

## Drivers and entrant's briefing notes

### . EVENT TIME TABLE: Version 1

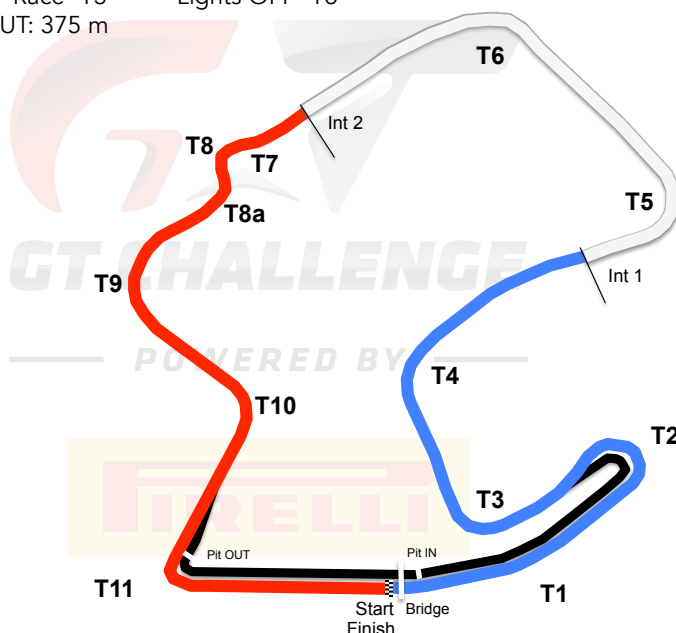
### . CIRCUIT MAIN DATA:

ap centre line: 3581m	<b>START &amp; FINISH LINE</b> at 0 m	<b>Int 1</b> at 1276 m	<b>Int 2</b> at 2173 m
<b>IT LANE SPEED:</b> Max 50 Km/Hr	<b>Signalling position:</b> RHS at the "Line".	<b>POLE POSITION:</b> LEFT	
<b>AFETY CAR 1<sup>st</sup> Lap:</b> T10	<b>Race:</b> Pit EXIT <b>Lights OFF</b> at T8	<b>RESTART:</b> No overtaking prior to pass the line	
<b>ENALTY AREA:</b> in your pit box	<b>SAFE HEAVENS:</b> marked in ORANGE.	<b>Parc-fermé</b> after Q Pole Shootout and Race	
<b>towards, sporting director and RD's office:</b> Container near to the SRO trucks.		<b>During the race:</b> In control	

### Laguna Seca (USA)

Circuit length: 3581 m Start line offset: 0 m Pole position: LEFT  
 Int 1 at: 1276 m Int 2 at: 2173 m Start line up: T8  
 Safety Car: 1<sup>st</sup> Lap- T10 Race- T3 Lights OFF- T8  
 Pit IN to Pit OUT: 375 m

Alain ADAM  
Race Director



### . FULL COURSE YELLOW (FCY) and SAFETY CAR (SC) PROCEDURES

- ) The FCY can be used during all sessions. The instruction FCY will be given on the Team Radio
  - ) The message FCY will be displayed on the monitors and double yellow flag will be shown at all marshal posts, the leader must slow down and keep a speed of 80 Km/hr.
  - ) Overtaking is forbidden and cars must proceed in single file. The flags will also be shown at the Line and at pit EXIT. If appropriate, double waved yellow flags will continue to be displayed at the post prior to the incident. The pit lane entry and exit will remain open.
  - ) Before to end the procedure the information « Green flag on short notice » will be given on team radio. To end the information "Green flag" will be given on the monitors and on the team radio. Yellow flags will be removed and green flags will be shown at all marshal posts. It will also be shown at the Line and at pit EXIT.
  - ) A FCY period will always be declared before the SC is deployed. The SC may enter the track during the FCY procedure to catch the leader. If the leader pits, the next car in line will have to keep that speed of the SC until it is in front of him. If necessary the SC will overtake cars or will use a green light to signal to any cars that they should pass. When the SC will be in front of the leader it will turn on its lights and the SC boards will be shown. The cars must form up in line behind the SC no more than five car lengths apart, and overtaking is forbidden
- At the end of the procedure the SC will turn off its lights in turn 8 and slow down and enter the pit lane.



- ) When the SC enters in the pit lane, waved green flags will be presented on all marshal posts to inform the drivers that they will start racing when passing the line.
- ) Due to pit stops during the procedure, the Race Director may decide to restart without having all cars lined up behind the SC.  
Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time whilst the SC or the FCY is deployed will be reported to the stewards. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.  
While the SC is in operation, car in the pit lane may only re join the track when the pit exit light is GREEN. It will be GREEN at all times except when the SC will the straight line until the last car of the group behind the SC passes the line.
- ) **Wave-by procedure (not for GT3)**  
If he deems it to be necessary, the Race Director may authorise a 'wave-by' for any car that has their class leader behind them in the order circulating behind the Safety Car. Teams will be notified through the Team Radio and/or the Team Messaging Application. It is the competitor's responsibility to determine if their car is eligible for the "wave-by".  
Any such cars, when authorised to do so, must pull out from the line of cars and overtake the Safety Car in the proper order, and proceed safely at a good pace to take position at the rear of the pack of cars behind the Safety Car. These cars must remain in the order relative to each other that was initially established behind the Safety Car. They will not be considered to have overtaken under yellow. The Safety Car and field will move left, and the wave-by cars move right.  
Any car that takes a 'wave-by' when they are not eligible will be given a penalty by the Stewards of the Meeting of a minimum of a five-minute stop-and-go penalty.

#### . **TRACK LIMITS:**

- ) The white lines defining the track edges are considered to be part of the track, the kerbs are not. A driver will be judged to have left the track if no part of the car remains in contact with the track.
- ) Should a car leave the track for any reason, the driver may re-join. However, this may only be done when it is safe to do so and without gaining any advantage.
- ) Repetition of track limits mistakes will be penalised.
  - During the free practices the drivers will be warned and stopped if necessary.
  - During qualifying if an improvement is detected the lap time will be cancelled. On the 3<sup>rd</sup> time the best lap time at the end of the session will be cancelled.
  - During the race the team will be warned by radio twice, the third time the driver will get a warning flag. The fourth time a last warning will given by radio and at the fifth time the stewards can impose a drive through penalty

#### . **START:**

- ) Two formation laps
- ) The start countdown will be announced by means of boards. Start: waved AMERICAN flag.
- ) During the second formation lap NO tyres warming after T7. At the end of the formation lap between T9 and T11 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 Km/Hr at the moment of the start. You are to keep line up on two lines until the green. 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 flag.
- ) If there is a problem during the formation lap, the leading car will remain in front of the cars. 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 start will be declared at the end of the second formation lap.

**Alain ADAM** Race Director