

POSTED at
18/07/2025, 10:19



TEAM MANAGERS AND DRIVERS' BRIEFING

EVENT: R04 MISANO, ITALY

DATES: 18th-20th July





RACE DIRECTOR RADIO

- Race control frequency: Race control 7 – 468.1875
- TEST 10 to 15 minutes before each session
- First session of the day answer car # + ok on the messaging system
- For a test or any issue please contact the pit lane manager

Neus Santamaría, Race Director

Tel: +34 664400960

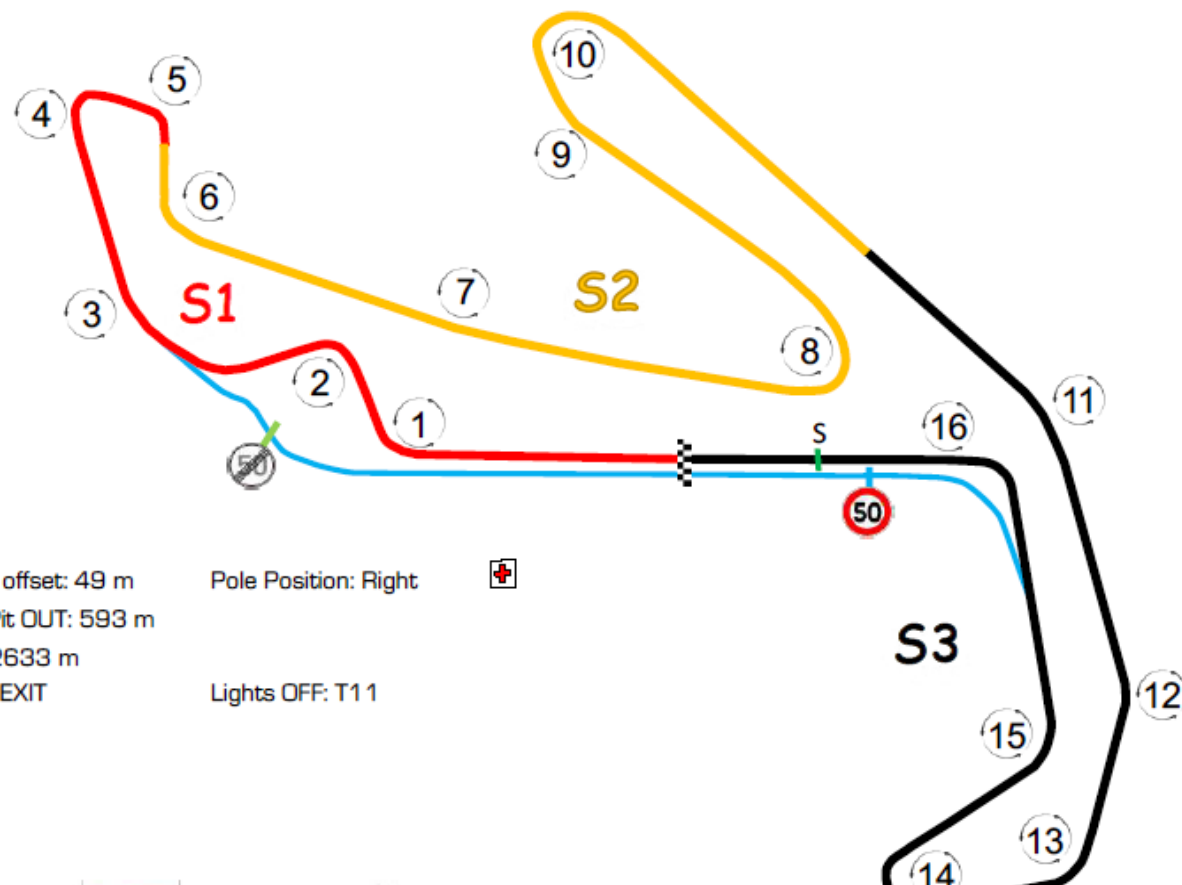
Email: ne.santamaria@gmail.com

Chairman of the stewards: Wim Cools

International steward: Andy Witkowski

ASN steward: Luca Viccaro





Misano ITALY (long)

Circuit length: 4226 m
Start line up: T14 to 16
Int 1 at: 988 m
Safety Car 1st lap: T15

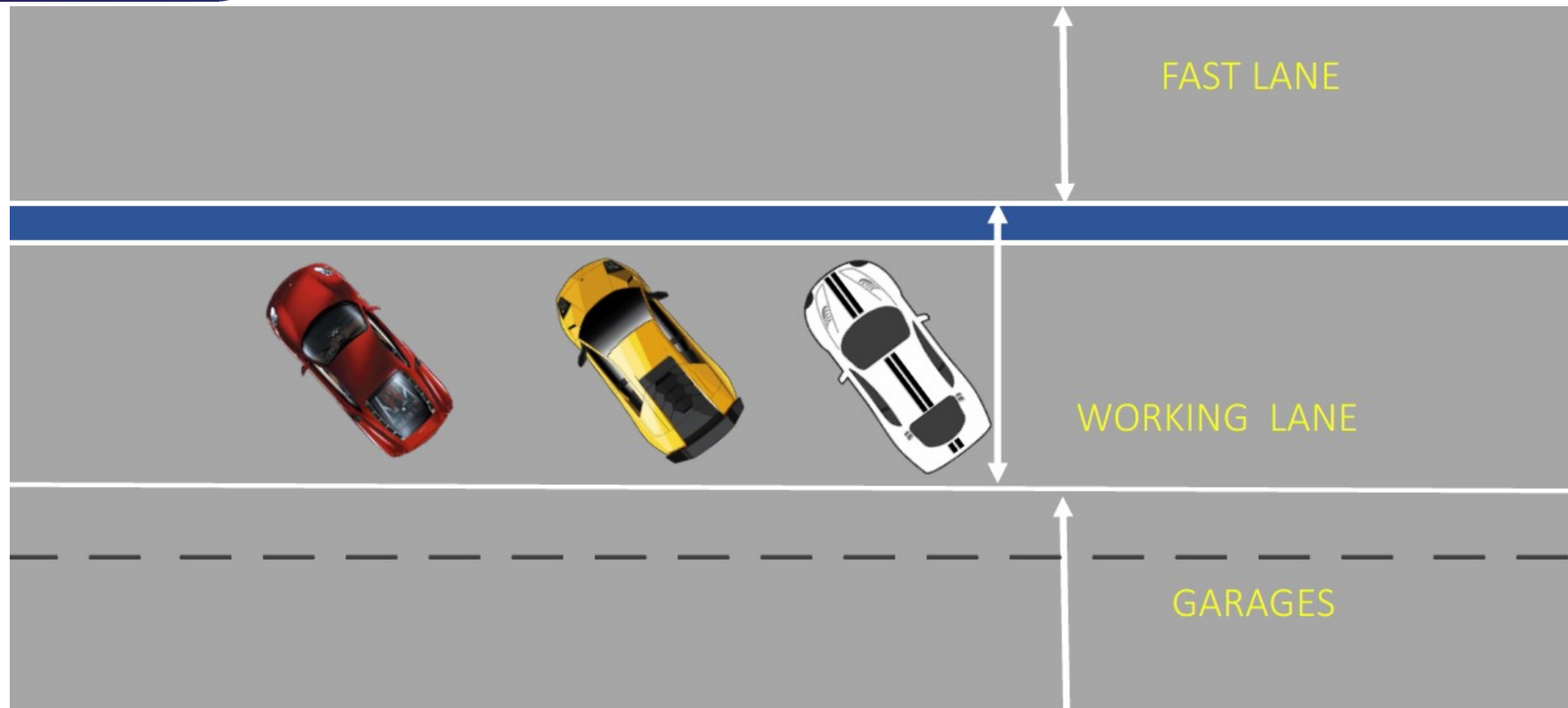
Start line offset: 49 m
Pit IN - Pit OUT: 593 m
Int 2 at: 2633 m
Race: Pit EXIT

Pole Position: Right
Lights OFF: T11





START OF THE SESSIONS

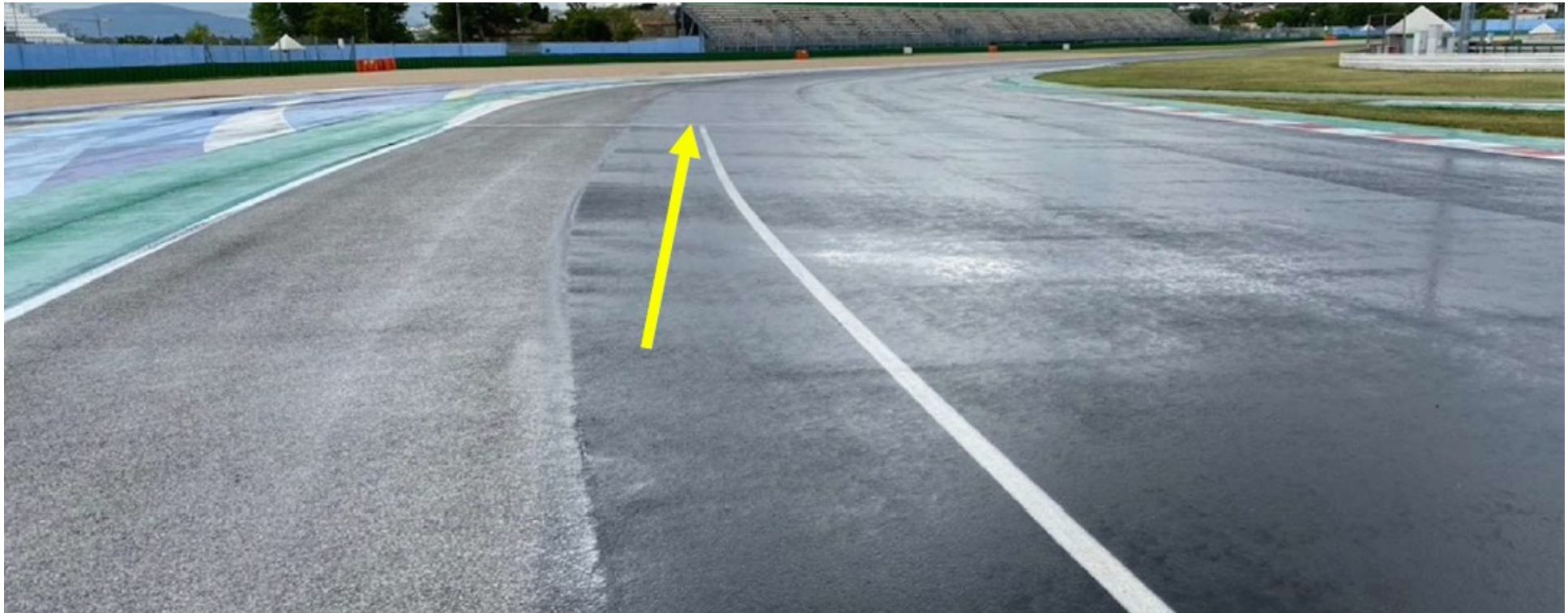


PIT STOPS – PRACTICES AND RACES





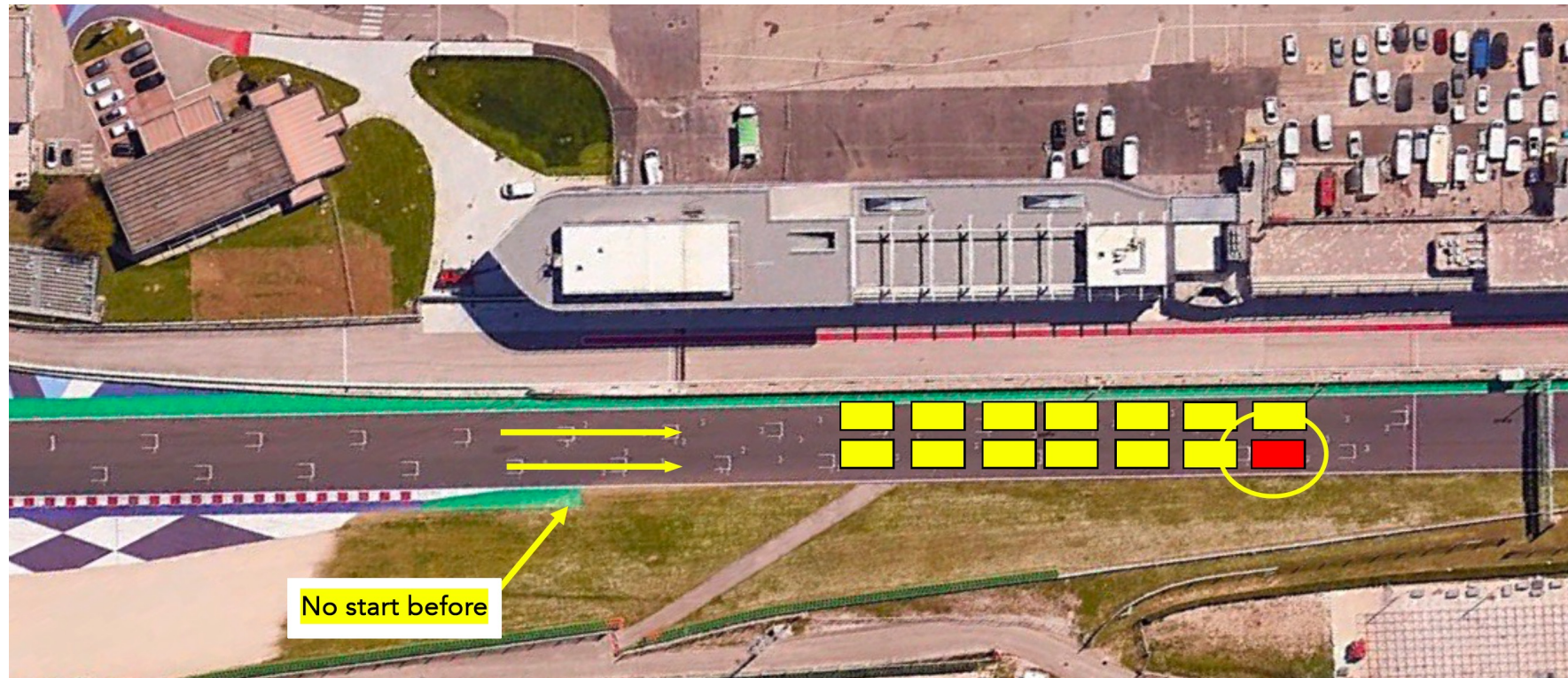




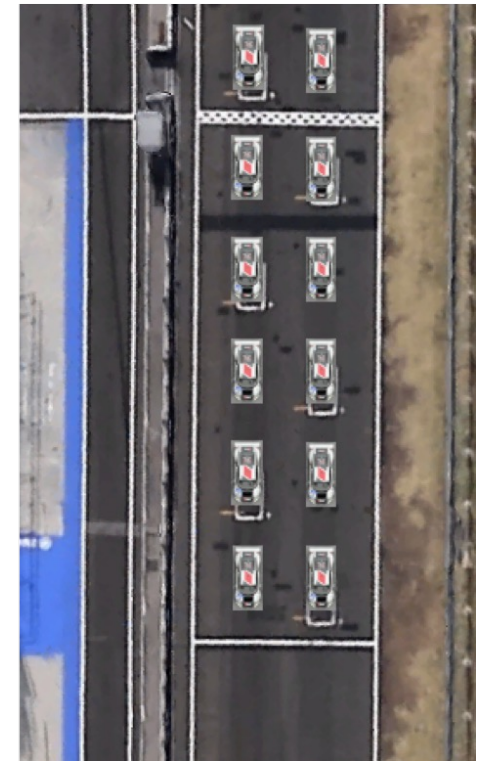
STARTING PROCEDURE

Cars straight to the grid, no installation laps.

Pole position: RIGHT Start line-up: Turn 14 to 16

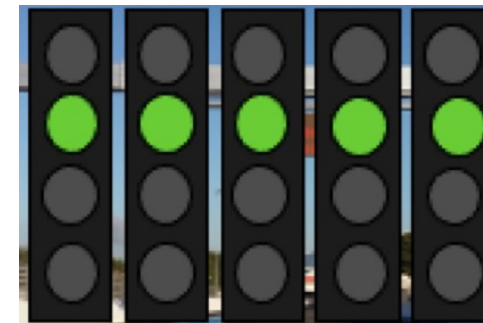


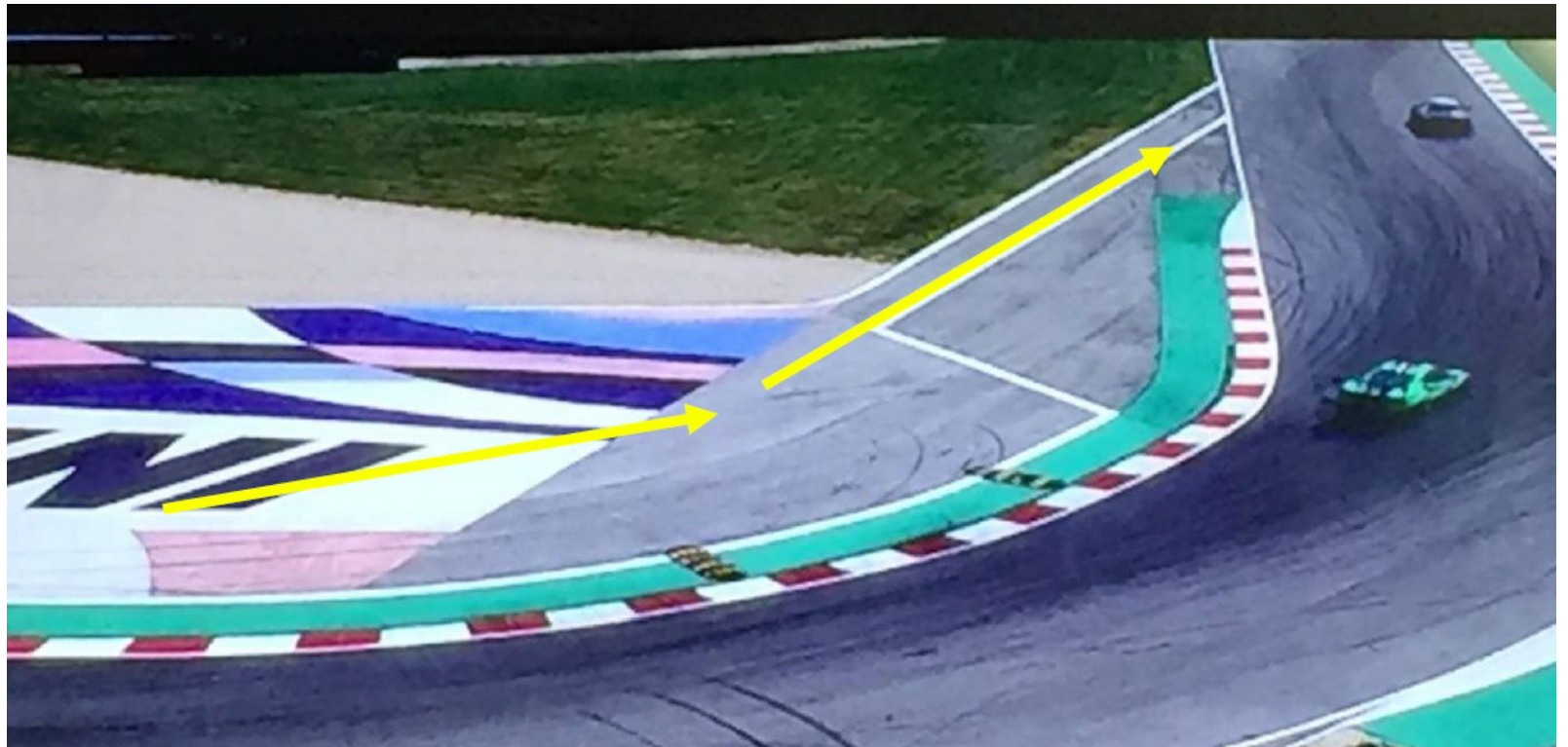
- There will be two formation laps, time will start at the end of the first lap.
- No more weaving from turn 13
- Grid formation from turn 14
- All lined up and tightly grouped by t16
- **Two rows of cars following the grid boxes moving in parallel position**
- Any car breaking the formation or overtaking before the signal will be reported to the stewards



STARTING PROCEDURE

- Start will be from RED to GREEN
- When the green light is ON you can:
 - Break formation
 - Start overtaking
- Start aborted
 - Lights will remain in red
 - Yellow lights all over track
 - EXTRA FORMATION LAP





- Pit window between 25m.00s.000 and 34m.59s.999
- Pit in to Pit out time = **45 seconds**
- Minimum driver change time = **155 seconds**
- Tyre change (x4) dry to wet or vice versa = **181 seconds**
- Additional pit stop for tyres change, weather, puncture: **71 seconds**
- 1 second tolerance which may be used once during the event
- Note that solo drivers in AM must get out of the car during the stop.
- **Don't forget to change the driver ID in the pit lane**

- Refuel is allowed using dump chumps only
- **If you refuel during the pit stop**
 - It needs to be done **at the start of the stop** and with all safety precautions
 - Driver out of the car, door closed
 - Car stationery and on the ground
 - Electrically earthed and engine off
 - No work other than the addition of water is allowed

Driver change and tyre change, if needed, must be done after refuelling

- Safety car procedure: yellow flags and SC boards in all marshal posts
- Overtaking is forbidden until you cross the finish line at the end of the procedure
- When SC turns off lights all signalling will be removed and a green flag will be displayed at the finish line.
- **All cars, in single file, must increase their speed to catch up the group and follow the SC anywhere it goes.**

- Pit exit lights normally **GREEN**
- When the SC passes the pit entry, the pit exit light will turn **RED**
- When the last car in the group behind the SC passes the pit exit, the lights will turn **GREEN** again

Slow down to 80 Km/Hr

NO overtaking

Free practice:

Drive to pit lane to your pit box - the clock will NOT stop

Pre-Qualifying:

Drive to pit lane to your pit box - the clock will NOT stop

Qualifying:

Drive to pit lane to your pit box - **the clock WILL stop**

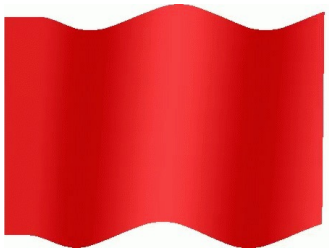
Race outside pit window: **Clock WILL stop - line up at the red line** (finish line)

Order as when the red flag was declared

Parc-Fermé conditions - on the grid: teams and officials

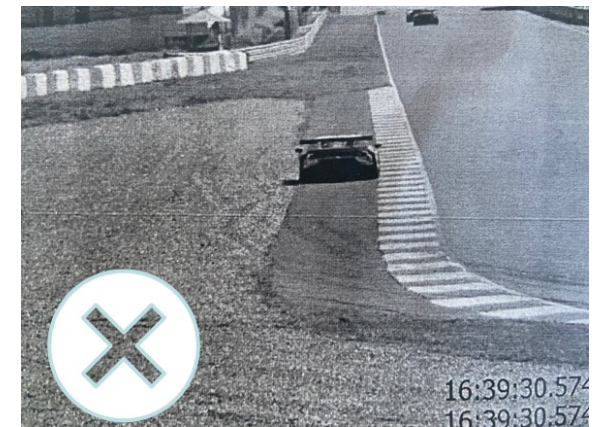
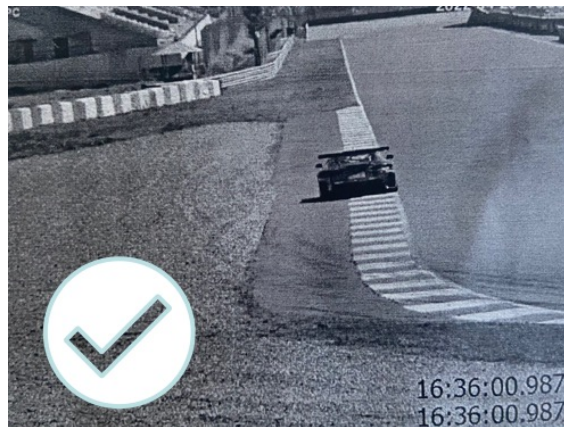
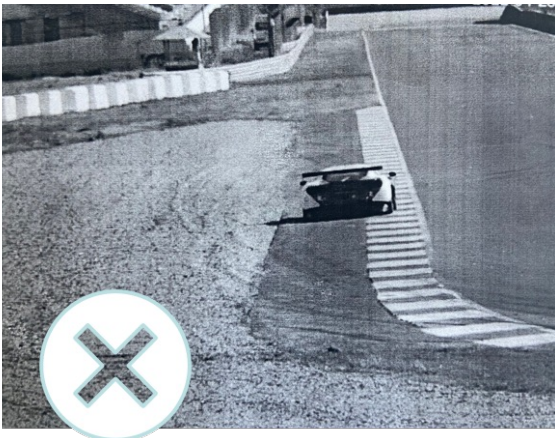
Restart behind Safety Car

If you enter the pits after the red flag: restart one lap later



- Cars **return to the pit lane** and to their respective boxes.
- Cars are under **Parc-Fermé conditions**.
- Pit Stop is permitted, but when complete the car is immediately under Parc-Fermé conditions.
- Marshals will call the cars to line up in order, at the line, from the last full lap before opening of the pit window.

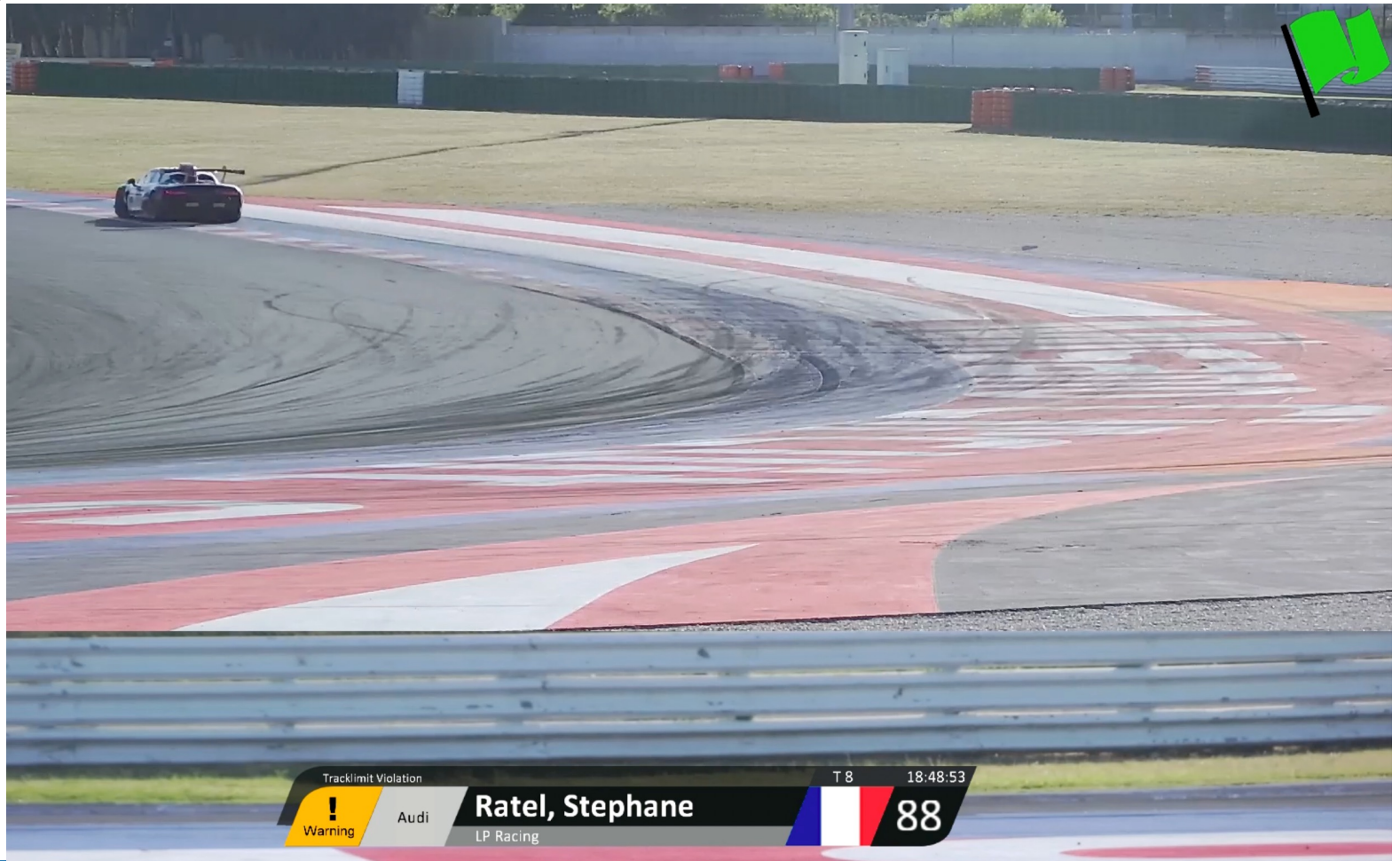
- “The white lines defining the track edges are considered to be part of the track but the kerbs are not”*



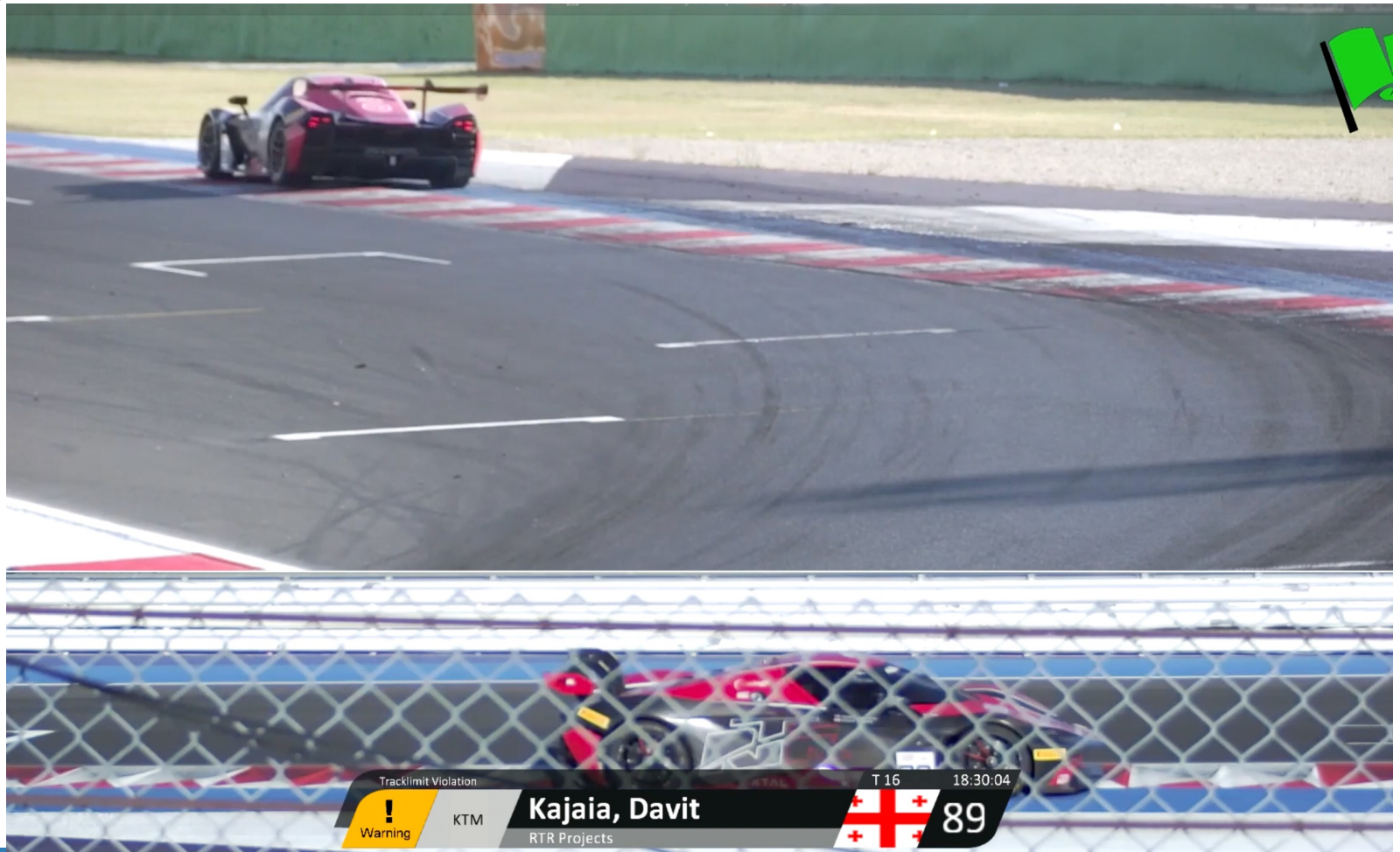












- After all sessions, a link will be posted on the app where you can see all track limit infringements of all cars
- During free practice: Drivers will be warned and after 10 infringements they will be called to race control.
- During pre-Qualifying and Qualifying: relevant lap time deleted

- Race:
 - 1st time warning on the timing monitors,
 - 2nd time warning on the timing monitors.
 - 3rd time warning on the timing monitors.
 - 4th time warning Black & White flag by timing monitors and radio.
 - 5th time final warning on the radio.
 - 6th time the stewards can impose a time penalty.

Reset to 0 at pit stop.
- If the TL penalty during the race is announced before the pit window is open you will need to serve it then.
- **Other TL penalties announced after we open the pit window will be added to racing time**

- Parc fermé may take place after Pre-Qualifying for selected cars
- Individual cars may also be selected for fuel testing after FP and/or Pre-Qualifying.
- After Qualifying & each Race all cars are under parc fermé.
- Parc fermé will be in your box/tent unless selected by the Technical Delegate for inspection.
- Parc fermé will be opened by the Stewards via the Messaging App.
- SD cards must be deposited in the GT2 Scrutineering Area within 10-minutes of the end of every session.

- In Practice and Qualifying, if you are not trying to set a fast lap, please move out of the racing line.
- If you are on a slow lap or if your car has a problem, **be predictable, do not move suddenly.**
- If you have a mechanical issue stop close to the orange markings for easier rescue.



ANY QUESTIONS?

THANK YOU, HAVE A GREAT WEEKEND!

