

Date: 3 February 2022

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Race Director's Communication

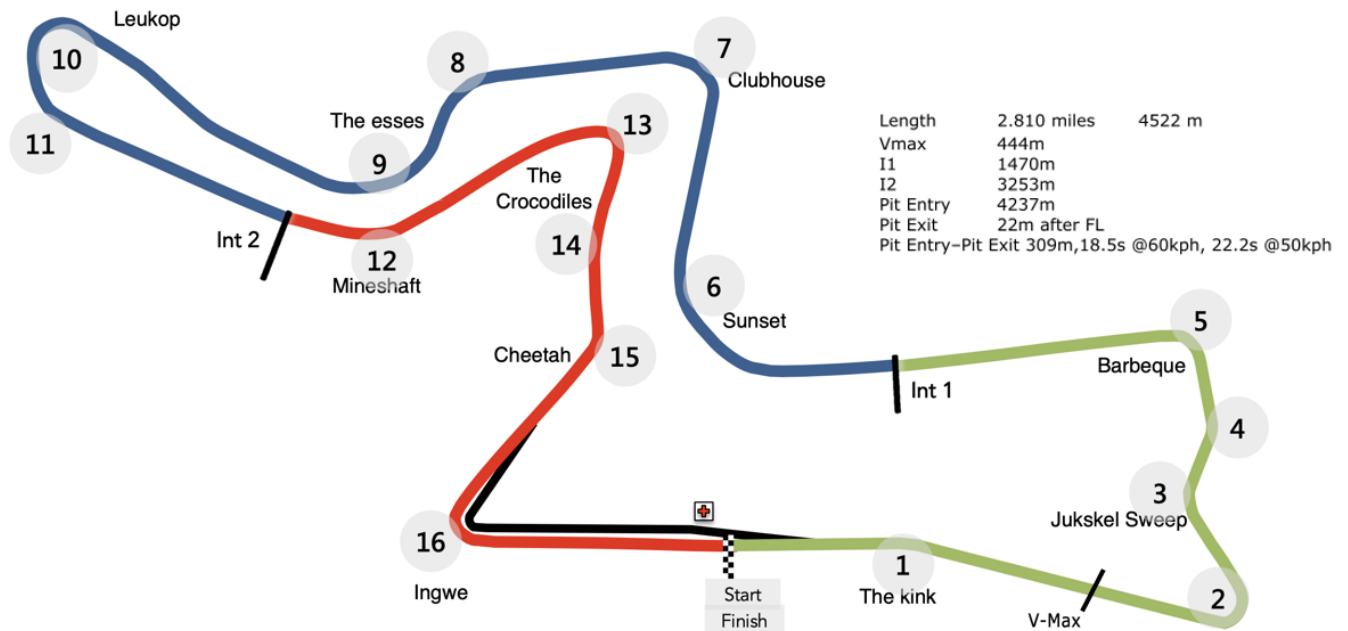
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From: Race Director
 To: All Competitors
 Cc: The Stewards
 The Clerk of the Course
 The Secretary of the Meeting

TEAM MANAGERS' AND DRIVERS' BRIEFING NOTES

To be read in conjunction with the PowerPoint presentation published on the Digital Notice Board.

1. THE CIRCUIT



- 1.1 The Control (Timing) Line is in front of the race control.
- 1.2 The pit lane speed limit is 50 kph.
- 1.3 Any driver entering the pits must keep to the **left** of the line at all times. Any tyre of any car entering the pits may not cross the white line.
- 1.4 When leaving the pits drivers must stay to the **left** of the solid line at the pit exit. Any tyre of any car leaving the pits may not cross the white line. A Blue flag will warn drivers leaving the

- pits of cars approaching on track. A blue flag at turn 1 will warn drivers on track of cars leaving the pit lane.
- 1.5 Flag signals (Black, Black/White, etc.) will be given from the Timing / Control line gantry.
 - 1.6 The starting lights will be the circuit light panel above the track.
 - 1.7 Pole position is located on the left-hand side of the starting grid.
 - 1.8 Any driver entering a gravel trap and then re-joining must avoid bringing gravel onto the racing line. Any driver ignoring this instruction may be referred to the stewards.
 - 1.9 Fire extinguishers around the circuit are indicated by white boards with a red "F" image attached to the debris fences and barriers.
 - 1.10 Places where drivers can leave the track through debris fencing are indicated by white panels with a green "running man" attached to the debris fences.
 - 1.11 Places to remove cars from the track are indicated by fluorescent orange panels on the barriers.
 - 1.12 Stop & Go penalties will be served in front of the respective pit garage and will be timed by the team.

2. INFORMATION

- 2.1 Race Director Radio: Race Control frequency 7 – 468.1875. A radio check will take place 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.
- 2.2 Digital Notice Board: <https://www.intercontinentalgtchallenge.com>. Go to 'Calendar' then 'Kyalami 9 Hour' then 'Notice Board'.
- 2.3 To receive the official documents by email, please contact Emily Groom (emily@sro-motorsports.com), the person in charge of communications.
- 2.4 Team Messaging App. To create an account go to "<https://sro.minsh.com>" and select race Kyalami 9 Hour. The App should be monitored at all times and will be used to send summons, request forms, incident reports (available on the team section), decisions and other urgent information. Personal messages must not be sent (any sent will be ignored) – only messages on the open platform.
- 2.5 Incident Reports requesting the officials to review an interview can be used only if you are directly involved. They must be fully completed (time, corner, cars involved, etc.), incomplete forms will not be accepted.

3. PIT PROCEDURE

- 3.1 Please ensure all team personnel are wearing an armband relevant to their role (article 12.4).
- 3.2 Please ensure that driver designations are submitted in due time (article 13).
- 3.3 At the start of each session, cars must park at 45° with the front towards the pit exit. During the race and pit stop practice cars should park parallel to the garages. Repairs and works of a longer duration should be undertaken in the garages.
- 3.4 When leaving the pits, cars must be safely released by the car controller. No-one is allowed to be in front of the car or standing behind panels. The use of 'lollipops' is only permitted from the working lane.
- 3.5 The 'Fast Lane Open' signal may be given from five minutes before the start of each session to allow cars to line up at the pit exit.
- 3.6 In the event of a practice session being suspended by the Red Flag, cars must stop in front of their pit garage, not in the fast lane.

- 3.7 Pit Gantry Cameras are mandatory and must record all sessions, particularly pit stops. The time on the camera must be correctly set to local time (article 19.6).
- 3.8 Teams are reminded of the permitted durations for driving stints and pit stop durations (article 20).
- 3.9 In case of a change in weather conditions and after notification of Wet Pit Stop authorisation from the Race Director, teams will be allowed to change all four tyres from slick to wet only. The pit stop will be free in terms of length but must be for tyres only.
- 3.10 Fire lane: the space between the containers and the back of the pit garages must be free at all time, it is the access to medical centre.

4. DRIVING STANDARDS

- 4.1 Incident responsibility. Drivers are reminded that in the event of an incident involving cars of different categories, the more experienced (Pro) driver will initially be deemed to be responsible unless evidence clearly shows the contrary.
- 4.2 Drivers are reminded that the repeated flashing of headlights is not permitted. It is limited to a maximum of 3 times between two corners.

5. NIGHT SIGNALLING

- 5.1 From 18.30 (SUNSET: 18.53) and will be confirmed on the Race Director radio & timing monitors.
- 5.2 Should any car have a light failure, the following will apply:
 - One front headlight not functioning..... Repair at next pit stop
 - Both front headlights not functioning..... Mechanical flag to stop
 - One rear light not functioning..... Repair at next pit stop
 - Both rear lights not functioning..... Mechanical flag to stop
 - One or both direction indicators not functioning..... Repair at next pit stop
 - One stop light / brake light not functioning..... Repair at next pit stop
 - Both stop light /brake lights not functioning..... Mechanical flag to stop
 - Rain light not functioning in rain conditions..... Mechanical flag to stop
 - Number illumination not working..... Repair at next pit stop

6. PARC-FERME

- 6.1 After pre Qualifying all cars will be under Parc Ferme conditions in their own garages.
- 6.2 After Q3 all cars will be under Parc Ferme conditions in their own garages. The Technical Scrutineers will select a number of cars to go to the scrutineering bay.
- 6.3 At the end of the Superpole, all cars must stop in front of the scrutineering bay
- 6.4 Top Cars pulled outside scrutineering – all other cars boxes

7. FULL COURSE YELLOW (FCY) & SAFETY CAR (SC)

- 7.1 The FCY can be used during practice, qualifying or race. The instruction FCY will be given on the Team Radio with a countdown: “FCY in 20 seconds, 10 seconds (FCY BOARDS), 5, 4, 3, 2, 1, FCY Now”.
- 7.2 The FCY boards (not the flags) will be presented at the 10 seconds signal - overtaking is forbidden from this time.
- 7.3 At the end of the countdown the message FCY will be displayed on the timing monitors, waved yellow flags will be shown at all marshal posts and all cars must be at a constant speed of 80 km/h. Overtaking continues to be forbidden and **cars must proceed in single file, no waving**. The FCY board and flag will also be shown at the Line and at pit exit. If necessary, 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.
- 7.4 Should the incident be resolved quickly, a ‘Short FCY’ may be called. If this is the case the announcement “Restart on Short Notice” will be given on the team radio. A few seconds later the announcement “Green Flag” will be given on the Team Radio and a similar message placed on the timing screens. At this time, the FCY boards will be removed and will be replaced with Green flags at all marshal posts, the Control Line and the pit exit.
- 7.5 A FCY period will always be declared before the Safety Car is deployed, the only exception being during the first 3 laps of the race when the Safety Car will be immediately deployed.
- 7.6 When deployed, race control will aim to place the SC immediately in front of the race leader, however, if this is not possible then the SC will enter the track during the FCY procedure to catch the leader. If necessary, it will overtake cars or will use a green light to signal to any cars between it and the race leader that they should pass. When the SC is in front of the leader it will turn on its lights and the SC boards will replace the FCY. The cars must form up in line behind the SC no more than five car lengths apart.
- 7.7 During the SC procedure the Pit Exit will remain open (green). When the SC passes the Start Line the pit exit will be closed (red). When the last car of the group behind the SC passes the pit exit, it will be opened again (green).

8. TRACK LIMITS

- 8.1 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.”
- 8.2 Specifically, at the exit of turn 2, it is permitted to enter the red area but not beyond into the green area. At turn 13 it is not permitted to drive on the black area and then in turn 16 drivers must not go onto the red area.
- 8.3 Track limits will be monitored by Judges of Fact. Infringements will be dealt with as follows:

- During the free practices, any driver repeatedly exceeding the track limits will be warned and stopped if necessary.
- During free practices, qualifying and the Pole Shoot out, if a meaningful lap time is set then it will be cancelled.
- During the race, the procedure for any track limit breaches will be:
 - 1st offence – warning over the Team Radio
 - 2nd offence – the car will be shown the Black/White warning flag and a message will be sent over the Team Radio.
 - 3rd offence – Final warning over the Team Radio
 - 4th offence – Report to The Stewards who may impose a Drive through.
- During the race, if a driver gains a position by cutting a corner or leaving the track in any other way then the driver is advised give back the position or the space gained as soon as possible and at least before the end of the second lap. Any car which is thought to have gained any lasting advantage will be penalised.
After 4h30mn of race the counter go back to 0 offense.

9. RACE

- 9.1 The countdown procedure will use lights and boards in accordance with the regulations.
- 9.2 The race start signal will be the red lights switching to green lights.
- 9.3 Weaving must stop from turn 9. All cars must line up in formation from turn 12 and be in position by turn 15.
- 9.4 The Leading Car will slow to 50 kph at the entrance of the pit lane. At the exit of the last turn the leader may increase his speed to 110 kph. All cars must pass above the grid boxes used for the standing start. Any driver outside the 2 x 2 formation before the start lights go green will be referred to the Stewards for consideration of committing a false start.
- 9.5 Should there be 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. If problem happens after the leading car has already left the track, the pole man will be in charge of the speed. The race timing will commence at the end of the first formation lap.
- 9.6 During the race, a blue flag will be shown to a driver about to be lapped or already lapped. Drivers shown the blue flag should use their 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.

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