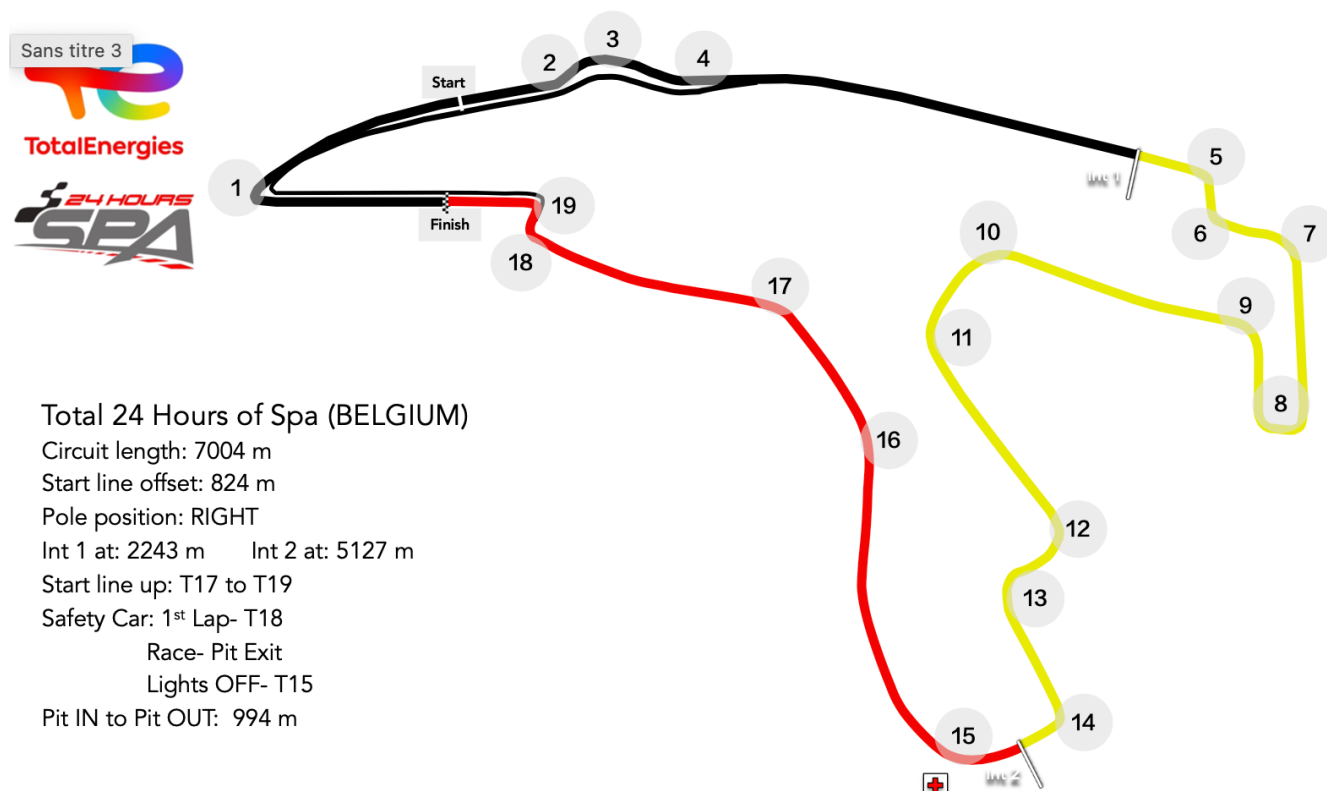
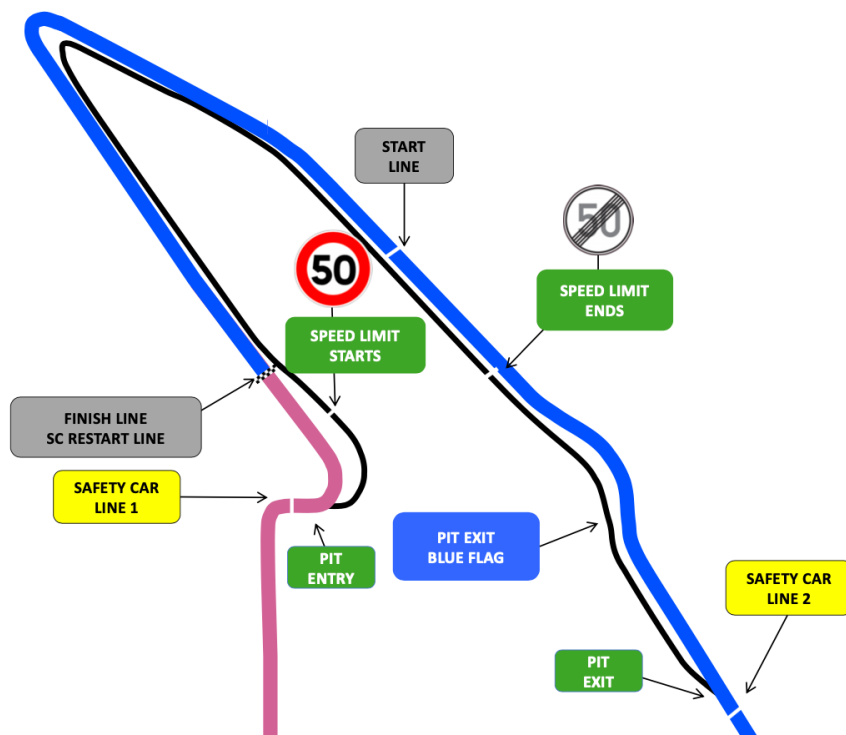


DRIVERS' & COMPETITORS' BRIEFING NOTES

1. CIRCUIT MAIN DATA

- 1.1. **Race Director's Signalling place** is at the "Line" (F1) on the Right-hand Side.
- 1.2. The **time penalty** area is in front of your pit garage. Min Drive through time: 71 seconds
- 1.3. At **T5**, there is an escape road with a chicane, slow down and re-join safely at **T7**. Do not turn around facing oncoming cars.
- 1.4. At **pit exit (top of the Raidillon)**, keep right of the white line.
- 1.5. At **pit entry (T19)** it is not allowed to drive on the green part after the bollard.
- 1.6. **Speed limit in the pit lane 50 Km/Hr**, must also be respected in between the two pit lanes.
- 1.7. The **F1 pit exit light** will be RED only when there is an issue in between the two pit lanes. At all other times it will be OFF.
- 1.8. **Openings for cars** are marked in Orange.
- 1.9. **F1 garage doors** must remain open and the pit lane must be kept free during support races sessions.
- 1.10. Max 4 mechanics to push the car in the F1 pitlane and 5 in the endurance. A chock of wood is authorized to block the car.
- 1.11. All cars must fit the 3D-equipment for the purpose of detecting track limits.
- 1.12. Race director radio: RACE CONTROL 7 – 468.1875. Radio Check 10 to 15 minutes before each session. All teams to answer the 1st check of the day: OK + Car number on the team messaging App. In case of issue contact the Pit Lane manager.
- 1.13. Yellow and Red flag (also lights) info have priority regardless of the transmission medium; For the FCY and SC procedure it is the in-car marshalling system, green included.





2. GENERAL INFO:

- 2.1. Notice board: "<https://www.gt-world-challenge-europe.com>"- Calendar ...SPA - click on "Notice Board"
- 2.2. 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
- 2.3. 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.
- 2.4. 'The "incident reports" can be used only if you are directly involved. If you are not directly involved you have to enter an official protest to the stewards.
- 2.5. Pit Gantry cameras must be ON during each Pit Stop during all sessions, time on the camera must be correctly set (UTC during the race) and the images may NOT be examined by the teams during the sessions. The pit lane manager will collect the needed cards after the sessions and during or after the race.
- 2.6. "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. The pit exit status is visible on one of the timing screens.
- 2.7. Incidents involving different categories, the more PRO Cat will be deemed to be at fault unless evidence clearly shows the contrary.
- 2.8. Flashing Headlights: Maximum 3 times between two corners
- 2.9. **Wheels** (warm tyres) to the grid - before pit lane closes
- 2.10. The **driver ID** must be changed before the car is correctly changed before the car crosses the pit exit loop.
- 2.11. **CAR POSITION:** Nobody in front of the car or standing behind the panels - use lollipops
 - 2.11.1. 5 minutes before the start of each session 45° nose direction of pit exit - No STOP nose IN!

- 2.11.2. Race and pit stop practice in parallel - No STOP nose IN!
- 2.11.3. Other works inside the garages
- 2.11.4. Car may be parked in parallel in the endurance pit lane if space allows it.
- 2.12. No cars in pit lane during sessions of other series, if a move is required contact the pit lane manager.
- 2.13. Race Director **CONTACT**: mail on alain@sro-motorsports.com. During the sessions: Through the messaging App - Everybody messages ONLY. For **INSURANCE reports** please send me a Mail with the following info: Team official name – Session - date and time of the incident - location - Driver behind the wheel - Contact with (other car, guardrail, gravel bed...).

3. TRACK LIMITS:

- 3.1. 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. 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. A team of 6 persons is in charge of the track limit control and penalties.
- 3.2. Track limits infringements will be strictly monitored day and night and penalised. Judges of fact will be stationed at strategic points, in T1, T2, T3/4, T9, T17 and T19. The race director (or his deputies) is allowed to impose penalties up to and including stop & go during practice sessions and up to and including drive-through penalties during the race.
 - 3.2.1. During Free practices: the drivers will be warned and stopped (10 minutes or more) if necessary.
 - 3.2.2. During Qualifying and Superpole: if an improvement is detected the lap time will be cancelled. At the 3rd time the best lap time at the end of that session will be cancelled.
 - 3.2.3. During the race, **cars** reported for track limits will receive the following warnings and penalties for infractions:
 - 2 warnings on the timing screens (1st and 2nd infringement)
 - black and white - warning flag (3rd infringement)
 - final warning (4th infringement)
 - drive-through penalty (5th infringement)
 - 3.2.4. Teams are reminded that both warnings and penalties are given to the Car and not to the Driver.
The track limit infringements will be reset to zero after each drive-through penalty and every 6 hours of race.
- 3.3. Additionally, at the absolute discretion of the race director, a driver may be given the opportunity to give back the whole of any advantage he gained by leaving the track. In the case of a driver gaining an advantage and not giving it back, he may award an immediate penalty of 5 or 10 seconds to be taken at the next pit stop.

4. START:

- 4.1. The Start Procedures countdown will be announced by means of BOARDS.
- 4.2. Green flag with the race director standing in the middle of the track in front of the trophy on a pedestal and a camera man behind him. Max speed 50 Km/h and continue on either side of the starter.
- 4.3. START when the Belgian flag will be pulled down.
- 4.4. During the 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. At the chicane the leading car will reduce the speed to 50 Km/Hr. When the LC will enter the F1 pit lane, the leader will be in charge of the speed. After T1, he will slowly increase his speed to a maximum of 110 Km/Hr at the moment of the start. Cars must line up on the starting box lines. If the car is outside the line, it will be considered as a jump-start. 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.

4.5. No one is allowed on the Pit Wall of the endurance pit lane at the Start of a Race.

5. RACE

- 5.1. Slower cars, when being overtaken, should keep to a constant line. Sudden changes of direction can lead to hazardous situations and accidents.
- 5.2. 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.
- 5.3. More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing 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.
- 5.4. It is not permitted to drive any car unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time.

6. FULL COURSE YELLOW and SAFETY CAR PROCEDURES: ISC App H Art 2.10

- 6.1. The Race Director (RD) may impose a Full Course Yellow (FCY) during practice, qualifying practice or race.
- 6.2. The instruction FCY will be given on the Team Radio and on the monitors with a countdown: « Full Course Yellow in 20 seconds, (5, 4, 3, 2, 1 - 10 seconds, BOARDS, NO OVERTAKING, 5, 4, 3, 2, 1, Full course Yellow Now ». The instructions provided by the in-car marshalling system have priority on all other signals included the green.
- 6.3. 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.
- 6.4. 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.
- 6.5. 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.
- 6.6. The pit lane entry and exit will remain OPEN. Car entering and leaving the pit lane must respect the FCY speed.
- 6.7. To end the FCY procedure the information « Restart on short notice» will be given on the team radio, followed by a 5 seconds countdown before the GREEN flag. 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. From that time the cars will race again.
- 6.8. During the race, the SC may be deployed. There will be one SC in operation at a time. In this case the SC will enter the track during the FCY procedure without lights and will, if necessary, overtake cars to catch the leader. An inboard blue/red light will be ON to identify the SC. When decided by the RD 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, an FCY period will be declared before the SC is deployed.
- 6.9. 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.
- 6.10. Due to pit stops during the procedure, restart will be without having all cars lined up behind the SC.
- 6.11. During the SC procedure, overtaking will be permitted under the following the FIA ISC App H - Article 2.10 only

- 6.12. While the SC is in operation, cars 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 passes the gantry above the endurance start line until the last car of the group behind the SC passes the pit exit speed limit line.
- 6.13. Under certain circumstances, the Race Director may ask the SC to use part or the entire 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.
- 6.14. At the end of the procedure the Race Director calls in the SC (SC in this lap), the SC will turn off its orange lights in turn 15; this will be the signal that the SC will be entering the pit lane at the end of that lap and all yellow flags and SC boards at the marshal posts will be withdrawn, the light panels will be off. 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. A green flag will be presented at the line with green lights at the F1 start Line (in front of the F1 pit garages). These will be displayed until the last car crosses the Line.
- 6.15. 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.
- 6.16. In case of start 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 race will start, the SC will leave the grid with all cars following in grid order no more than 5 car lengths apart. Any car in the pit lane may join the line of cars behind the safety car when the pit exit lights will turn to green.
- 6.17. 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.

7. TRACK LIGHT PANELS

They have the same value as the marshals' flags and must be respected by the drivers in the same way. The light panels in Turn 2 and Turn 3 are synchronized and will display the same information.

8. RED FLAG PROCEDURE DURING THE RACE

- 8.1 Red flags (Lights) will be displayed at all marshal posts. Overtaking is forbidden and all cars must slow down to 80 Km/Hr and proceed to the pit lane. The length of the race suspension will not be added to the remaining time for the race.
 - 8.2 If the red flag is displayed before the end of the 1st lap the grid for the restart will be as per the original grid.
 - 8.3 Otherwise, a starting order for the restart will be issued, the cars will be arranged in the order they occupied before the race was suspended.
 - 8.4 The line used for the restart will be the start line, 123 m further than the finish line. Signals will be shown 10, 5, 3, 1 minute and 15 seconds. As soon as a resumption time is known teams will be informed via the timing monitors.
- 10' signal:** pit lane will open and cars will be called to proceed to the re-start line (F1).

5' signal: pit lane will close. Wheels fitted. Cars remaining in the pit lane will join at the back of the queue of cars behind the SC. All cars must have their wheels fitted.

3' signal: Wheels on the ground.

1' signal: engines ON and all team personnel must leave the grid by the time the 15-second signal is given. 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.

9. SPECIFIC RECOMMENDATIONS CONCERNING THE NIGHT PERIOD

- 9.1 The lighting system must be ON during the night period.
- 9.2 During the race, the obligatory periods of illumination will start at 21.00 and will end at 06.00. This time may be adapted by the RD in function of the visibility.
- 9.3 The changeover to the night signalling will happen simultaneously around the entire track and it will be announced by a radio message, by the presentation of the "LIGHT" panel on the start line, at pit exit, and on the timing screens.
- 9.4 The car's regulatory lighting system must function at all times during the Competition. Any car that does not present the minimum illumination listed below, may be stopped for repairs:
 - At the Front: 2 headlights (right and left) and 2 direction indicators
 - At the Rear: 2 lights, 2 direction indicators and 2 stop lights / brake lights.
 - The backlit numbers (no LED), and, should the weather conditions deteriorate, the rain light. Should the number illumination not be working, it must be repaired at the next pit stop.

10. MISCELLANEOUS

- 10.1. Fill in a Retirement Form if your car retires from the race (Race control or on the website) and hand it over to race control.
- 10.2. Teams wishing to access or retrieve a car from parc fermé during the race need a signed release document from the Race Director.
- 10.3. End of the race, after the slowing-down lap, all cars to enter the F1 pit lane and drive through the endurance pit lane to the podium or to the parc-fermé



Alain ADAM

TotalEnergies 24 Hours of SPA

Race Director