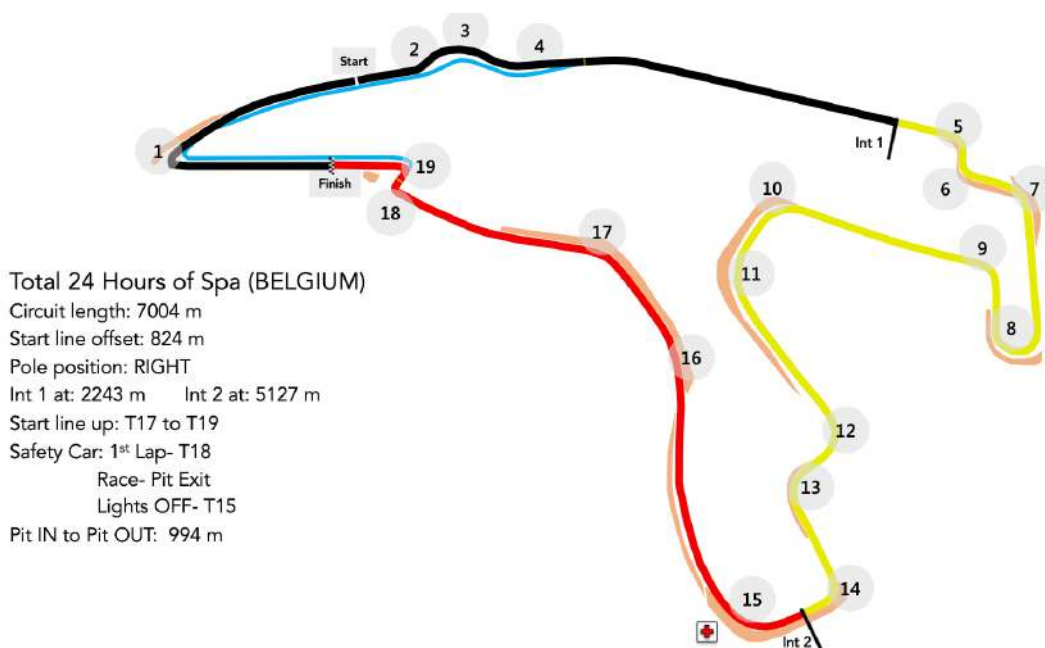


DRIVERS' & COMPETITORS' BRIEFING NOTES

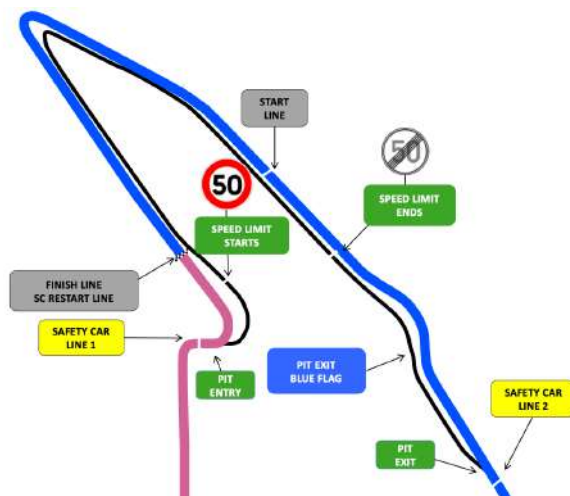
1. CIRCUIT MAIN DATA:

- 1.1. **At pit entry (T19)** do not drive on the green part after the bollard.
- 1.2. **At pit exit (top of the Raidillon)**, any tire of a car exiting the pit lane may not cross any line painted on the track for the purpose of separating cars leaving the pit lane from those on the track.
- 1.3. **The Speed limit** is 50 KPH and must also be respected in between the two pit lanes. Penalty box in front of your pit garage controlled by the team.
- 1.4. **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. In case cars are blocked at the second pit exit light, inform me via the App, 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 pages.
- 1.5. **Race Director's Signalling place** is at the "Line" (F1) on the Right-hand Side.
- 1.6. The **openings for cars** to be placed in safe position are marked in ORANGE. Where possible, cars are asked to pull off on the right-hand side of the circuit. This will help the recovery of your car.
- 1.7. **F1 garage doors** must remain open and the pit lane must be kept free during support races sessions.
- 1.8. 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.
- 1.9. **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.
- 1.10. In **Turn 5**, there is an escape road with a chicane, slow down and re-join safely at **Turn 7**. Do not turn around facing oncoming cars.
- 1.11. All PRO cars must fit the 3D-equipment for the purpose of detecting track limits.
- 1.12. Track Limits: NO part of the car further than the kerbs. Except entrance T17 where the FIA rule will apply in regards to the white line.
- 1.13. Art 39.19 h) if a car is returned to the paddock on a flat bed, the car can't re-join the race.
- 1.14. If you put the car in the garage during the race, eg technical pit stop, you have to go parallel before restarting.



Total 24 Hours of Spa (BELGIUM)
 Circuit length: 7004 m
 Start line offset: 824 m
 Pole position: RIGHT
 Int 1 at: 2243 m Int 2 at: 5127 m
 Start line up: T17 to T19
 Safety Car: 1st Lap- T18
 Race- Pit Exit
 Lights OFF- T15
 Pit IN to Pit OUT: 994 m

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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://fanatec-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 - "everybody" messages ONLY.
- 2.4. The "incident reports" can be used only if you are directly involved. If you report something in which you are not directly involved it will be deleted. If you are not directly involved you have to enter an official protest to the stewards.
- 2.5. 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 that has priority.
- 2.6. Pit Gantry cameras must be ON during each Pit Stop during Q & race, the images may NOT be examined by the teams during the sessions.
- 2.7. "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.
- 2.8. No cars in pit lane during the other session, if a move is required contact the pit lane manager
- 2.9. Wheels (warm tyres) to the grid - before pit lane closes
- 2.10. CAR POSITION: Beginning of each session 45° nose in direction of pit exit - Race and pit stop practice in parallel - Other works inside the garages if permitted.
- 2.11. Car may be parked in parallel in the endurance pit lane if space allows it.
- 2.12. CONTACT: mail on alain.adam@sro-motorsports.com. - Through the messaging App - Everybody messages ONLY.
- 2.13. 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. FULL COURSE YELLOW (FCY) and SAFETY CAR (SC) PROCEDURES

- 3.1. Following the technical document issued by the Technical Director, the use of the FCY procedure will be reduced and for short periods only.
- 3.2. The warning instruction FCY will be given on the Team Radio with a countdown on the screens: « FCY in 20 seconds, 10 seconds (BOARDS), 5, 4, 3, 2, 1, FCY. The marshalling system provides the official info to the driver.

- 3.3. The FCY boards (not the flags) will be presented at the 10 seconds signal - overtaking is forbidden.
- 3.4. At Zero boards and 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.
- 3.5. An FCY period **may** be declared before the SC is deployed, unless the SC is deployed during the 3 first laps. The SC will enter the track without lights 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 track will be cleared and 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 one line behind the SC no more than five car lengths apart, overtaking remains forbidden until the cars pass the Line after the SC has returned to the pits.
- 3.6. During the SC procedure Pit Exit will remain GREEN. When the SC will pass the START Line (endurance) 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:

- 4.1. Drivers must use the track at all times and may not leave the track without a justifiable reason. However, this may only be done when it is safe to do so and without gaining any advantage.
- 4.2. Judges of fact will be stationed at strategic points to report on drivers who do not respect the track limits in accordance with the Sporting Regulations. Additionally, an electronic system will be used to monitor a number of additional corners. All cars must be fitted with the 3D track-limits system as defined in the sporting regulations.
- 4.3. In the **Bronze Test**, cars reported for track limits will be warned and stopped if necessary
- 4.4. In the **Free Practice, and Night Practice**, cars reported for track limits and may receive the following warnings and penalties for subsequent infractions
 - 1st infringement: Screen warning
 - 2nd infringement: Black and White warning flag given on the Driver Information Display and on the Screen – if possible, the flag will be shown at the line.
 - 3rd infringement: All lap times until that moment deleted
 - 4th infringement: Stop & Go of a time to be determine
 - 5th infringement: Report to the stewards who may show the car the Black Flag.
- 4.5. In **Pre-qualifying, qualifying and the Superpole**, any cars which improve their time by not respecting track limits will see the lap deleted. Additionally, if more than three laps are cancelled, the best lap in the session for that car will be deleted. For additional occurrences; 2nd best, 3rd best...
- 4.6. **In the race,**
 - 4.6.1. During the race, if you gain a position or any advantage by cutting - give it back as soon as possible. Any car, which is suspected of gaining any sort of advantage from doing so, will be penalized.
 - 4.6.2. 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, within a maximum of one lap. In the case of a driver gaining an advantage and not giving it back, he may award an immediate time penalty to be taken at the next pit stop.
 - 4.6.3. The penalties scale for the race is detailed in the stewards' bulletin number 6.
 - 4.6.4. In accordance with the sporting regulations, the track limits counter will be reset after 6, 12 and 18 hours of racing, and the car will restart with a first warning.

5. START:

- 5.1. The grid line up will start from the bottom of the Raidillon, cars will lined up at 45° along the right hand side

track wall nose in the race direction. The TotalEnergies 24 Hours of Spa trophy will be placed on the right-hand side of the track at the bottom of the Raidillon.

- 5.2. The Start Procedures countdown will be announced by means of BOARDS.
- 5.3. The cars will take the green flag one by one and follow the leading car. The race director and/or deputy race director will be standing on the left-hand side of the track.
- 5.4. During the formation lap NO tyre 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. The start will take place in front of the endurance pit lane, red lights turned to green.
- 5.5. 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.
- 5.6. No one is allowed on the Pit Wall of the endurance pit lane at the Start of a Race.

6. RACE

- 6.1. Slower cars, when being overtaken, should keep to a constant line. Sudden changes of direction can lead to hazardous situation and accidents.
- 6.2. 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.
- 6.3. 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.
- 6.4. It is not permitted to drive any car unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time.

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 (Retirement Form)
- 10.3. End of the race, podium and Parc-fermé procedure will be detailed in a Bulletin from the Stewards.

Alain ADAM

TotalEnergies 24 Hours of SPA

Race Director

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