

GT2
EUROPEAN
SERIES

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TEAM MANAGERS AND DRIVERS BRIEFING

EVENT: Spa, Belgium

DATES: 19th-21st June



- 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: François Dumont
ASN steward: Etienne Massillon

Circuit length: 7004m

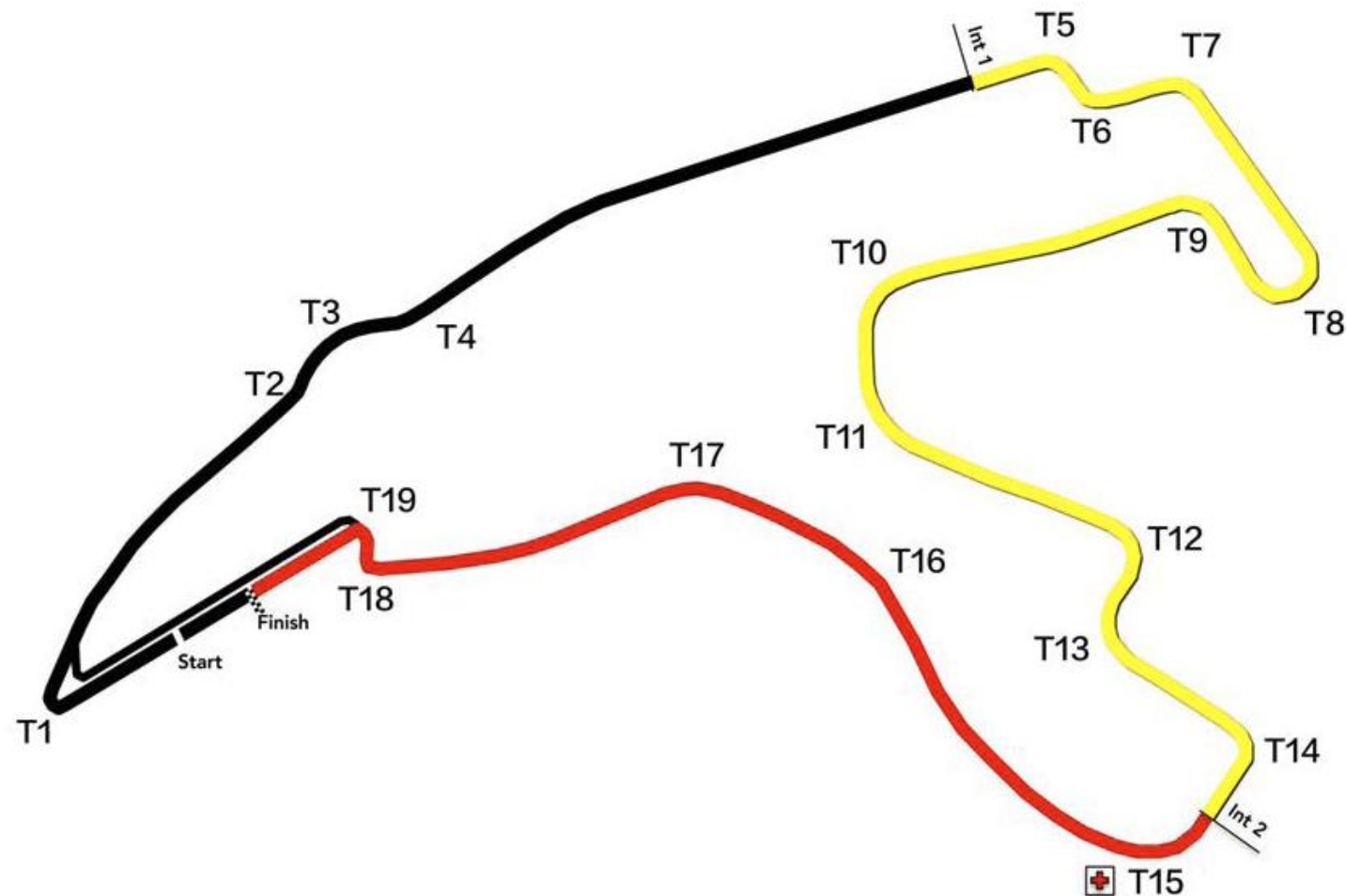
Start line offset: 123m

Int 1 at: 2243m

Int 2 at: 5127m

Pole position: RIGHT

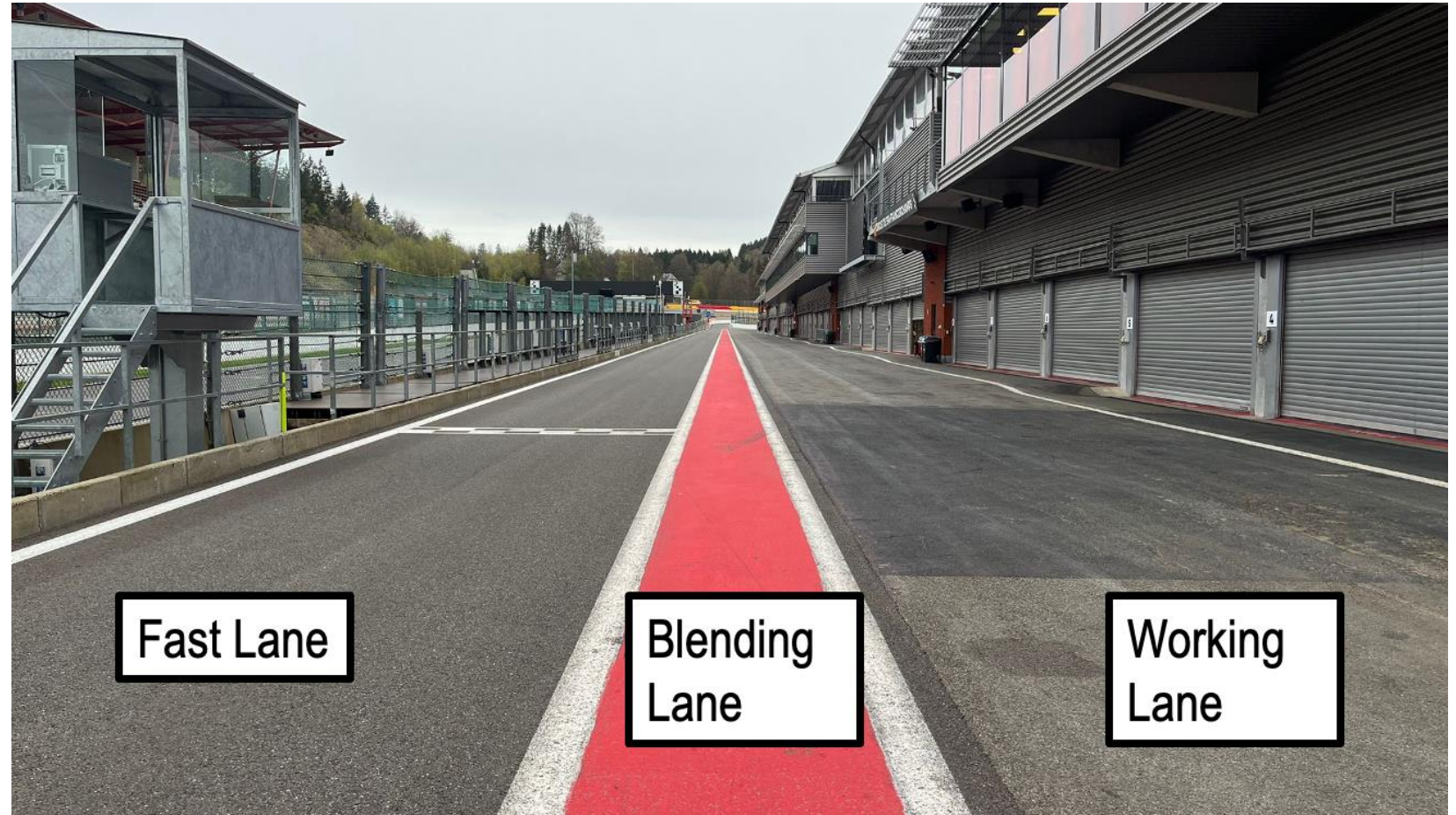
Pit IN to Pit OUT: 994m

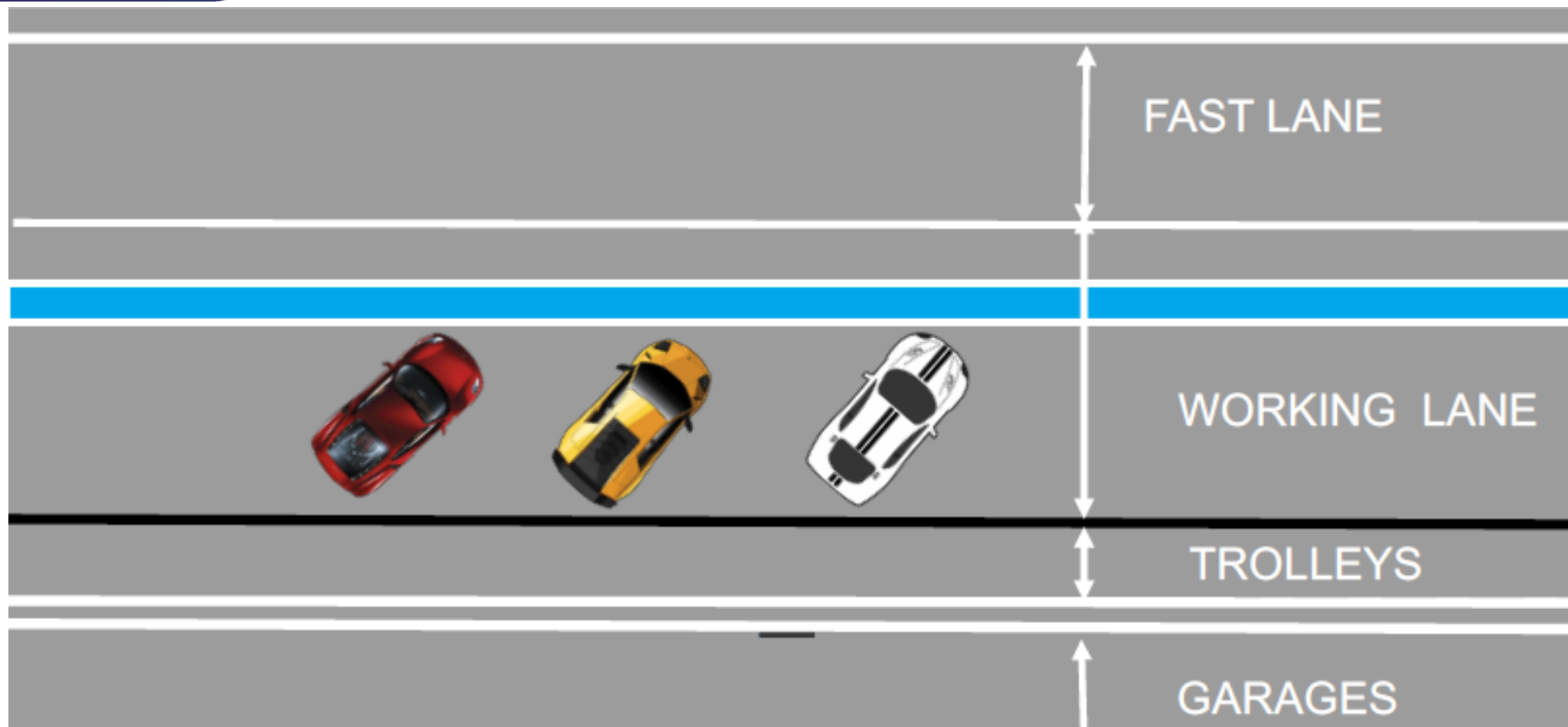


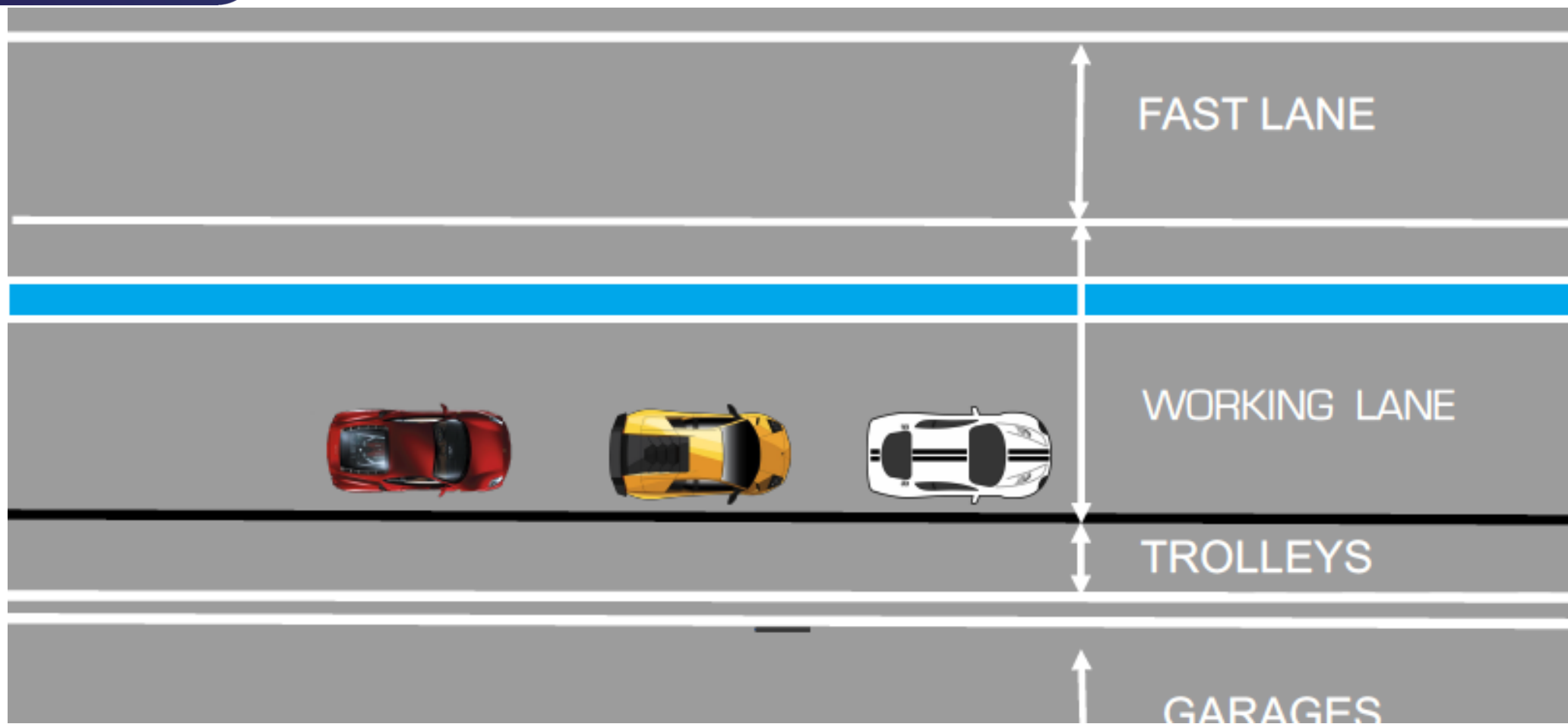
Long Pit Lane

Cars must transit the full length of both pit lanes

F1 Pit Lane Exit Light
MAY be used only in
case of pit lane
blockage

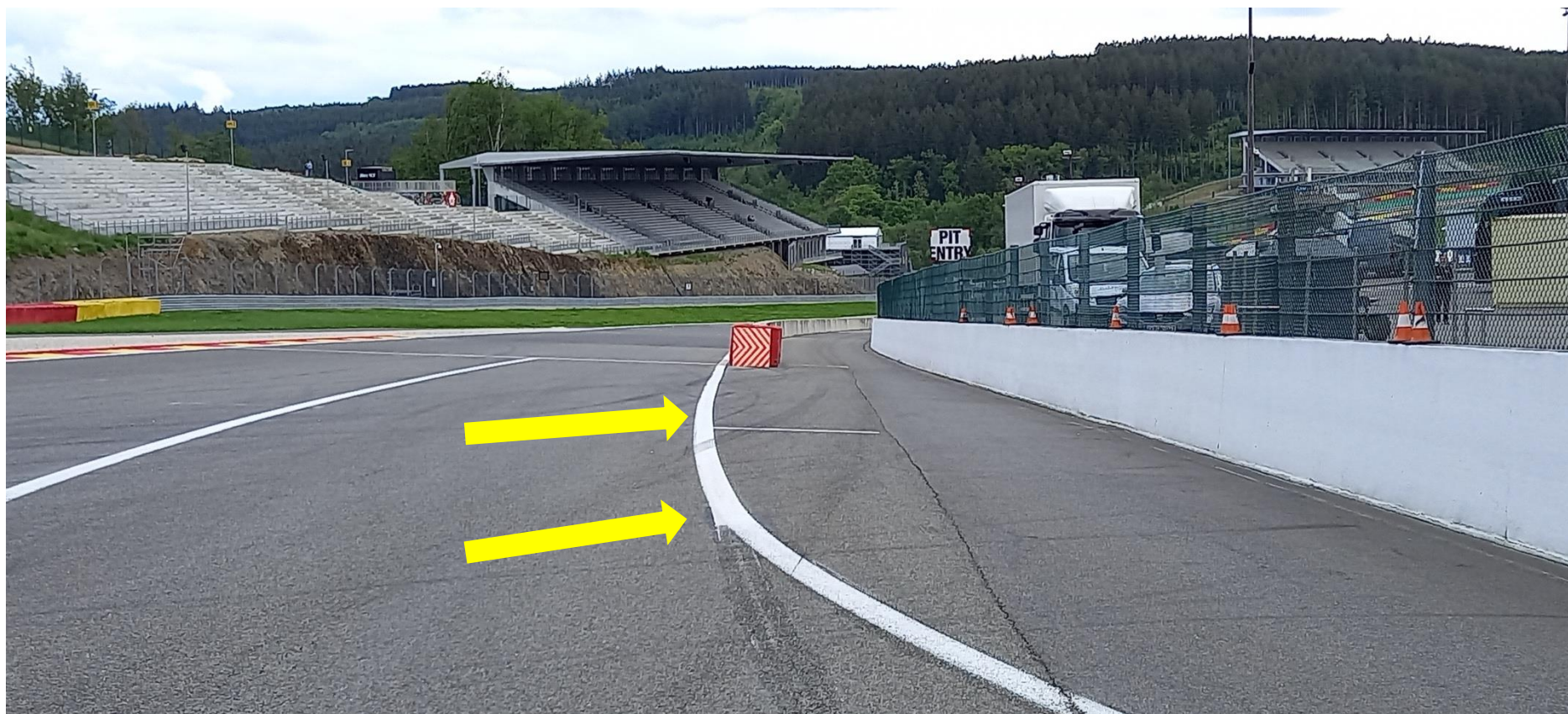




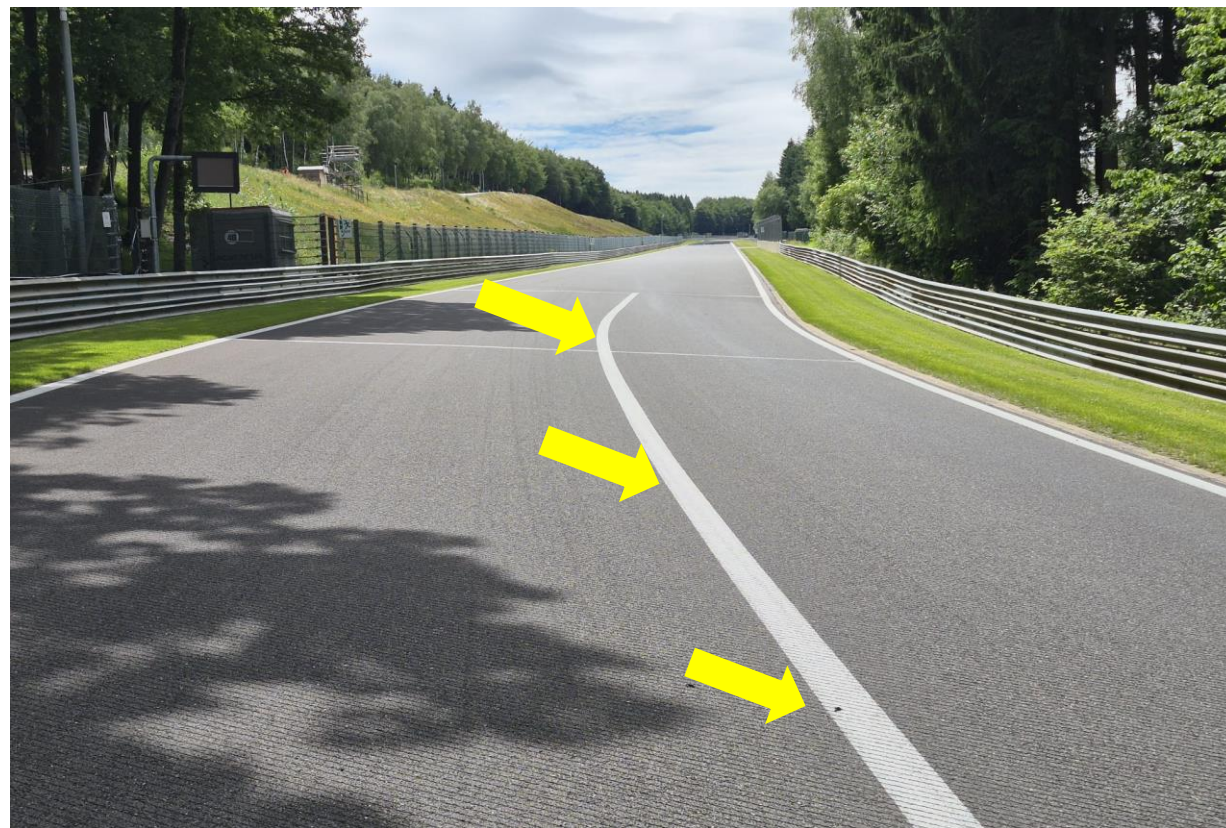




**KEEP RIGHT WHEN YOU EXIT THE F1 PIT LANE AND FOLLOW
INTO THE ENDURANCE PIT LANE BEFORE GOING ON TRACK**









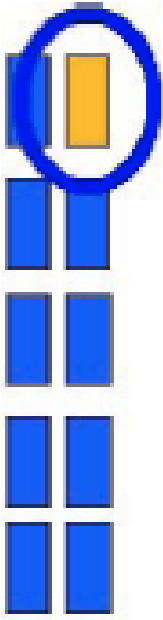
If a driver overshoots Turn 5

There is a small road along the front of the tyre barrier which leads back on to the track at T7, anyone not using it will be reported to the stewards.

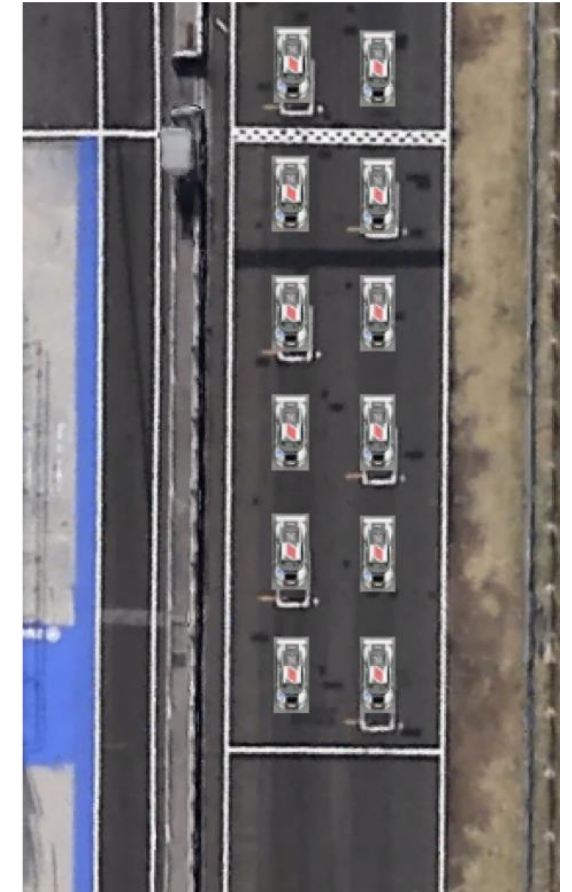


Cars straight to the grid, no installation laps.

Pole position: RIGHT Start line-up: Turn 17 to 18



- No more weaving from turn 15
- Grid formation from turn 16
- All lined up and tightly grouped by turn 18
- **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



- 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 with yellow on top
 - Yellow lights all over track
 - EXTRA FORMATION LAP



- Pit window between 20m.00s.000 and 29m.59s.999
- Pit in to Pit out time = **71 seconds** (994 meters)
- Minimum driver change time = **181 seconds**
- Driver change with Tyre change (x4) dry/wet = **207 seconds**
- Additional pit stop for tyres change, weather, puncture: **97seconds**
- 1 second tolerance which may be used once during the event
- Note that solo drivers must get out of the car during the stop.
- **Don't forget to change the driver ID in the pit lane**

ALL CARS ALLOWED TO REFUEL DURING THE RACES

- 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
- SC turns off lights at T15. 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

Qualifying:

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

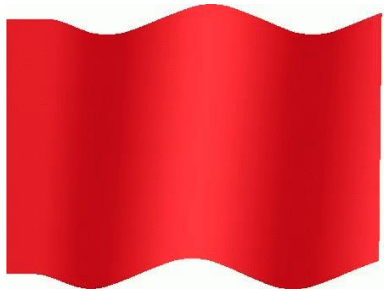
Race outside pit window: **Clock WILL stop - line up at the red line** (finish line)

Order as when the red flag was declared

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

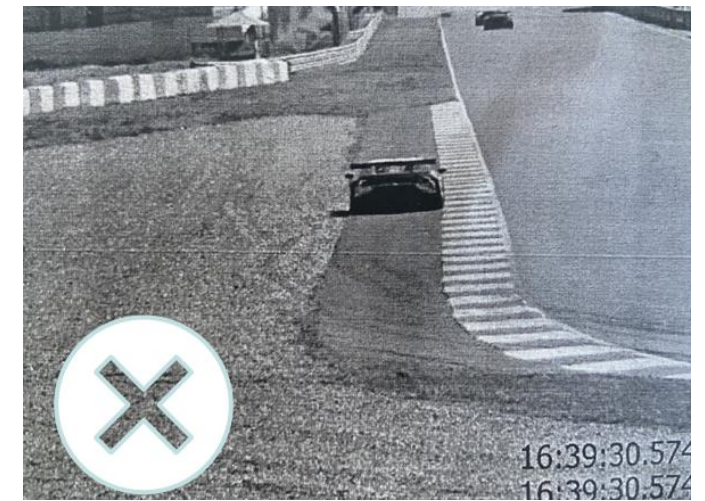
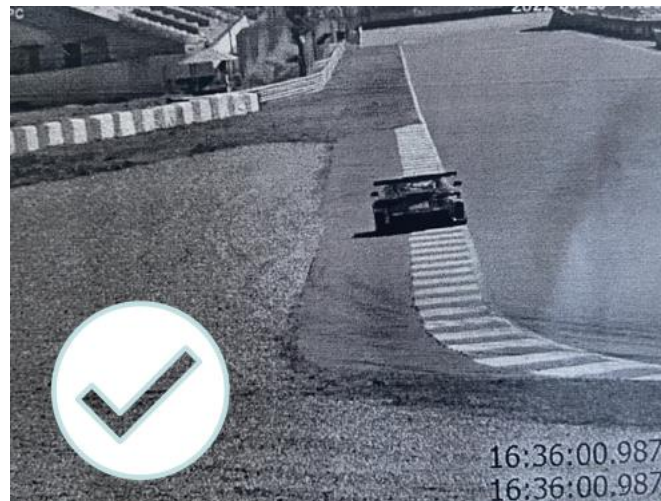
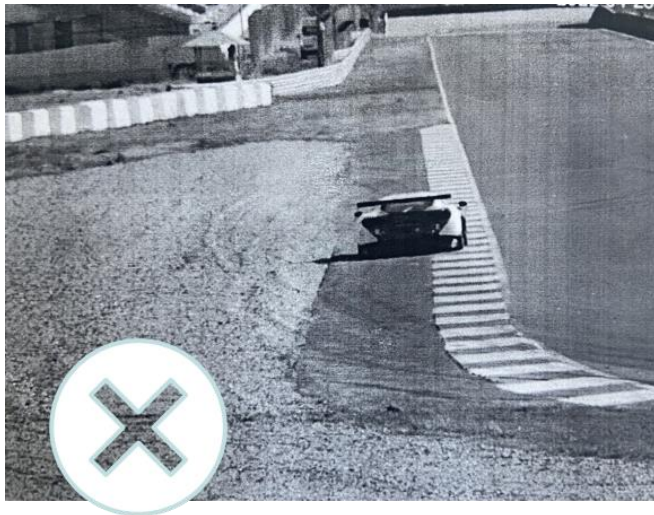
Restart behind Safety Car

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.

- *Track limits will be controlled by automatic cameras (T4 exit - T17 entry and exit - T19 exit)*
- *“The white lines defining the track edges are considered to be part of the track but the kerbs are not”*



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TRACK LIMITS CONTROL T4



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TRACK LIMITS CONTROL T17 ENTRY

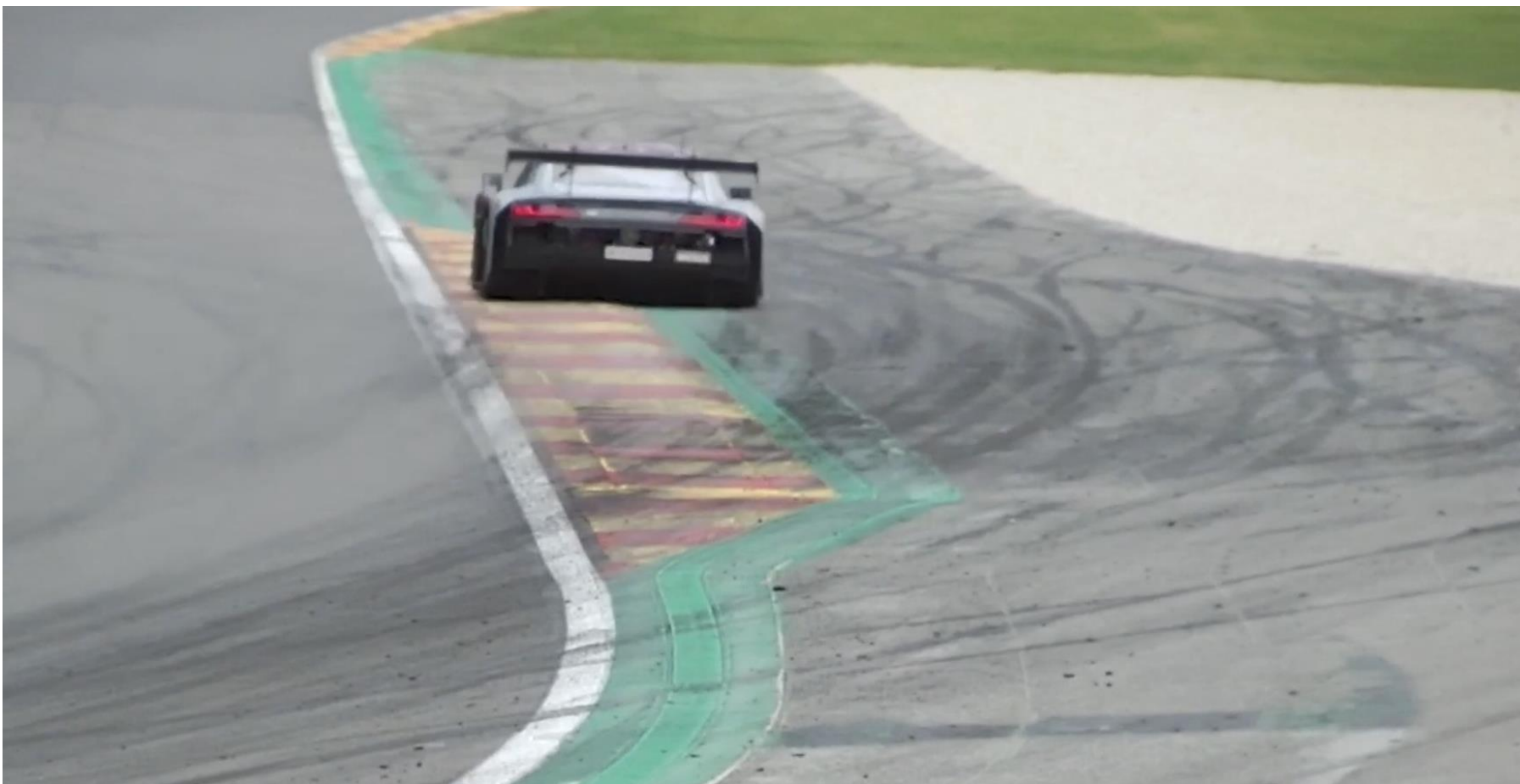


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TRACK LIMITS CONTROL T17 EXIT



- Track limits at T19 will delete current and next lap



- During free practice: Drivers will be warned and after 10 infringements they can receive a 5 minute stop and go.
- During Qualifying: relevant lap time deleted

- Race: 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 will take place after Qualifying & each Race. Individual cars may also be selected for fuel testing after FP1 and/or FP2.
- Parc fermé will be in your box 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.



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ANY QUESTIONS?

THANK YOU, HAVE A GREAT WEEKEND!

