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Time: 18:30

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 2021 GT2 European Series Sporting Regulations, the SRO COVID-19 Protocol, and the power point presentation.

The Sean Edward Test is mandatory for all drivers.

Official Notice Board for all event information, results, starting grids, Stewards decisions and bulletins: https://www.gtssportsclub.com/teams-login-documents?documenttype_id=9

Team Messaging App

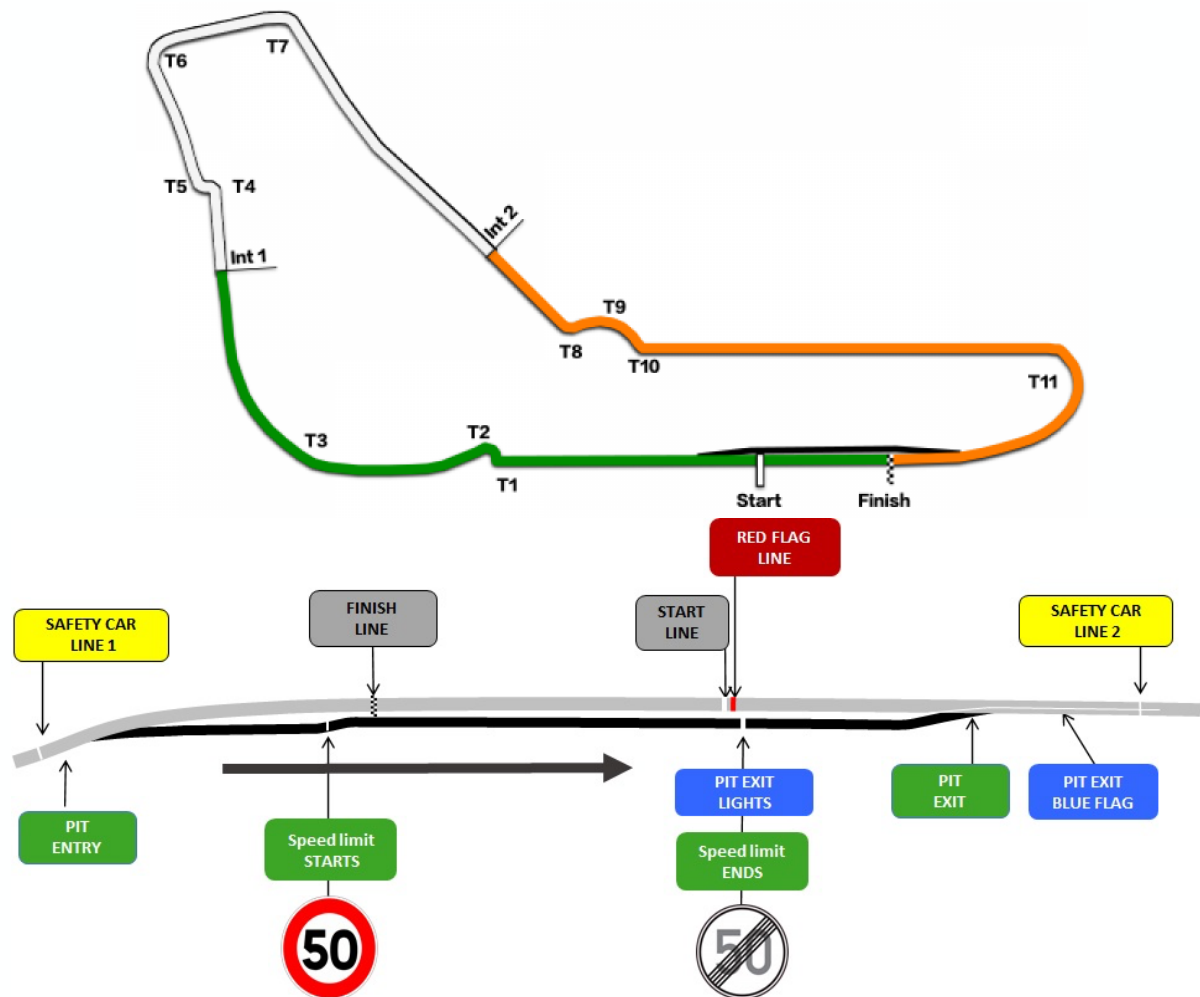
The App should be monitored at all times during the event and will be used to send summons, requests, incident reports, decisions and other urgent information. During the sessions only the "Everybody" area will be used. Personal messages will not be monitored.

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. Parc-Fermé conditions will remain until released by The Stewards which will be advised via the Team Messaging App.

FANATEC GT2 EUROPEAN SERIES

Circuit length: 5793m Start line offset: 309m Pole position: RIGHT
 Int 1 at: 2055m Int 2 at: 3727m Pit IN to Pit OUT: 418m
 Start line up: T10 to T11 Pit Lane speed limit: 50 Km/Hr
 STOP and GO penalty area: In your pit box
 SAFETY CAR: During the race: Pit Exit Start lap: RHS after T10 Lights OFF: T11
 The Race Director's Signalling place is at the finish/control line on the right hand side.
 The openings for cars to be placed in safe position are marked in ORANGE



PRE-GRID / PIT LANE PROCEDURES

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 cross 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 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. Lapped cars should maintain the pace of the car in front until they have crossed the Control Line.

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.

TRACK LIMITS

Drivers are reminded that Chapter IV of Appendix L to the ISC Article 2 c) states;
“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. However, this may only be done when it is safe to do so and without gaining any lasting advantage. A driver will be judged to have left the track if no part of the car remains in contact with the track.”

If you gain a position or time advantage by leaving the track give it back when possible.

If you overshoot T1 and T4 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 PRACTICES: Drivers will be warned and stopped if necessary.
- b) QUALIFYING: If you cut by mistake, slow down sufficient to **not improve your lap time**; if an improvement is detected the lap time will be cancelled. On the third time the best lap time will also be cancelled.
Any driver who exceeds the track limits at Turn 11 during Free Practice 2 (Pre-Qualifying) and Qualifying may have that lap time deleted. The following lap time may also be deleted if it appears that the driver gained a significant advantage from the previous lap.
- c) RACE: the Team will be notified as follows;
 - 1st offence – warning 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.

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 in front of 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.