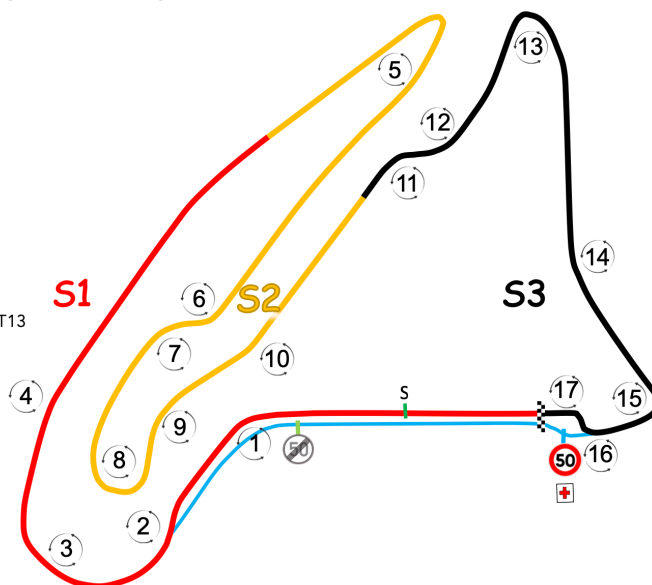


## 1. EVENT SPECIFIC DATA

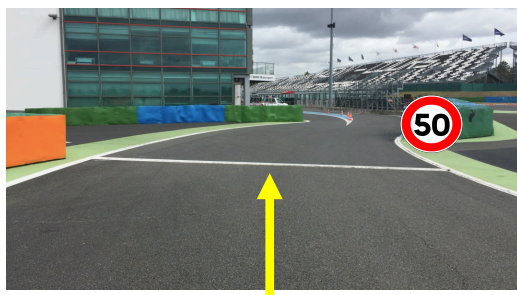
- 1.1. Do not cross the white line exiting the pit lane, a blue flashing light at pit exit warns drivers leaving the pits of others cars approaching on the track.
- 1.2. Race Director Signaling **on the left-hand side** at the line.
- 1.3. Safe positions are marked in ORANGE. The safety lights system has the value as the flags.
- 1.4. Race director radio: RACE CONTROL 8 - 468.875. Radio Check 10 to 15 minutes before the first session of the day, all teams to answer Car # + OK on the team messaging App.
- 1.5. The FIA track limits rules will apply all around the circuit. Cameras are installed entry turn 1, exit 3 and 5, APEX 7 et 12 and exit 17
- 1.6. Art 20.6 Minimum pit stop time Bronze Cup: 53 seconds – 1 joker second once during the competition – TBC by a steward bulletin.
- 1.7. Backlit numbers are mandatory for pré-qualifying and for the night race.

### Magny-Cours (FR)

Circuit length: 4411      Start line offset: 186  
Pole position: LEFT      Start line up: T14 to T15  
Pit IN to Pit OUT: 249,5 m  
Int 1 at: 1610 m      Int 2 at: 3219 m  
SC position: 1<sup>st</sup> Lap- T13      Race: T16      Lights OFF- T13



1.8.



## 2. GENERAL INFO

- 2.1 Pit Lane: 50 KPH. Penalty Box: In front of your pit garage controlled by the team.
- 2.2 Notice board: "<https://www.gt-world-challenge-europe.com>" - Calendar, select MAGNY-COURS - Click on "Notice Board"
- 2.3 To receive the official documents by Mail (Add or remove addresses), contact the sporting secretary on [sporting@sro-motorsports.com](mailto:sporting@sro-motorsports.com)
- 2.4 Team messaging App will be used to send Summons, Request forms, decisions and other urgent information (forms available on the team section). During the sessions - only "everybody" messages. The "Request form" can only be used if you are directly involved. If you are not directly involved you have to enter an official protest to the stewards. No request for blocking or blue flags.
- 2.5 FCY & SC procedure including the green signal at the end of the procedure: priority on the in-car marshalling system.
- 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 six 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, except for the race where you must stop at the red line on track.
- 2.8 No cars in pit lane during the other session, if a move is required contact the pit lane manager.
- 2.9 Nobody in front of the car or standing behind the panels - use lollipops.
- 2.10 CAR POSITION: Beginning of each session 45° nose in direction of pit exit, race and pit stop practice, in parallel.
- 2.11 Insurance reports: Mail with the following information: Car number, team official name, session, date, time, location, driver, Incident.

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

- 3.1 The FCY can be used during all sessions. The instruction FCY will be given on the Team Radio with a countdown on the screens: « FCY in 20 seconds, 10 seconds [Yellow Flags Yellow lights], 5, 4, 3, 2, 1, FCY. The marshalling system provides the official information to the driver.
- 3.2 The yellow flags [and Yellow light panels] will be presented at the 10 seconds signal - overtaking is forbidden.
- 3.3 At Zero boards and waved yellow flags [and FCY light panels] will be shown at all marshal posts and all cars must be at a constant speed of 80 KPH. 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.
- 3.4 In the case of a short FCY, to end the procedure the information « Restart on short notice » will be given on team radio. The information "Green flag" will be given on the in-car marshalling system, on the monitors and on the radio. FCY board will be removed and green flags will be shown at all marshal posts.
- 3.5 An FCY period might 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 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 remain forbidden until the cars pass the Line after the SC has returned to the pits.
- 3.6 During the SC procedure Pit Exit remain GREEN. When the SC will pass the START- 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:

- 4.1 Drivers must use the track at all times, the white lines defining the track edges are considered to be part of the track. Should a car leave the track for any reason, the driver may re-join when it is safe to do so and without gaining any advantage. A driver will be judged to have left the track if no part of the car remains in contact with the track.
- 4.2 During the bronze test and the free practice, the drivers will be warned and if necessary, stopped. Lap times may be deleted.
- 4.3 During pre-qualifying and qualifying the lap time will be deleted.
- 4.4 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 The team will be warned 3 times on the timing monitors, the 4<sup>th</sup> time the car will get a warning flag [radio and monitors]. After a final warning, At the 6<sup>th</sup> time there will be a 5 seconds time penalty. For each additional infringement there will be an additional time penalty of 5 seconds.

#### 5. RACE:

- 5.1 The start countdown will be announced by means of lights and boards. Start when the red lights turn to green.
- 5.2 NO weaving from Turn 11. Lining up from T13. At Turn 15 cars must be properly lined-up and tightly grouped for the rolling start. The leading car will slow down to 50KPH at the entrance of the last turn. At the exit of the last turn the leader may increase his speed to 110 KPH All cars must pass above the grid boxes (first and third line starting from the right-hand side). Cars are racing when the lights turn to green. Any driver outside the 2 x 2 formation before the lights go green will be penalized for jumped start.
- 5.3 If there is a problem during the formation lap, the leading car will remain in front of the cars and the red lights will remain ON. Yellow waved flags will be shown all around the circuit. In case the problem happens after the leading has left the track, the pole man will be in charge of the speed. The start will be declared at the end of the first formation lap.

#### 6. DRIVING STANDARDS:

- 6.1 Slower cars, when being overtaken, should keep a constant line. Sudden changes of direction can lead to hazardous situations and accidents.
- 6.2 Faster cars, when overtaking slower cars, please ensure that the car in front of you is aware of your intentions.
- 6.3 More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner.
- 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.
- 6.5 During qualifying no slowing down on the racing line. Cars must remain at racing speed in the last sector.
- 6.6 Incidents involving different categories, the more PRO Cat will be deemed to be at fault unless evidence clearly shows the contrary.

Alain ADAM  
Race Director

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