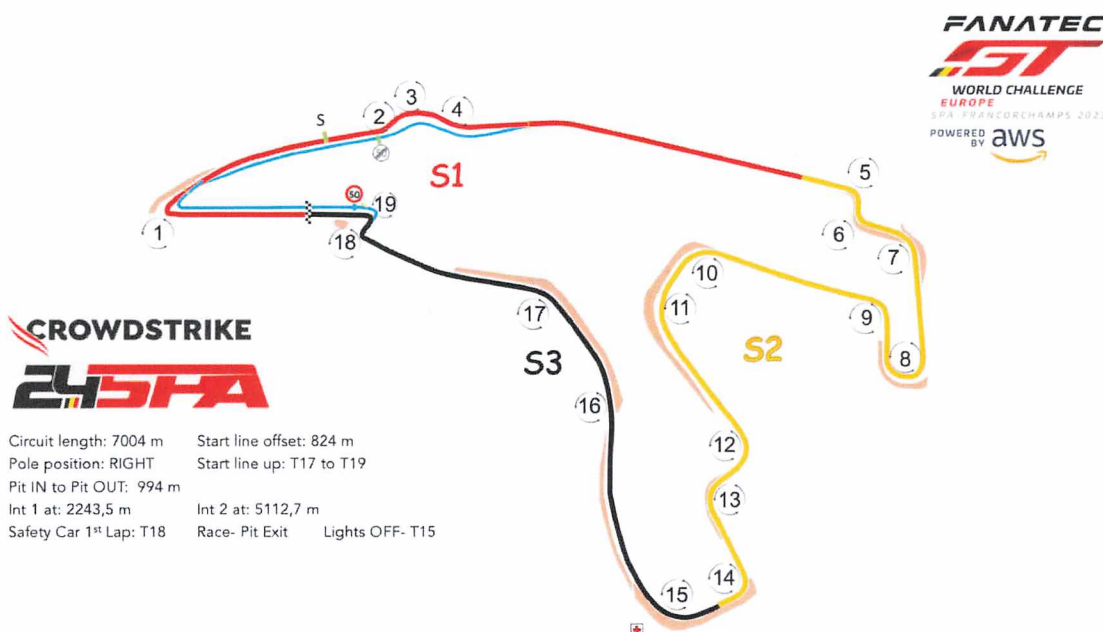


DRIVER & TEAM MANAGER BRIEFING NOTES

POSTED
at 11 h 15 m

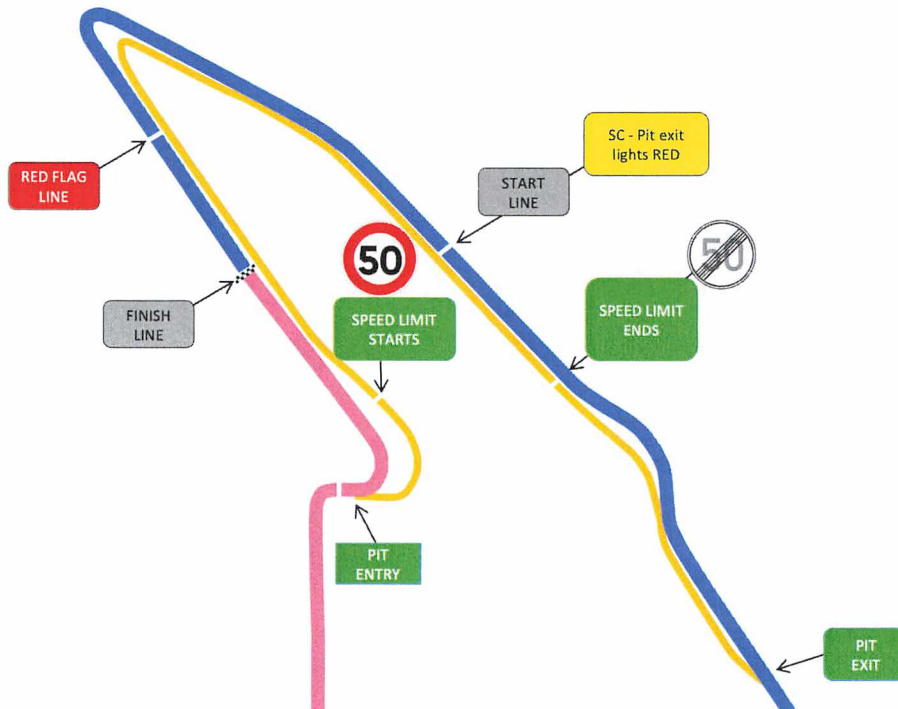
1. CIRCUIT MAIN DATA:

- 1.1. The long pit lane will be used for the GT3 event but also for the GT4 and the Super Trofeo Lamborghini: Pit entry, in Turn 19 and pit exit in Turn 4.
- 1.2. At pit entry (Turn 19) do not drive on the green part after the bollard.
- 1.3. At pit exit (top of the Raidillon), no tyre of any car exiting the pit lane may cross any line painted on the track for the purpose of separating cars leaving the pit lane from those on the track.
- 1.4. The Speed limit is 50 KPH. It must also be respected in between the two pit lanes.
- 1.5. The Penalty box is in front of your pit garage controlled by the team.
- 1.6. CAR POSITION: Beginning and during each session; 45° nose in direction of pit exit (parallel in Endurance) – During the race and pit stop practice; in parallel - Other works inside the garages if permitted, the car must always be placed in parallel before to re-join.
- 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. 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.
- 1.8. Race Director's Signalling place is at the "Line" (F1) on the Right-hand Side.
- 1.9. 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.
- 1.10. F1 garage doors must remain open and the pit lane must be kept free during support races sessions.
- 1.11. Max 4 mechanics to push the car in the F1 pitlane and 5 in the endurance. Car may be parked in parallel in the endurance pit lane. A chock of wood is authorized to block the car.
- 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 radio check of the day on the team messaging App: Car number followed by OK. In case of issue contact the Pit Lane manager.
- 1.13. 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.
- 1.14. The circuit blower tractor will come on track during FCY and SC procedures and can also be on track during the formation lap or the slowing down lap. The blower is equipped with GPS and is visible on the track map. It has large arrows at the back which will light up to tell the driver on which side they should overtake.
- 1.15. Track Limits: FIA Rule, the car must remain in contact with the white line. 4 turns monitored with cameras and two by judges of facts.
- 1.16. Art 39.19 h) if a car is returned to the paddock on a flat bed, the car can't re-join the race.
- 1.17. If you put the car in the garage during the race, eg technical pit stop, you have to go parallel prior to restart.
- 1.18. Cars cannot be driven straight into the garage.



2. GENERAL INFO:

- 2.1. Notice board: https://www.gt-world-challenge-europe.com/noticeboard?meeting_id=204
- 2.2. To receive the official documents by mail, add or remove mail addresses please contact the secretary in charge of communications on sporting@sro-motorsports.com
- 2.3. Team messaging App: create an account on "<https://fanatec-gtwece.minsh.com/>" The App will be used to send Summons, Request forms, incident reports (available on the team section), decisions and other urgent information. NO personal messages - "everybody" messages ONLY.
- 2.4. The "incident reports" must be completely filled and can only be used 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 qualifying and races of the other series, if a move is required contact the pit lane manager.
- 2.9. Wheels (warm tyres) to the grid - before pit lane closes.
- 2.10. CONTACT: mail on alain.adam@sro-motorsports.com. - Through the messaging App - **Everybody messages ONLY**.
- 2.11. 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. 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.
- 3.2. The FCY boards (not the flags) will be presented at the 10 seconds signal - overtaking is forbidden.
- 3.3. 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.
- 3.4. 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.
- 3.5. In case of wave-by: "Pit Entry CLOSED, SC AND CARS MOVE LEFT PREPARE FOR WAVE BY PROCEDURE". "CARS ELIGIBLE For WAVE-

BY MOVE RIGHT" Eligible cars remain in the fixed order. "SC GREEN LIGHTS ON – WAVE-BY": Eligible cars to overtake the SC to catch the queue. "WAVE-BY COMPLETED – PIT LANE OPEN"

- 3.6. End of procedure: "SC IN THIS LAP" – "SC LIGHTS OFF" signalling removed – "GREEN" no overtaking prior to pass the line
- 3.7. 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 in turn 7 and 9 to report on drivers who do not respect the track limits in accordance with the Sporting Regulations. Additionally, cameras will be used to monitor T4, Entry and Exit T17 and T19.
- 4.3. During the Bronze Test, Free practice and Night practice: cars reported for track limits will be warned and stopped if necessary.
- 4.4. In Pre-qualifying, qualifying and the Superpole, any cars which improve their time by not respecting track limits will see the lap deleted.
- 4.5. 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.
 - 4.5.1. 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.
 - 4.5.2. The penalties scale for the race will be detailed in a stewards' bulletin:

The team will be warned 3 times on the timing monitors, the 4th time the car will get a warning flag on the screens only. After a final warning, At the 6th time the stewards can impose a time penalty of 30 seconds. After six additional infringements (total 12) it may be a drive through.
 - 4.5.3. 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 line up at 45° along the right-hand side track wall nose in the race direction. The CrowdStrike 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 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.

8. RED FLAG PROCEDURE DURING THE RACE

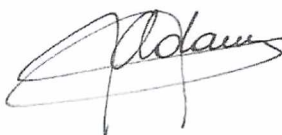
- 8.1 Red flags (Lights) will be displayed at all marshal posts. Overtaking is forbidden and all cars must slow down to 80 Km/Hr and stop at the red line in line. The cars may be placed in columns if we need the space. All cars in parc-Fermé conditions on track and in the pit lane. The length of the 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 The race will resume behind Safety Car. Signals will be shown 10, 5, 3, 1 minute and 15 seconds.

9. SPECIFIC RECOMMENDATIONS CONCERNING THE NIGHT PERIOD

- 9.1. The lighting system must be ON during the night period. During the race, the obligatory periods of illumination will start at 22.00 and will end at 06.00. This time may be adapted by the RD in function of the visibility.
- 9.2. The changeover to the night signalling will happen simultaneously around the entire track and it will be announced by a radio message and on the timing screens, and by the presentation of the "LIGHT" panel on the start line and at pit exit.
- 9.3. 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. You will need that document signed by the race director to access or retrieve your car from parc fermé in the overflow.
- 10.2. End of the race, podium and Parc-fermé procedure will be detailed in a Bulletin from the Stewards.



Alain ADAM
Race Director