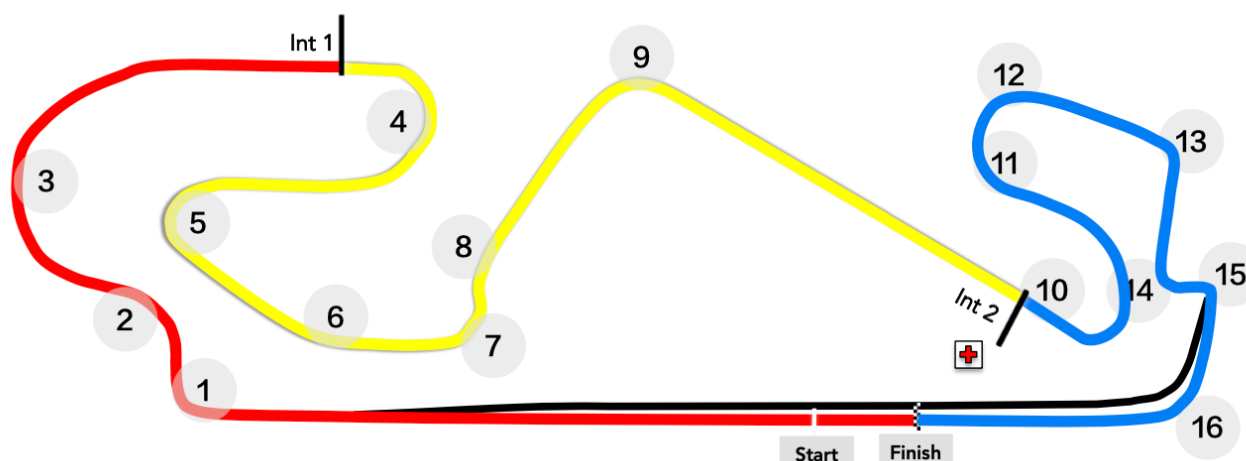


1. EVENT SPECIFIC DATA

- 1.1. Do not cross the blend line exiting the pit lane.
- 1.2. Do not touch the green area entering the pit lane. Enter before the bollard (not on the green).
- 1.3. A Blue flashing light at pit exit will warn drivers leaving the pits of others cars approaching on the track and a blue flag will be waved on the right-hand side after pit exit to warn drivers on track of cars coming out of the pit lane.
- 1.4. Race director radio: RACE CONTROL 7 – 468.1875. Radio Check 10 to 15 minutes before each session, all teams to answer OK + Car # on the team messaging App. In case of issue contact the Pit Lane manager.
- 1.5. The Race Director's Signaling place is at the finish line on the right-hand side.
- 1.6. The openings for cars to be placed in safe position are marked in ORANGE
- 1.7. All cars must fit the 3D-equipment for the purpose of detecting track limits.
- 1.8. The FIA track limits rules will apply all around the circuit. In Turn 15 only, cars are tolerated outside the limits but no part of the car beyond the edge of the green part.

Circuit length: 4675 m Start line offset: 142,7 m Pole position: RIGHT
 Int 1: 1557 m Int 2: 3279 m Start line up: T13 to T15
 Safety Car: 1st Lap- T14 Race- Pit Exit Lights OFF- T10 Pit IN to pit OUT: 369 m



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 ...BARCELONA- clic on “Notice Board”
- 2.3 To receive all official documents by Mail (Add or remove addresses) contact Murielle, sporting secretary on sporting@sro-motorsports.com
- 2.4 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. No personal messages - only “everybody” messages. If you are not directly involved you have to enter an official protest to the stewards.

- 2.5 Alcohol tolerance for drivers and officials is 0: possible checks 3 hours before and 30 Min after the session
- 2.6 FCY & SC procedure priority on the in-car marshalling system.
- 2.7 No cars in pit lane during the other session, if a move is required contact the pit lane manager
- 2.8 Incidents involving different categories, the more PRO Cat will be deemed to be at fault unless evidence clearly shows the contrary.
- 2.9 Wheels (warm tyres) to the grid - before pit lane closes
- 2.10 Nobody in front of the car or standing behind the panels - use lollipops
- 2.11 On track, flashing head lights Max 3 times between two corners
- 2.12 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.
- 2.13 Insurance reports: Mail alain.adam@sro-motorsports.com with the following info: Team official name – Session - date and time of the incident - location (turn or marshal post) - Driver behind the wheel – Incident

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

- 3.1 The FCY can be used during practice, qualifying or race. The warning instruction FCY will be given on the Team Radio with a countdown on the screens. The marshalling system provide 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. 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 “Green flag” will be given on the monitors and on the 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.
- 3.5 An 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 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 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 and may not leave the track without a justifiable reason. For the avoidance of doubt, the white lines defining the track edges are considered to be part of the track but the kerbs are not. Should a car leave the track for any reason, the driver may rejoin. However, this may only be done 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, except in turn 15.
- 4.2 During the free practices the drivers will be warned and stopped, if necessary, lap times can be deleted.
- 4.3 During qualifying, if you cut by mistake slow down not to improved your time in that sector. if an improvement is detected the lap time will be deleted. On the third time the best lap time of the driver 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 on the timing monitors, the 2nd time the car will get a warning flag. After a final warning, At the 4th time the stewards can impose a drive through penalty.

5. START:

5.1 The start countdown will be announced by means of boards. Start: Red lights turned to Green. NO weaving from Turn 12. Lining up from T12. At Turn 14 cars must be properly lined-up and tightly grouped for the rolling start. The leading car will slow down to 50 KPH 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 for the standing start. 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.



5.2 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.

Alain ADAM
Race Director