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Gulf12HOURS

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AMENDED - V2

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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

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 white line at all times. Any part of a 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 white line at the pit exit. Any part of a 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. Both methods of communication have the same authority.
- 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 respective 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 SRO Team Messaging App. In case of issue contact the Pit Lane manager. The Zello App will be used for communication, details of which have been provided separately by the organisers.
- 2.2. Digital Notice Board: will be hosted by the Sportity App, however information will also be published (unofficially) on the IGTC site at:
https://www.intercontinentalgtchallenge.com/noticeboard?meeting_id=137
- 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. If space is limited, it is permitted for teams to park their cars at 45 degrees, 'nose out'. If there is insufficient space to drive a car close to a fuel rig,

teams should stop the car parallel to the rig, raise it on skates and push it closer to the rig. The skates must be removed and the car must be on the ground before refuelling can begin.

- 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. Drivers are not allowed to drive unnecessarily slowly, that includes stopping a car in the fast lane of the pit lane. Additionally, overtaking is prohibited in the pit exit road unless a car slows with an obvious problem.
- 3.10. During driver changes, the person nominated to assist may undertake works directly related to the driver change, such as removal of safety nets, drinks bottles, etc.

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 FERMÉ

- 6.1 In accordance with article 18.5, each car will be in parc fermé conditions after the final qualifying session in which the car is due to participate. The parc fermé will be located in the pit lane in front of garages 1, 2 and 3.
- 6.2 At the end of the race, all classified cars must stop in the parc fermé area in front of garages 1, 2 and 3. Any cars not running at this point must request permission from the Stewards should they wish to be released from parc fermé.

7. FULL COURSE YELLOW (FCY)

- 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 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 SCL will be used to determine if a car has entered the pits before the FCY is declared.
- 7.3 The FCY boards (not the flags) will be presented at the 10 seconds signal - overtaking is forbidden from this time.
- 7.4 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.
- 7.5 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.
- 7.6 Under most situations, a FCY will be transitioned into a Safety Car period. race control will announce this with the message "Prepare to transition to Safety Car procedure".
- 7.7 If a FCY is not required during the Friday or Saturday practice sessions, then a test of the FCY procedure will be undertaken towards the end of a session on Saturday.

8. SAFETY CAR (SC)

- 8.1 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.
- 8.2 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.

- 8.3 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).
- 8.4 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.
- 8.5 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.
- 8.6 Once the incident is cleared the Safety Car will extinguish its lights at Intermediate 2, just before turn 9.
- 8.7 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.
- 8.8 The leading competitor may increase speed in a smooth and progressive manner, without braking or sudden changes. All cars following may do the same.
- 8.9 Once the Green Flag is waved to signify the resumption of the race, competitors are reminded that there is no overtaking or overlapping until they have crossed the Timing / Control line.

9. TRACK LIMITS

- 9.1 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."
- 9.2 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 to give back the position or the space gained as soon as possible. It is the responsibility of the driver to give back any unfair advantage; it is not the responsibility of Race Control to instruct a driver to do so. 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.
- The track limit infringement counter will be reset to zero for all cars after 6 hours.

10. QUALIFYING

- 10.1 Competitors entered with three drivers must take part in sessions two, three and four, whilst Competitors entered with four drivers must take part in all four sessions. Only one driver can take part in each 15-minute session. A driver can only take part in one 15-minute session.
- 10.2 Drivers for each session must be submitted to the organisers within 60 minutes of the conclusion of the final practice session on the specific form.

11. RACE

- 11.1 The countdown procedure will use lights and boards in accordance with the Gulf 12 Hours sporting regulations.
- 11.2 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.
- 11.3 Drivers are reminded of articles 19.7 and 19.8 regarding any car that cannot maintain its position at the start of the formation lap.
- 11.4 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.
- 11.5 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 in 2 x 2 formation until the race start signal is given.
- 11.6 For the avoidance of doubt, the formation of cars must be kept as tight as possible up to the point at which the start signal is given. This means that there should be no significant gaps between the rows of the cars as they approach the Line for the starting signal. As the leader slowly increases his speed to a maximum of 110 km/h by the moment of the start all cars in the formation should do likewise, remaining in line over the starting boxes until the starting signal is given. No car should exceed the speed of the leader prior to the starting signal.
- 11.7 Should any car be reported as gaining a potential advantage by failing to comply with the above, including exceeding the 110 km/h maximum speed, the Stewards will investigate accordingly.
- 11.8 The race start signal will be the red lights switching off.
- 11.9 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.

- 11.10 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.
- 11.11 In accordance with article 26.3 - at the final Imposed Time Pit Stop in the race, the car must have crossed the Pit Out timing loop before the race time clock indicates eleven (11) hours fifteen (15) minutes have been completed (subject only to any extension determined by the Race Director in the event of a FCY or safety car period being in operation at that time).

12. RED FLAG PROCEDURE

- 12.1 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.
- 12.2 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, except at the discretion of the Stewards.
- 12.3 The Race Director will inform the teams through the team radio of the re-start procedure and its timing.

13. CHANGES TO THE CIRCUIT

Since 2022, the following changes have been made to the circuit:

- Debris fence at MP4.5 on RHS has been extended by 16 metres.
- All track light panels have been replaced with the newest models.
- Debris fence between Turn 2 until Turn 3 on LHS has been upgraded to 3.5 metres height.
- Resurfacing from entry Turn 6 until exit of Turn 7.
- Resurfacing from entry Turn 10 until exit of Turn 11.
- TecPro shortened by 88 metres on RHS at Turn 2.
- TecPro shortened by 71 metres on RHS at Turn 3.
- TecPro shortened by 34 metres on LHS at Turn 5 and by 19 metres at exit of Turn 5.
- TecPro shortened by 33 metres on LHS between Turn 5 and Turn 6.
- New pit exit lights.
- Concrete working lane has been repaired in front of garages 16 to 18.