

Team Manager & driver briefing

These notes are to be read in conjunction with the briefing slides.

EVENT SPECIFIC DATA:

1. Do not cross the blend line exiting the pit lane.
 - 1.1. Race director radio: RACE CONTROL 7 – 468.1875. Radio Check 10 to 15 minutes before each session, all teams to answer OK + Car number on the team messaging App. In case of issue contact Ghislain, the Pit Lane manager.
 - 1.2. The Race Director's Signaling place is at the finish line on the left-hand side. Flags and boards.
 - 1.3. The openings for cars to be placed in safe position are marked in ORANGE

2. GENERAL INFO

- 2.1. Penalty Box: In front of your pit garage controlled by the team.
- 2.2. Pit Lane: 50 Km/Hr.
- 2.3. Notice board: "[https://www. https://www.gt2europeanseries.com/teams-login](https://www.gt2europeanseries.com/teams-login)"-
- 2.4. Team messaging App: create an account on "[SRO Motorsports Group \(minsh.com\)](https://www.minsh.com). The App will be used to send Summons, Request forms, incident reports (available on the team section), decisions and other urgent information.
During the sessions no personal messages - only "everybody" messages.
If you are not directly involved you have to enter an official protest to the stewards.
- 2.5. Alcohol tolerance is 0- possible checks three hours before and 30 minutes after the session
- 2.6. 1st Yellow and Red flag info have priority regardless of the transmission medium; radio, marshal, light...
- 2.7. "FAST LANE OPEN" signal may be given from five minutes before the start of the session to allow cars to line up at pit Exit.
- 2.8. In case of red flag stop in front of your pit garage not in the fast lane
- 2.9. No cars in pit lane during the other sessions.
- 2.10. Incidents involving different categories, the more PRO Cat will be deemed to be at fault unless evidence clearly shows the contrary.
- 2.11. Nobody in front of the car or standing behind the panels - use lollipops
- 2.12. On track, flashing head lights Max 3 times between two corners
- 2.13. CAR POSITION: Beginning of each session 45° nose in direction of pit exit - Race and pit stop practice in parallel.
- 2.14. CONTACT peter@brscc.co.uk During the session: On the messaging App Everybody messages ONLY
- 2.15. For insurance reports please send me a message with the following info: Team official name – Session - date and time of the incident - location (turn or marshal post) - Driver behind the wheel – Incident

3. SAFETY CAR (SC) PROCEDURES

- 3.1. The SC will enter the track from the PIT EXIT (except during the first lap where it will be located at T14).
- 3.2. It will endeavour to collect the leader. If necessary, it will use a green light/ marshal hand wave to signal to any cars between it and the race leader that they should pass.
- 3.3. The cars must form up in one line behind the SC no more than five car lengths apart, overtaking remain forbidden until the cars pass the Line after the SC has returned to the pits.
- 3.4. The mandatory pit window will be delayed if the safety car is already deployed on track.
- 3.5. During the SC procedure Pit Exit remain GREEN. When the SC will pass the START Line pit exit will be closed (RED lights). When the last car of the group behind the SC will pass pit exit it will be GREEN again.
- 3.6. The safety car may be instructed to use the pit lane.

4. TRACK LIMITS:

- 4.1. Drivers must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt, the white lines defining the track edges are considered to be part of the track but the kerbs are not. Should a car leave the track for any reason, the driver may rejoin.
- 4.2. However, this may only be done when it is safe to do so and without gaining any advantage. A driver will be judged to have left the track if no part of the car remains in contact with the track.
- 4.3. During the free practices the drivers will be warned and stopped, if necessary, lap times can be cancelled.
- 4.4. Cars will be reported at T6 and T16 if ANY WHEELS are behind the painted RED/WHITE kerbs (running the blue concrete) or at all other corners running beyond the green concrete.
- 4.5. During the race, if you gain a position or any advantage by cutting give it back as soon as possible. Any car, which is suspected of gaining any sort of advantage from doing so, will be penalized.
- 4.6. The team will be warned on the timing monitors, the 2nd time the car will get a warning flag. After a final warning, At the 4th time the stewards can impose a drive through penalty. This will be reset to ZERO at the pit window.

5. START

- 5.1. The start procedure countdown will be announced by means of BOARDS. Start when the red lights turn to green.
- 5.2. During formation lap NO weaving from T13. Start line up after T14. At the end of the formation lap at T15 cars must be properly lined-up and tightly grouped for the rolling start. At Pit entry the leading car will reduce the speed to 50 Km/Hr. When the LC will leave the track, the leader will be in charge of the speed. He will slowly increase his speed to a maximum of 110 KPH at the moment of the start. You are to line up on the starting box lines. If the car is outside the line, it will be considered as a jump-start. The start speed will be controlled. Drivers are not allowed to overtake before they see the green light.
- 5.3. If there is a problem during the formation lap, the red lights will remain ON. Yellow waved flags will be shown all around the circuit. The pole man will be in charge of the speed. The start will be declared at the end of the first formation lap.



Peter Daly
Race Director