



NOTES:



26 JUL. 2017



STEWARDS
LOG NR 29

POSTED
at 9:50

DRIVERS' & COMPETITORS' BRIEFING NOTES

1. **EVENT TIME TABLE:** V1 - the official time is that given on the timing monitors

2. **CIRCUIT MAIN DATA**

Lap length centre line: 7004 m	Intermediate 1 at 2243 m	Intermediate 2 at 5127 m
Pit IN to pit OUT = 993,83 m	Timing & finish line at 0 m	Start line at 824m
Pole Position: Right hand Side	SC during the race: Pit EXIT	Lights OFF & at 1 st Lap: Turn 15

The Race Director's Signalling place is at the "Line" (F1) on the right hand side.
 Openings for cars are marked in Orange. Scrutineering Bay is located garage 1 and 2 at pit entry.
 Parc-Fermé After Qualifying PF will be in the pit garages, during the race near to the firemen's place (green paddock) and after chequered flag on track in front of the endurance pit lane.
 The time penalty area is in front of your pit garage.
 At T5, there is an escape road, which brings you back on the track at T7. Do not turn round and face oncoming cars.

3. **PIT LANE:**

- a) When exiting the Pit lane drivers are not allowed to cross the white line. At pit entry it is not allowed to drive on the green part after the bollard. **Speed limit in the pit lane 50 Km/Hr.** The speed limit must also be respected in between the two pit lanes.
- b) A blue flag will be shown on the right at pit exit to warn of cars leaving the pit lane.
- c) **Safety belts** must be buckled at all times when a car is moving. In other words you cannot unbuckle the seat belts or racing net before your car is stopped in front of your garage, and your car may not start moving, until you have totally buckled up your seat belts and your racing net has been fastened.
- d) The **F1 pit exit light** will be RED only when there is an issue in between the two pit lanes. In any other cases it will be OFF.
- e) Pit Stop Window Time will be published in an official bulletin from the stewards of the meeting.

4. **TRACK LIMITS:**

- a) 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.
- b) 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.
- c) 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 third time the best lap time will be cancelled.
 - During the race the team will be warned by radio once, the second time the driver will get a warning flag. At third and last warning will given by radio and at the fourth time the stewards can impose a drive through penalty.

5. **START:**

- a) The Start Procedures countdown will be announced by means of BOARDS. START when the Belgium flag is dropped.



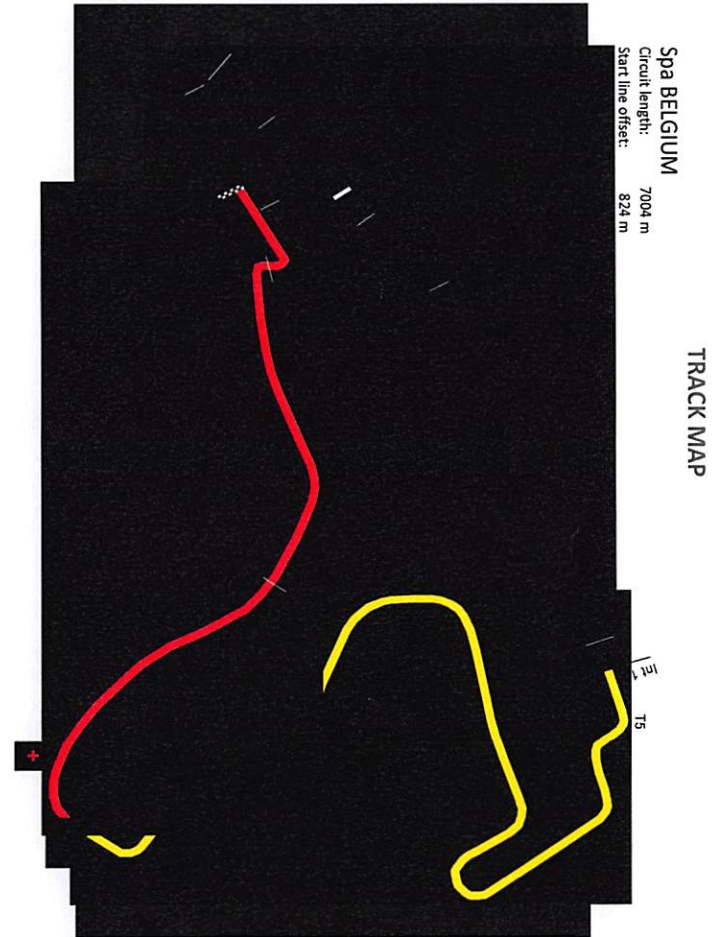
- b) During formation lap NO tyres warming up of tyres after T16. At the end of the formation lap between T17 and T18 cars must be properly lined-up and tightly grouped for the rolling start. When the lead car pulls off, the pole position car and must maintain a constant speed between 70 and 90 km/Hr. Cars must remain in two lines passing above the white grid boxes. The start will be given at the endurance start line.
- c) If there is a problem during the formation lap, the red lights will remain ON. Yellow waved flags will be shown all around the circuit. The pole man will be in charge of the speed. The start will be declared at the end of the first formation lap.
- d) No one is allowed on the Pit Wall at the Start of a Race.

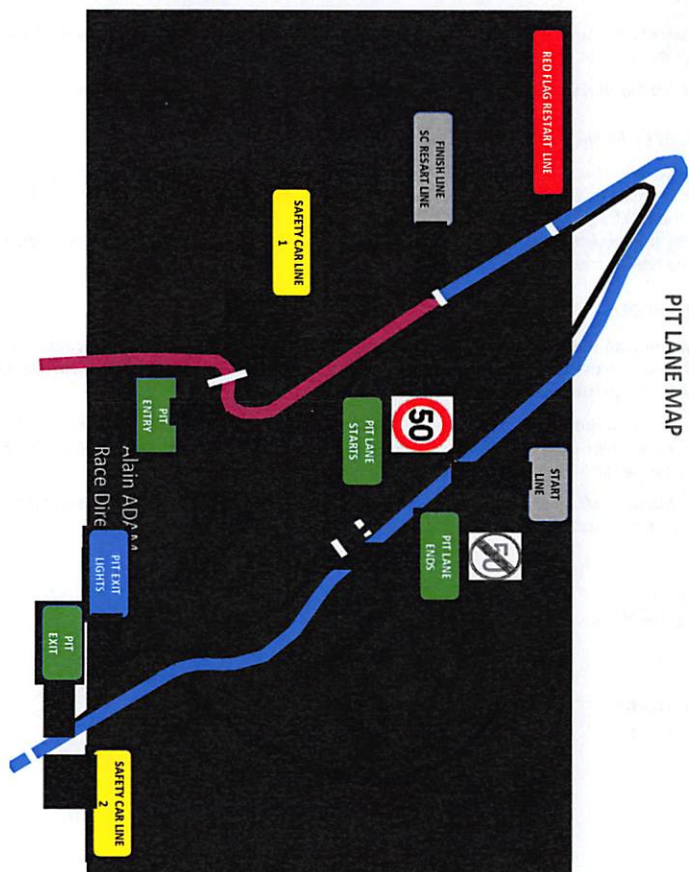
6. RACE

- a) Slower cars, when being overtaken, should keep to a constant line. Sudden changes of direction can lead to hazardous situations and accidents.
- b) Faster cars, when overtaking slower cars, please ensure that the car in front of you is aware of your intentions especially if you are intending to do it in the middle of a turn. The indicator shows the direction you intend to take.
- c) More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner. However, manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited.
- d) It is not permitted to drive any car unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time.

7. FULL COURSE YELLOW and SAFETY CAR PROCEDURES

- a) The Race Director (RD) may impose a Full Course Yellow (FCY) during practice, qualifying practice or race.
- b) The instruction Full Course Yellow (FCY) will be given on the Team Radio with a count down: « Full Course Yellow in 20 seconds, 10 seconds BOARDS , 5, 4, 3, 2, Full course Yellow Now ».
- c) The FCY boards and the lights only (not the flags) will be presented at the 10 seconds signal to inform cars that overtaking is forbidden and that they must slow down to be at 80 Km/Hr. at the end of the countdown.
- d) At the end of the countdown the message FCY will be displayed on the 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 is forbidden and cars must proceed in single file.
- e) The board and flag 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.
- f) The pit lane entry and exit will remain open. Cars entering the pit lane may overtake cars that are on the track once they cross SC Line 1. Cars exiting the pit lane may overtake other cars until they reach SC Line 2.
- g) To end the procedure the information « Green flag » will be given on the monitors and team radio. FCY board 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.





- h) Should the problem not be resolved, the SC may be deployed. In this case the SC will enter the track during the FCY procedure and will overtake car to catch the leader. Once in front of the leader the SC will turn on its lights and the procedure will swap from FCY to SC. SC boards will replace the FCY boards. All drivers are to increase their speed to re-join the group of cars behind the SC. At the start of any incident, which may need the SC to be deployed, a FCY period will be declared before the SC is deployed.
- i) There will be only one SC in operation at a time. During the FCY period, the SC will start from pit exit without lights illuminated. If necessary it will overtake cars.
- j) Once behind the SC, the race leader must keep within 5 car lengths of it and all remaining cars must keep the formation as tight as possible. Overtaking is forbidden until the cars reach the Line after the SC has returned to the pits.
- k) Due to pit stops during the procedure, the Race Director may decide to restart without having all cars lined up behind the SC.
- l) During the SC procedure, overtaking will be permitted under the following circumstances:
- If a car is signalled to do so from the SC;
 - Any car entering the pits may pass another car or the SC after it has crossed SC line 1;
 - Any car leaving the pits may be overtaken by another car on the track before it crosses SC line 2;
 - When the SC is returning to the pits;
 - Any car stopping in its garage area whilst the SC is using the pit lane may be overtaken;
 - If any car slows with an obvious problem.
- m) 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.
- n) 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 pass the gantry above the endurance start line until the last car of the group behind the SC passes the pit exit.
- o) A car re joining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the SC.
- p) Under certain circumstances, the Race Director may ask the SC to use the pit lane. In this case, and provided its orange lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.
- q) When the Race Director calls in the SC, its orange lights will be extinguished; this will be the signal that it will be entering the pit lane at the end of that lap. At this point, the first car in line behind the SC may dictate the pace and, if necessary, fall more than five car lengths behind it. In order to avoid the likelihood of accidents before the safety car 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. As the SC is approaching the pit entry, the yellow flags and SC boards at the marshal posts will be withdrawn and replaced by waved green flags with green lights at the Line (in front of the F1 pit garages). These will be displayed until the last car crosses the Line.
- r) If the SC is still deployed during the last lap, it will enter the pit lane at the end of the lap and the cars will take the chequered flag as normal without overtaking.
- s) In the case the race is started behind the SC, at any time before the one-minute signal, its orange lights will be turned on meaning that the race will be started behind the SC.

When the start green lights are illuminated, the SC will leave the grid with all cars following in grid order no more than 5 car lengths apart. There will be no formation lap and the race will start when the green lights are illuminated.

Any car in the pit lane may then enter the track and join the line of cars behind the safety car when the pit exit lights will turn to green.

Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line. He must form up at the back of the line of cars behind the SC. If more than one driver is affected, they must form up at the back of the field in the order in which they left the grid.

8. TRACK LIGHT PANELS

The LED Light panels around the circuit have the same value as the marshals' flags and must be respected by the drivers in the same way.

During the night period the light panels YELLOW – YELLOW with "SC" – YELLOW with FCY – YELLOW with red stripes, WHITE – GREEN – RED will replace the flags.

9. RED FLAG PROCEDURE (Art 196 & 199)

In case of Red Flag during the race, red flags will be shown at all marshal posts and the light panels will turn Red. Overtaking is forbidden and all cars must proceed slowly to the pit lane. Teams may then work on the cars in accordance with the regulations.

Whilst the race is suspended, the length of the race suspension will not be added to the remaining time for the race.

A starting order for the restart will be issued. The cars will be arranged in the order they occupied before the race was suspended. The line used for the restart will be the start line (that based 236 m in front of the line (finish line).

Resuming the race: The delay will be kept as short as possible and as soon as a resumption time is known, teams will be informed via the timing monitors; in all cases at least ten minutes' warning will be given.

At the ten-minute signal, the pit lane will be opened and cars will proceed to the grid (Start line).

At the five-minute signal, the pit lane will be closed. Any cars remaining the pit lane will only be able to join at the back of the grid after the race resumes.

Signals will be shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the resumption, and each of these will be accompanied by an audible warning.

When the **five-minute signal** is shown, all cars must have their wheels fitted. After this signal, wheels may only be removed in the pit lane or on the grid during a further suspension of the race. A penalty will be imposed on any driver whose car did not have all its wheels fully fitted at the five-minute signal.

When the **three-minute signal** is shown, the cars must be resting on their wheels. A penalty will be imposed on any driver whose car was not resting on its wheels at the three-minute signal or whose cars are not fitted.

When the **one-minute signal** is shown, engines will be started and all team personnel must leave the grid by the time the 15-second signal is given, taking all equipment with them. If any driver needs assistance after the 15-second signal, he must indicate this to the marshals and, when the remainder of the cars able to leave the grid have done so, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind. Any driver

who is unable to start this lap must indicate this to the marshals. When leaving the grid, all drivers must proceed at a greatly reduced speed until clear of any team personnel standing beside the track.

On the grid, marshals will be instructed to push any remaining car on the grid into the pit lane. Any driver being pushed from the grid may not attempt to start the car and must follow the instructions of the marshals.

If the race cannot be resumed, the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

If we have a red flag during the first lap, the order of the new start will be the original order.

10. SPECIFIC RECOMMENDATIONS CONCERNING THE NIGHT PERIOD

The lighting system must be ON during the night qualifying. During the race, the obligatory periods of illumination will start at 21.00 (sunset 21.24) and will end at 06.30 (sunrise 06.04). The changeover from the day to the night signalling system will happen simultaneously around the entire track and it will be announced by the presentation of the "LIGHT" panel on the start line and at pit exit and a message will be displayed on the timing screens.

11. MISCELLANEOUS

- I communicate with the teams via the timing monitors in the first instance and also by radio. A radio check will happen in the 15 minutes prior to the first session of the day and before the opening of the pit lane, teams are requested to answer through the messaging system.
- The Teams are responsible to confirm that the driver in the car is the same that is on the timing Monitors (that the transponder is in the correct position). In case of problems with the transponder, please complete a timing form (available in race control and on the website).
- The Team Manager of any car, which retires from the race, is requested to fill in a Retirement Form (available in race control and on the website) and hand it to race control.

Alain ADAM
Race Director

Attached the Track Info Map and the pit lane map