

STEWARDS
NR 13

POSTED
at 14:28



BLANCPAIN GT SERIES SPORTING NOTE #5 – 18/05/18

CLARIFICATION ON PIT LANE BEHAVIOUR

VALID :
2018 SEASON –
ENDURANCE CUP

In order to clarify articles 61, 120, 144-146 and 155 of the 2018 Sporting Regulations, the following information is given.

Article 120 states that: *“A driver coming into the pits cannot unfasten his safety harness or racing net until his car is completely stopped in front of the pit garage. After a pit stop, the car can only start moving after the driver’s safety harness and racing net have been fastened. It is the car controller’s responsibility to ensure that a driver is properly buckled in before the car leaves its working area to enter the track.”*

It is clarified as follows :

While driving in the fast lane of the pits, the driver must have at least one hand on the steering wheel at all times. He may unplug the radio or disconnect the drinks bottle and other such items but should not be distracted from watching the road ahead while doing any of these things. Tension in the belts may be loosened but the belts must remain in contact with the driver so that they are considered to still be properly restrained in accordance with ISC appendix L chapter III article 4. The driver’s safety harness must be securely fastened before the car leaves the team’s working area but, on exiting the pits, the driver may further tighten the belts or adjust them. Any infractions noted by the pit lane marshals may be reported to the Stewards.

Article 61 : teams are reminded that the transponder must be used correctly. To ensure that the proper driver is shown at all times, the driver ID must not be changed before the car is stationary and must be correctly changed before the car crosses the pit exit loop. If an incorrect driver ID is recorded at pit entry or pit exit, a penalty may be imposed by the Stewards.

Articles 144 – 146 : it is clarified that cars must move from their working area to the fast lane prior to exiting the pit lane across the pit lane exit loop.

Article 155 2): ‘Personnel’ in this article is meant to include the tyre and refueling and other pit stop personnel, it does not normally include the Car Controller (who has to be in the working zone for the release of the car) and the exiting driver.

Signed by the Sporting Board

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