



POWERED BY



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Race Director's Communication

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

TEAM MANAGERS' AND DRIVERS' BRIEFING NOTES – AMENDMENTS SHOWN IN BLUE

To be read in conjunction with the PowerPoint presentations shown in the briefings and published on the Digital Notice Board.

1. THE CIRCUIT

- 1.1 The Control (Timing) Line is 110 metres before the Start Line.
- 1.2 The pit lane speed limit is 60 kph.
- 1.3 When entering the pits drivers must keep to the right of the line at all times. Any tyre of any car entering the pits may not cross the white line.
- 1.4 The Pit In timing line is 25 metres before the Control Line.
- 1.5 The distance from the Pit In timing line to the Pit Out timing line is 355.4 metres.
- 1.6 The distance from the Pit In timing line (60 kph limit) to the Pit Exit timing line is 644 metres (end of 60 kph limit).
- 1.7 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.
- 1.8 Flag signals (Black, Black/White, etc.) will be given from the Timing / Control line gantry. They will also be replicated on the matrix screen on the gantry.
- 1.9 The starting lights will be the circuit light panel above the track.
- 1.10 Pole position is located on the left-hand side of the starting grid.
- 1.11 Fire extinguishers around the circuit are indicated by white panels with a red fire extinguisher image attached to the debris fences and barriers.
- 1.12 FIA approved track light panels have been installed around the track. In accordance with Appendix H to the ISC the light signals have the same meaning as flag signals. For reasons of safety, in case of conflicting signals between the flags displayed by marshals and the light panels, drivers must comply with the requirements of the signal with the highest level of safety. In order

of precedence: Red Flag, Safety Car, Full Course Yellow, Double Yellow Flag, Single Yellow Flag, Green Flag.

- 1.13 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.
- 1.14 Places to remove cars from the track are indicated by fluorescent orange panels on the barriers.
- 1.15 Stop & Go penalties will be served in front of the respective pit garages and will be timed by the team.

2. INFORMATION

- 2.1 Race Director Radio: A radio check will take place 15 minutes before [the first session of each day](#), all teams to answer OK + Car # on the team messaging App. In case of issue contact the Pit Lane manager. The radios are provided by the circuit and are two-way radios – please do not speak into the radios, use them in Listen Only mode.
- 2.2 Digital Notice Board: will be hosted by the Sportivity App, however information will also be published (unofficially) on the IGTC site at:
https://www.intercontinentalgtchallenge.com/noticeboard?meeting_id=132
- 2.3 To ensure that you receive the official documents by email, please ensure that the Race Secretary has your contact details. Contact is: race.secretary@gulf12hours.com – please include the names of the people you wish to be on the distribution, their role and the car number.
- 2.4 Team Messaging App. To create an account go to "<https://sro.minsh.com>" and select race Gulf 12 Hours. 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 send messages on the open platform.
- 2.5 The 'Request For Race Director's Review of an Incident' form 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. Teams are reminded that there is a limit of 2 requests per car during the race. [Please send the forms to the Race Director \(peter.roberts@sro-motorsports.com\) and to the SRO Sporting Director \(jacquie.groom@sro-motorsports.com\).](#)

3. PIT PROCEDURE

- 3.1 Please ensure that you respect the maximum number of personnel permitted to work on a car, as defined in the G12H sporting regulations (article 26.11.)
- 3.2 When a car enters the pits for a pit stop, it is not permitted for anyone to stand in front of a car until the car has come to a complete stop.
- 3.3 During all sessions, 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. The use of 'lollipops' is only permitted in the working lane.

- 3.5 The 'Fast Lane Open' signal may be given over the Team Managers' Radio from five minutes before the start of each session to allow cars to line up at the pit exit. Cars may not move forward into the Fast Lane until this signal is given. If the signal is not given, then cars may only move forward once the pit exit light is green.
- 3.6 In the event of a practice session being suspended by the Red Flag, cars must stop in front of their pit garages, not in the fast lane.
- 3.7 Pit Gantry Cameras are mandatory for all cars and must record all sessions, particularly pit stops. The time on the camera must be correctly set to local time.
- 3.8 Teams are reminded of the permitted durations for driving stints and pit stop durations.
- 3.9 In response to a question raised in the Team Managers' Briefing, regarding whether a double stint driver must leave the car during refuelling, teams are referred to G12H Sporting Regulation article 26.11i. A driver who is continuing on to a further stint does not need to leave the car during the pit stop.

4. DRIVING STANDARDS

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

5. NIGHT SIGNALLING

- 5.1 Night signalling will be used from 17.30 and will be confirmed on the Team Managers' 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

6. PARC FERME

- 6.1 After qualifying all cars will be under Parc Fermé conditions. For cars with 3 drivers, this will be after Q3, for all other cars it will be after Q4.
- 6.2 After the race, all cars will be under Parc Fermé conditions.

- 6.3 All cars on track when the chequered flag is shown must proceed directly to the designated Parc Fermé area. At the end of qualifying, any cars at their pit boxes must be pushed by the teams to the Parc Fermé area. [Cars with 3 drivers should be pushed after the end of Q4.](#)
- 6.4 Parc Fermé is in front of garages 1, 2, & 3. Podium cars will be shown to the podium area.

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 (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 'Full Course Yellow' 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**. The FCY board and flag will also be shown at the Control 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 promptly, 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 (SC) 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 boards. 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), however, when the SC approaches the Control 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).
- 7.8 If a FCY is not required during the Friday practice sessions, then a test of the FCY procedure will be undertaken towards the end of a session.
- 7.9 Competitors are reminded that under the Safety Car procedure:
- Safety Car Line 1: is at the point at which it is deemed reasonable to allow a car entering the pits to overtake the Safety Car or another competing car remaining on the track. It is also the point at which competing cars can pass the Safety Car as it enters the pits at the end of the intervention.

- Safety Car Line 2: is at the point at which cars leaving the pits are likely to be travelling at a similar speed to competing cars on the track. A car on the track may therefore overtake another leaving the pits before reaching this line but no overtaking may take place after it.

Under a FCY procedure all cars must not exceed 80 kph in the pit lane entry lane or the pit lane exit.

- 7.10 Once the incident is cleared the Safety Car will extinguish its lights at Intermediate 2, just before turn 9.
- 7.11 The Safety Car will then increase speed and enter the pit lane. Once the Safety Car speeds up it is then the responsibility of the leading competitor to control the pack. The leading competitor must not drive unnecessarily slowly to 'bunch up' the cars behind.
- 7.12 The leading competitor may increase speed in a smooth and progressive manner, without braking or sudden changes. All cars following may do the same.
- 7.13 Once the Green Flag is waved to signify the resumption of the race, drivers are reminded that there is no overtaking until they have crossed the Timing / Control line.
- 7.14 In response to a question raised at the Team Managers' Briefing, it is clarified that the start of the Full Course Yellow period will be once the first announcement is made 'Full Course Yellow in 20 seconds'. At this time, a message will also be placed on the timing screens. The line SC1 will be used to determine if a car has entered the pits before the FCY is declared.

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 Track limits will be monitored by Judges of Fact. Infringements will be dealt with as follows:
- During free practices and qualifying, the relevant lap time will be cancelled. Any driver repeatedly exceeding the track limits will be warned and stopped if necessary.
 - During the race, the procedure for any track limit breaches will be:
 - 1st offence – noted.
 - 2nd offence – warning over the Team Radio, where possible.
 - 3rd offence – the car will be shown the Black/White warning flag and a message will be shown on the timing screen and sent over the Team Radio, where possible.
 - 4th offence – Report to The Stewards who may impose a penalty.
 - Once a team manager has been reported to the Stewards, the counter will be reset to zero and begin again.
 - During the race, track limit offences will be counted per car (not per driver).

- 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. Any car which is thought to have gained any lasting advantage will be reported to the Stewards and may be penalised.
- When a Black/White flag has been noted on the timing screen this will be valid even if circumstances preclude the showing of the flag at the Control Line.
- In response to a question raised at the Team Managers' meeting, the track limit infringement counter will be reset to zero for all cars after 6 hours.

9. RACE

- 9.1 The countdown procedure will use lights and boards in accordance with the Gulf 12 Hours sporting regulations.
- 9.2 The race start signal will be the red lights switching off.
- 9.3 Weaving on the formation lap must stop from turn 9. All cars must line up in formation from turn 10 and be in position by turn 15.
- 9.4 The Lead Car will slow to 50 kph before leaving the track and entering the pits. 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 out may be referred to the Stewards for consideration of committing a false start.
- 9.5 Should there be a problem during the formation lap, the Lead Car will remain in front of the cars, the red lights on the gantry will remain on and the amber lights will be illuminated. If a problem happens after the Lead Car has already left the track, the pole driver 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.
- 9.7 In response to a question raised after the briefing, it is permitted for teams to refuel their cars during the 15-minute period that the pit lane is open prior to the start of the race. Any refuelling undertaken must be done in compliance with the regulations.

10. RED FLAG PROCEDURE

- 10.1 During Practice and Qualifying – should the red flags and light panels be displayed around the circuit, all drivers must slow down and return to the pits. Overtaking is not permitted. The clock will not stop during the Practice sessions but will be stopped during the Qualifying sessions.
- 10.2 During the race - once the red flags and light panels are displayed around the circuit, all drivers must slow down and proceed in running order, slowly to the red flag line, which will be the Start Line, where they must stop in staggered formation. The clock will not stop.
- 10.3 The Race Director will inform the teams through the team radio of the re-start procedure and its timing.

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