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Race Director Event Notes

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From:	Race Director
To:	All GT2 Competitors
Cc:	The Stewards The Clerk of the Course The Secretary of the Meeting

RACE DIRECTOR EVENT NOTES

Team Manager's / Drivers' Briefing notes

These notes are to be read in conjunction with the Powerpoint Presentation published on the Official Notice Board.

Drivers are reminded that it is their responsibility to read the 2022 GT2 European Series Sporting Regulations and the power point presentation.

The Sean Edward Test is mandatory for all drivers who have not taken the test to date.

Official Notice Board for all event information, results, starting grids, Stewards decisions and bulletins:

Team Messaging App

The App should be monitored at all times during the event and will be used to send summons, requests, incident reports, decisions and other urgent information. During the sessions only the "Everybody" area will be used. Personal messages will not be monitored.

Race Director radio RACE CONTROL 7 – 468.1875 MHz – A Radio Check will take place approximately 10 minutes before the first GT2 session of each day, all teams should answer OK + Car number on the Team Messaging App (Everybody).

Parc-Fermé will take place in the BOX. Cars selected for Technical Inspection will be notified via the Team Messaging App and must be taken immediately to the Technical Bay (Garage 1&2, Pit lane) Parc-Fermé conditions will remain until released by The Stewards which will be advised via the Team Messaging App.

EVENT SPECIFIC DATA

CHANGES FOR 2022;

Please make yourself familiar with the circuit changes to run off areas, kerbs and new gravel traps.

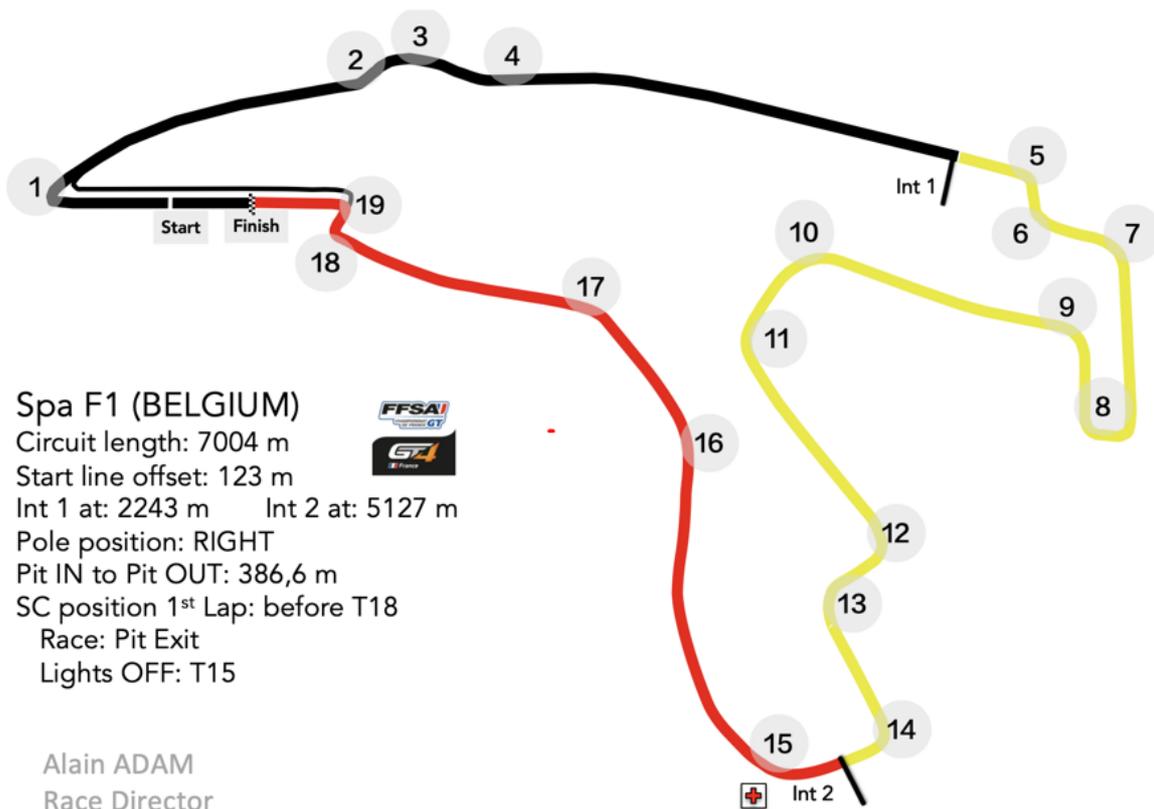
Signaling: at the "Line" on the right-hand side,

Do not drive on or cross the white line exiting the pit lane, a blue flashing light/flag at pit exit warns drivers leaving the pits of others cars approaching on the track..

Safe positions are marked in ORANGE,

Race director radio: RACE CONTROL 7 – 468.1875.

Radio Check 10 to 15 minutes before each session, all teams to answer OK + Car # on the team messaging App. In case of issue contact the Pit Lane manager.



Pit Lane: 50 Km/Hr.

“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. In case of red flag stop in front of your pit garage not in the fast lane.

Penalty Box: In front of your pit garage controlled by the team

The driver ID must be changed before the car is correctly changed before the car crosses the pit exit loop.

Pit gantry cameras mandatory recording during all sessions - pit stops – Correct time set on the camera.

Nobody in front of the car or standing behind the panels - use lollipops.

CAR POSITION: Beginning of each session 45° nose in direction of pit exit (NO nose IN)

Race and pit stop practice in parallel and other works if permitted inside the garages.

Engine must be stopped for any pit stops.

ENGINE MUST NOT BE STARTED UNLESS THE PIT STOP IS FINISHED AND ALL FOUR WHEELS ARE ON THE GROUND.

TRACK LIMITS:

The circuit is licensed to operate within the painted white lines. Deviations from these track limits may result in penalties. Drivers are also advised that excessive use of kerbs and gravel traps may damage tyres, other cars and result in the suspension of session to protect the local marshals from flying stones.

Track limits will be monitored around the circuit by judges of fact. Particular attention in T2, T4, T17 entry, T17 exit, T19.

Cars will be reported to race control if any part of the car runs beyond the red and yellow painted kerb or on the green painted area that is located behind the white line.

- During the free practice 1 the drivers will be warned and stopped if necessary.
- During free practice 2 and qualifying if an improvement is detected the lap time will be cancelled.
- During the race if the driver does not respect the track limits the team will be warned by radio/timing screen, the 2nd time the car will get a warning flag. The 3rd time is a final warning. The 4th time the stewards can impose a drive through penalty. This will be reset to zero at the completion of the mandatory pit stop.

RACE:

During formation lap NO weaving from T15. Start line up after T16. At the end of the formation lap at T17 cars must be properly lined-up and tightly grouped for the rolling start.

Approaching T18 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. Exit turn 18 will slowly increase his speed to a maximum of 110 Km/Hr 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 consider as a jump-start. The start speed will be controlled. Drivers are not allowed to overtake before they see the green light.

If there is a problem during the formation lap, the leading car will remain in front of the cars and the red lights will remain ON. Yellow waved flags will be shown all around the circuit. In case the problem happens after the leading has left the track, the pole man will be in charge of the speed. The race start time will be declared at the end of the first formation lap.

A BLUE FLAG means that you are about to be lapped or already lapped, use your mirrors and allow the following car to pass at the earliest opportunity. Drivers not respecting blue flags will be warned and reported to the stewards.

PRE-GRID / PIT LANE PROCEDURES

Access on and off the track is ONLY via the F1 pit lane entry and exits.

ANY CAR LEAVING THE CIRCUIT OTHER THAN VIA THE PIT LANE WILL NOT BE ALLOWED TO REJOIN THE SESSION.

Cars should be parked at 45° (nose to pit exit) in the Pitlane prior to the start of each session. No queuing in the Fast Lane or at the Pit Exit until the signal by radio and/or timing screen declares "FAST LANE OPEN".

Cars in the Fast Lane have priority over those leaving the Working Lane.

In accordance with Article 5, Chapter IV of Appendix L to the ISC, when leaving the pits, except in case of force majeure, drivers must keep to the RIGHT, no part of the car may touch the solid white line on the LEFT at the pit exit. Same principle applies when entering the Pitlane, the solid white line on drivers LEFT after SC Line 1. It will be the drivers' responsibility to enter and leave the track safely.

Cars should stop parallel to the pitlane during pitstops. Only the Car Controller and replacing driver are allowed in the working lane before the car stops, and should not stand in front of the car or behind panels. Use of lollipops is only permitted from the working lane.

Please refer to the Stewards Bulletin No. 02 regarding the minimum pit-stop time for the races.

Maximum speed in the Pitlane is 50 Km/Hr. This limit is to be respected from the moment you cross the Pit-IN timing loop, located on the transversal white line at the 50 marker board, until you cross the Pit-OUT timing loop, located on the transversal white line at the pit exit speed limit end board. Cars should not be driven unnecessarily slowly in the fast lane to avoid delaying other competitors.

DRIVER ETIQUETTE / INCIDENTS

Please respect the FIA International Sporting Code, Appendix L, Chapter IV and your fellow competitors at all times during the event.

All drivers are reminded to bear in mind the text from Article 2.5.4 of Appendix H to the ISC about flag signals. Pay special attention to Article 2.5.5 b) of Appendix H to the ISC concerning yellow flags.

Yellow flags mean danger – please reduce your speed. Overtaking is forbidden from the first yellow flag you pass through until pass the green flag. **WHEN YELLOW FLAGS - INCLUDING SAFETY CAR BOARDS – ARE SHOWN DRIVERS MUST SLOW DOWN. IF DOUBLE YELLOW FLAGS ARE SHOWN THEY MUST REDUCE SPEED AND BE PREPARED TO CHANGE DIRECTION OR STOP.** It is the onus of each driver to prove to us that in fact you have slowed down, the best way for this is by having a clear slowdown in the relevant sector time.

Double yellows also mean marshals or recovery vehicles are working on track or trackside.

If you enter a gravel/run off area and you can manage to re-join, please stay out of the racing line to avoid dropping gravel/dirt on the line. Please make 1-2 brake-tests / zig-zags with your car OFF TRACK before re-joining, to ensure all the gravel has fallen from your car off track.

In case of an accident it is very important that you signal to the marshals that you are OK. A ‘thumbs up’ will be the ok.

Headlights must not be flashed more than 3 times between any 2 successive corners

Incidents during a session – Should the Race Director observe or be informed of a potential incident during a session that requires his consideration, he will have a message displayed on the Timing Screens to say that the incident “is noted”. After further review, the Race Director will place a message on the Timing Screen to say “no investigation necessary” or “incident under investigation” in which case the incident will be referred to The Stewards for formal investigation. Following an investigation by The Stewards, whatever the outcome, a written decision will be published by The Stewards.

In case of request or to report an incident please submit an incident report via the Team Messaging App.

SAFETY CAR (SC) PROCEDURE

WE WILL NOT BE USING FCY procedure at this event.

During the SC operation, and once in line behind the SC, cars may "zig zag" in order to maintain tyre temperature. Tyre warming is not allowed in the area(s) affected by debris or marshal(s) or recovery vehicle(s) working on the track, where all cars must line up.

During the SC procedure the Pit Exit will remain GREEN. When the SC passes the FINISH Line the Pit Exit will be closed (RED lights). When the last car of the group behind the SC passes the Pit Exit it will be GREEN again.

If at any given moment the SC has to bring the field by the Pit Lane, for your help we will inform via the Radio & Timing monitors that the SC will bring all cars through the Pit Lane. In this case all cars must follow the SC through the Pit Lane.

In order to avoid the likelihood of accidents before the SC 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, braking, or any other manoeuvre which is likely to endanger other drivers or impede the restart.

At the end of the SC procedure, overtaking remains strictly forbidden until you cross the Control Line. At Spa Francorchamps, this is the FIRST line, not the START line. Lapped cars should maintain the pace of the car in front until they have crossed the Control Line.

In the event of an incident occurring towards the end of the race and the incident is easily visible to competitors and the track remains clear the Race Director may opt for **YELLOW FLAGS** to remain in place to indicate the off track incident rather than deploy the safety car to remove the cars. Team Managers will be informed and drivers warned to respect the Yellow Flags, decrease speed, remain in control and strictly no over lapping or over taking in the **YELLOW FLAG AREA**. Sector times will be monitored.

RED FLAG PROCEDURE

When a red flag is declared, all cars must immediately and safely reduce their speed to a maximum of 80 Km/Hr and proceed with extreme caution to the pits during Free Practice / Qualifying, or if during the race, all cars must proceed slowly to the Red Flag Line where they must stop in single file.

As an exception to above, should a red flag be declared during a race when the Pit Window is open, all cars should return to the pits, where Parc Fermé conditions will apply except for changing drivers if not already carried out. Cars will be called to the Pit Exit in the order of the last full lap before the opening of the Pit Window.

If you overshoot T5 you should use the escape road to safely rejoin the track.

Track limits will be monitored by Judges of Fact whom will be appointed by The Stewards.

Infringements will be penalised as follows;

- a) FREE PRACTICE 1: Drivers will be warned and stopped if necessary.
- b) FREE PRACTICE 2 & QUALIFYING: The lap time will be disallowed.
- c) RACE: the Team will be notified as follows;

1st offence – warning on timing screen and /or over the Team Radio

2nd offence – the car will be shown the Black/White warning flag and message over the Team Radio.

3rd offence – Final warning over the Team Radio

4th offence – Report to The Stewards who may impose a penalty.

This will be reset to zero after the completion of the mandatory pit stop.

END OF RACE PROCEDURE

After the end of the race, after taking the chequered flag, slow down and complete a cool down lap. Please show your appreciation to the marshals by giving them a wave on the cool down lap. The top 3 cars in each class will be parked ready for the podium (Parc Fermé conditions apply), and a team member will be required to remove the car to the pit box for the remainder of the Parc Fermé or to the Technical Bay if required for post-race inspection. Marshals instructions must be strictly obeyed.

The marshals are always excited to see your GT cars racing, please show your appreciation and give them a wave.

Have a safe and successful racing weekend.

Peter Daly
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Fanatec GT2 European Series.

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