

## **Team Manager and driver meeting notes**

### **1. GENERAL INFO**

- a) **Notice board:** "<https://www.gt-world-challenge-europe.com>"- Calendar ...ZANDVOORT - clic on "Notice Board"
- b) To receive the **official documents by mail**, add or remove mail addresses please contact Murielle, the secretary in charge of communications on [sporting@sro-motorsports.com](mailto:sporting@sro-motorsports.com)
- c) **Team messaging App:** create an account on "<https://gtwce.minsh.com>"  
The App will be used to send Summons, Request forms, incident reports (available on the team section), decisions and other urgent information. During the sessions no personal messages - only "everybody" messages.
- d) The **"incident reports"** can be used only if you are directly involved. If you are not directly involve you have to enter an official protest to the stewards. Only one "incident report" form is permitted for Q and one for the race per car.
- e) **Race director radio:** RACE CONTROL 10 – 468.375  
Radio Check 10 to 15 minutes before each session, all teams to answer OK + Car number on the team messaging App. In case of issue contact Ghislain VERRIEST, the Pit Lane manager.
- f) **Alcohol** tolerance is 0 - possible checks three hours before and 30 minutes after the session
- g) **Pit Gantry cameras** must be ON during each Pit Stop during Q & races, time on the camera must be correctly set and the images may NOT be examined by the teams during the sessions. The pit lane manager will collect the needed cards after qualifying and races.
- h) **Yellow and Red flag info have priority regardless of the transmission medium; radio, marshal, in car marshalling system, light.....**
- i) **"FAST LANE OPEN"** signal may be given from five minutes before the start of the session to allow cars to line up at pit Exit. In case of red flag stop in front of your pit garage not in the fast lane. Stop at the second pit exit light. The first one is only information. In case cars are blocked at the second pit exit light, I'll authorise them to do one lap and re-join the pit lane.
- j) No cars in pit lane during the other session, if a move is required contact the pit lane manager.
- k) **Incidents** involving different categories, the more PRO Cat will be deemed to be at fault unless evidence clearly shows the contrary.
- l) **Flashing Headlights:** Maximum 3 times between two corners
- m) **Wheels** (warm tyres) to the grid - before pit lane closes
- n) The **driver ID** must be changed before the car is correctly changed before the car crosses the pit exit loop.
- o) **During Qualifying:** No refueling - **Driver 1** – Q1 – R1 / **Driver 2** – Q2 – R2
  - Art 41.7 nothing may be connected to the car
  - If work to the car = all times set from the beginning of Q1 until that point deleted
- p) **During the races:** No refueling  
Pit Stop: only one wheel may be carried by a mechanic at any time
- q) **CAR POSITION:** Nobody in front of the car or standing behind the panels - use lollipops
  - Beginning of each session 45° nose in direction of pit exit - No STOP nose IN !
  - Race and pit stop practice in parallel - No STOP nose IN !

- Other works inside the garages

r) **PARC-FERME**

After Q2 and races : inside pit garages except for selected cars in scrutineering box

s) **CONTACT:**

Outside the sessions: Contact me by mail on [alain@sro-motorsports.com](mailto:alain@sro-motorsports.com)

During the sessions: On the messaging App - Everybody messages ONLY

**For insurance reports** please send me a message with the following info:

- Team official name – Session - date and time of the incident - location (turn or marshal post) - Driver behind the wheel - Contact with (other car, guardrail, gravel bed...)

## 2. CIRCUIT MAIN DATA:

### Zandvoort (NETHERLAND)

Circuit length: 4259 m

Start line offset: 56 m

Pole Position: RIGHT

Int 1 at 1480,45 m

Int 2 at 2929,95 m

Start line up: T12 to T14

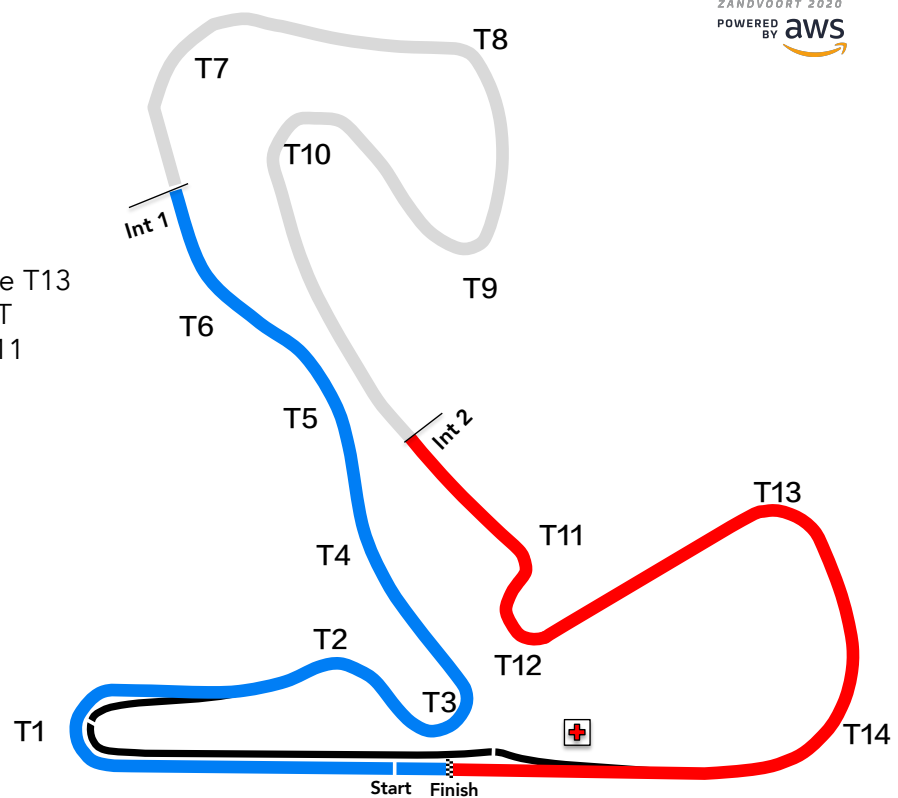
Safety Car: 1<sup>st</sup> lap- Before T13

Race- Pit EXIT

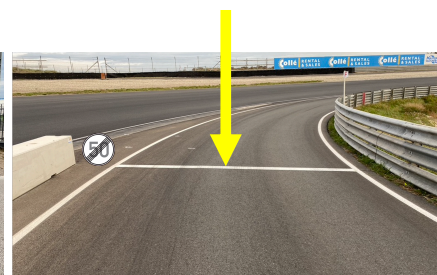
Lights Off- T11

Pit IN to Pit OUT: 385 m

Alain ADAM  
Race Director



**Pit Lane speed limit: 50 Km/Hr**



**STOP and GO penalty area:** in front of your pit garage

The Race Director's **Signalling place** is at the finish line on the right-hand side.

The **openings for cars** to be placed in safe position are marked in ORANGE

**Minimum pit stop time** pro-am

62 Secs = Pit lane 27 secs - Stop go + Jack 5 secs wheels change 30 secs.

Minimum Drive through time: Pit lane = 385 m = 27". Will be confirmed by a Bulletin from the stewards

### **3. FULL COURSE YELLOW (FCY) and SAFETY CAR (SC) PROCEDURES**

- a) 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, FCY Now ».
- b) The FCY boards (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.
- c) 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. 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. The pit lane entry and exit will remain open.
- d) Before to end the procedure the information « Restart on short notice » will be given on team radio. To end the information "Green flag" will be given on the monitors after a 5 seconds countdown on the 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.
- e) A FCY period will always be declared before the SC is deployed, except if the SC is deployed during the 3 first laps. 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 will be 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, and overtaking is forbidden until the cars reach the Line after the SC has returned to the pits.
- f) For safety reason, for the FCY and SC procedures, the radio information and the car marshalling system have priority on the flags (and lights)
- g) During the SC procedure Pit Exit remain GREEN. When the SC will pass the FINISH Line pit exit will be closed (RED lights). When the last car of the group behind the SC will pass pit exit it will be GREEN again.

### **4. TRACK LIMITS:**

The track is between the two white lines (kerbs are not part of the track). Cars must remain in contact with the track.

- a) **FREE PRACTICES:** the drivers will be warned and stopped if necessary.
- b) **QUALIFYING:** If you cut by mistake slow down **not to improve your time in that sector**, if an improvement is detected the lap time will be cancelled. On the third time the best lap time will be cancelled.
- c) **RACE:** the team will be warned by radio once; the second time the car will get a warning flag. After a final warning the stewards can impose a drive through penalty. If you gain a position by cutting give it back when possible.

### **5. START**

- a) The start procedure countdown will be announced by means of BOARDS. Start when the Red lights turn to green.

- b) During formation lap NO weaving from T13. Start line up after T14. At the end of the formation lap at T16 cars must be properly lined-up and tightly grouped for the rolling start. At Pit entry the leading car will reduce the speed to 50 Km/Hr. When the LC will leave the track, the leader will be in charge of the speed. Exit turn 16 will slowly increase his speed to a maximum of 110 Km/Hr at the moment of the start. You are to line up on the starting box lines. If the car is outside the line it will be consider as a jump-start. The start speed will be controlled. Drivers are not allowed to overtake before they see the green light.



- 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.

Handwritten signature of Alain Adam.

**Alain ADAM**

*Race Director*