLESEY - TURN 2 EXIT

**BOTH THE GREEN /
YELLOW AND LIGHT
GREEN KERBS MAY BE
USED**

**TRACK LIMITS ARE
DEEMED TO HAVE
BEEN EXCEEDED IF
THE WHOLE OF ONE
WHEEL IS BEYOND
THE PAINTED KERBING**



ANGLESEY - TURN 3 EXIT

**BOTH THE GREEN /
YELLOW AND LIGHT
GREEN KERBS MAY BE
USED**

**TRACK LIMITS ARE
DEEMED TO HAVE
BEEN EXCEEDED IF
THE WHOLE OF ONE
WHEEL IS BEYOND
THE PAINTED KERBING**



ANGLESEY - TURN 6 EXIT

**TRACK LIMITS ARE
DEEMED TO HAVE
BEEN EXCEEDED IF
THE WHOLE OF ONE
WHEEL IS BEYOND
THE KERBING OR
TARMAC**



ANGLESEY - TURN 9 EXIT

**BOTH THE GREEN /
YELLOW AND LIGHT
GREEN KERBS MAY BE
USED**



ANGLESEY - TURN 11 EXIT

**THE GREEN / YELLOW
KERBS MAY BE USED,
AND THE TARMAC
BEYOND -**

BUT NOT THE GRASS



Breaches of track limits may be penalised using the following:

In qualifying the lap on which the breach occurred will be removed. This will be noted on the results sheet.

During the race all cases of not respecting track limits will be recorded, and repeated cases will result in that car being shown a Black and White driver warning flag / light panel.

Continued lack of respect for track limits is likely to result in a drive through penalty for that car (irrespective of the driver).

10. INFRINGEMENTS

INFRINGEMENTS

Infringements will be investigated, and penalties will be based on the table here, reproduced from the Supplementary Regulations.

INFRINGEMENT	DURING PRACTICE	DURING RACE
Excess speed in pitlane	Black Flag	Stop & Go for 2 seconds per mph over speed limit
Overtaking under a yellow flag	Black Flag	Minimum Stop & Go for 30 seconds
Overtaking under Safety Car conditions	Black Flag	Minimum Stop & Go for 30 seconds
Avoidable contact with another car	Black Flag	Stop & Go
Causing contact or collision	Black Flag	Stop & Go
Unsporting/aggressive driving	Black flag	Stop & Go
Unsporting behaviour during meeting (to include outside racing)	In accordance with C 1.1.9	In accordance with C 1.1.9
Parc Fermé infringement		5 lap penalty
Continuing to race after chequered flag	Grid penalty (up to 10)	5 lap penalty
Lights not working	Black Flag	Black Flag
False Start		Stop & Go
Failure to respect starting position or out of position on formation lap		Stop & Go
Wrong direction in pitlane	Exclusion	Exclusion
More than 3 laps under black flag without a pitstop	Grid Penalty	Minimum Stop & Go for 10 Minutes
Working on a car whilst refuelling		Stop & Go
Driver not out of car when refuelling		Stop & Go
All other refuelling infringements		At discretion of the Clerk of the Course
Less than 6 pitstops during the race		10 Laps for each pitstop below the requisite number
Not stopping for the correct amount of time for any pit stop		Stop & Go for amount of time short on pitstop x 2

For all other irregularities, sanctions are left to the discretion of the officials. For any irregularity, even one sanctioned via the above table, the Clerks of the Course are always empowered to award other or additional sanctions. The above table is a guideline for first time infringements at the event. Repetition of infringements by teams and/or individuals may be dealt with more severely. The Clerks of the Course are empowered to operate Stop and Go for any period that they consider appropriate to the offence (Be advised that speeding in the pit lane is a common mistake when taking a Stop and Go and leads to further sanctions).

11. MISCELLANEOUS

MISCELLANEOUS

HU Tags: The receivers are situated close to the pit entry and pit exit. Drivers must 'scan out' at the start of all sessions - a successful scan is indicated by a green light; then 'scan in' at the end of their stint. Failure to do so is likely to result in a drive through penalty.

Qualifying: All drivers must complete at least three laps in both day qualifying and night qualifying.

A driver may not drive for more than 3 hours in any five hour period. This applies irrespective of the number of cars a driver drives during the event.

Competition numbers must be adequately illuminated during the hours of darkness.

All competing vehicles must have front and rear lighting, brake lights and direction indicator lights - all in working order.

MISCELLANEOUS - REFUELLING

No refuelling may take place 15 minutes before the time the race is suspended on Saturday evening and 15 minutes before the time the race is suspended on Sunday for the Remembrance Service.

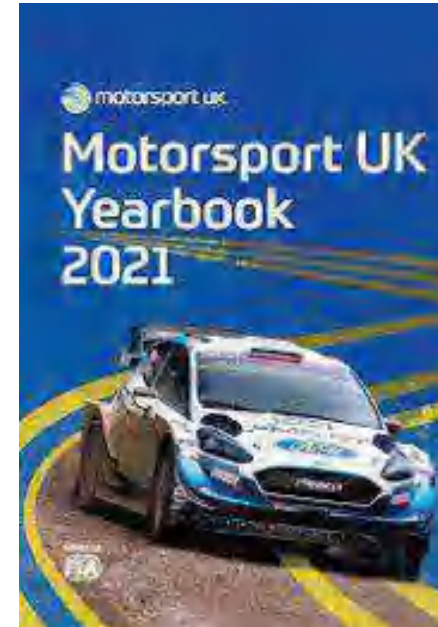
Following the restart of the suspended race, a car may only be refuelled after it has completed a full lap of the circuit following the display of the green flag to signal the restart of the race.

All Teams must refuel in the pit lane, NOT in the garages. All Teams not in the Garages may only be refuelled at the circuit fuel station or the designated fuel-refuelling area located on the paddock map.

12. REFERENCES & SOURCE DOCUMENTS

REFERENCES AND SOURCE DOCUMENTS

- Motorsport UK Yearbook 2021
- Race Meeting Supplementary Regulations
- Race Meeting Final Instructions



13. QUESTIONS?

QUESTIONS

**ANY QUESTIONS
BEFORE THE EVENT
ARE TO BE SENT BY
EMAIL TO:**

ANDY HOLLEY

andy@brscc.co.uk

**OTHERWISE OVER THE
WEEKEND PLEASE
VISIT US IN RACE
CONTROL!**



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