BULLETIN 3

TEAM MANAGER & DRIVERS BRIEFING NOTES – Thursday 29th October 2026

1. **Thursday 15:45 mandatory Team Manager briefing** in Driver Briefing Room.
2. **Thursday 16:30 mandatory Driver Briefing** in Driver Briefing Room.

3. **Mandatory two front row starting driver briefing – (Location: Race Director Office, Control Tower Level 1, Room 103.)**

Saturday 11:15 - Race 1 & 2 GTWC Asia front two rows starting drivers.
Starting drivers to be briefed by the Race Director.

4. **Radio Checks -** Radio checks will be made daily before the first session. It is mandatory to reply to the radio check "ok" and the relevant car number(s) via the team messaging app before the first session of the day, not every session (only when requested).

5. **Race Control, Race Director, Stewards and SRO Office:**

The SRO office is located in Pit C Team office. The Race Director office is located in Control Tower Level 1, Room 103 and Steward's office is located in Room 101. Drivers may be summoned to see the Race Director or Stewards during the weekend, if required.

The main mode of communication from the Race Director will be on the race control radio channel (English) and the team messaging App may be used to send messages to Race Control. Should the Race Director need to speak to the team manager in session please come to race control when requested.
Any communication from teams to race control on the App must be using the group that contains everyone. Strictly no personal messages.

6. **Driving Standards:**

ALL drivers to take care whilst on track during all sessions. Remember if you are the faster car, it's your responsibility to find a safe way round the slower car. Slower cars must hold their line. Any careless driving will be addressed. Driving standards must be irreproachable.

7. Incident Report Form

In any session that a competitor is participating in, they must monitor the Race Control Team Messaging System from 10 minutes before the session until the end of the session.

Race Control will not respond to enquiries about other Competitors. If a Team's car is directly involved in an incident, an 'incident form' can be filled in and sent via the Team Messaging Application. No such incident forms will be accepted after TEN MINUTES from the incident and after all cars have returned to pit lane at the chequered flag for any session or race.

Any incidents not accepted may be protested officially within 30 minutes of the published session results.

As much detail as possible is required for the request form to be looked at by the Race Director and, if necessary, to help with any investigation carried out by the Stewards. An incident form must be fully completed, or it will not be considered.

Incident forms regarding on-track issues must relate to clearly identifiable incidents involving the competitor's own car, such as a collision involving the competitor's car, or the overtaking of the competitor's car under yellow flags. Incidents relating to issues such as alleged impeding or requests for blue flags will not be considered. Incident forms which do not directly involve the competitor's own car will not be considered.

Examples of permitted reports to Race Control are:
a) Any information requested by Race Control or the Race Director
b) Reports of on-track issues, e.g. contact between cars, passes under yellow. These reports need time, location on track and the specific concern. Vague reports may receive lower priority.
c) Requests for cars to be released from Parc Fermé conditions (after an incident) – to the Scrutineers
d) Driver ID transponder issues

Examples that are not allowed include:

a. Reports of blocking/impeding
b. Requests for blue flags
c. Reports of any incident in which the Team's car is not directly involved

All teams must have operating pit box cameras and in car cameras. Any camera/data reviewed without correct date and time stamp will be referred to the stewards for a penalty.

8. **Pit Lane**:

Speed Limit in the Pit Lane is **50 Km/h.**
STOP GO penalty box is in front of your pit garage/working area, the teams are responsible for timing the penalty.
Where an in-race Pit Stop time penalty is issued, the penalty must be taken at the beginning of the next pit stop. Driver remains in the car and under parc fermé conditions until the penalty time has elapsed. (Article 16.4 (a) and 16.6 (e)

9. **Leaving Garages/Pit Lane location:**

Cars will be given permission to leave their allocated location in the pit lane to queue in the fast lane before the start Official Practice, Pre-Qualifying and qualifying, but only after the signal **FAST LANE OPEN** is given from Race Control by means of a radio message and/or a message on the timing screen. A time warning may be given to indicate the likely time, but cars must not move until confirmed on the timing screen and/or Team radio.
Anyone moving before the signals, will be investigated.

Skates are permitted to position the car correctly in your allocated location at the start of any session.
At the start of Official Practice sessions, the first qualifying session, and release of the cars for both races, all cars to be released nose out 45 degrees towards the pit exit.
When returning to the pits during the above sessions, cars must park parallel to the pit lane.
Between Q1 and Q2, skates may be used.
Skates are permitted at the end of all sessions to get the car back in the garage **apart from** the end of Q2, where skates are not permitted, when cars are under parc-fermé.
No overtaking in the pit lane during any session.
During pit stops in the race, cars may only leave/move once "pit stop work" is fully completed and they are ready to re-join the Race. Cars must proceed directly and safely into the fast lane. Any car stopping after leaving its location or proceeding at an unsuitable pace in the fast lane, (except for force majeure), will be investigated. Unsuitable pace is considered less than 48kph.
Where a car is deemed to have hindered another car in the fast lane by travelling at a lower speed, resulting in an extended pit in to pit out time for the hindered car, the car which was travelling at an unsuitable speed may receive a penalty.

10. <u>Track Limits:</u>

Track Limits will be monitored around the track, with particular focus at turn 6, 10, 13, 16 using judges of fact and race control TV. Track limit decisions are not appealable. A car is judged to have left the track if all four wheels are behind the white line that defines the track edges.

Track Limits for the race**:** 3 warnings, 4th infringement will be referred to the Stewards and may result in a drive through penalty (for the car).

Official Practice: repeat offenders may receive a penalty, both drivers report to race control.

Pre-Qualifying: any lap time set with Track Limit infringements will be removed, but the lap will be counted. Repeat offenders may receive a penalty, both drivers report to race control.

Qualifying: any lap time set with Track Limit infringements will be removed, but the lap will count as a Qualifying Lap. Removal of lap times, within the possibilities, will be informed after the end of the relevant lap.

Race: Track Limit infringements will be issued to Team Managers via the timing screen. At the third infringement, a car will receive a Warning Flag. A fourth infringement will be referred to the Stewards and may result in a Drive Through Penalty. Further infringement will result in another black and white, followed by another Drive Through Penalty for the remainder of the Race.

11. <u>Qualifying</u>

All drivers must complete at least 1 timed lap (not including out and in laps) in the qualifying session in the car to be raced and in the correct session. See timetable issued for sessions. Driver ID must be correct, please take special care with this. Drivers are reminded of the requirement to also complete 1 timed lap in Pre-Qualifying.

12. <u>Grid</u>:

All cars are permitted to do reconnaissance laps – no car may leave pit lane unless the pit exit light is green.

All cars stopping on the grid in grid positions must keep width between the car beside you – leave space wide enough for cars to pass through.

Check Event Bulletin - race countdown, subject to timetable delays please listen to race control radio and messaging app for any updates.

13. <u>Race Start</u>:

Check Starting Driver Entry List for starting driver in each car / class.

There will be two formation laps. For the purpose of race time the clock will start at the end of the first formation lap. <u>Cars must not weave beyond 50% of the track width.</u>

At the end of the second formation lap all cars must be lined up tightly grouped for the rolling start. Cars must stop weaving by Turn 14 and be lined up two by two by between Turn 15 and 16. Drivers to pass two by two over the boxes. The leading car will proceed at a speed of 50 Km/h and pull off to the pit lane. The pole position car must gradually and predictably increase speed to a maximum 110 Km/h prior to race start. Cars must remain in two lines passing above the boxes. <u>The cars must be lined up in rows, any car dropping back relative to the car in front will be investigated.</u> Race starts for all cars when the red lights on the gantry are switched off.

<u>Any cars not in line over the boxes or dropping back and accelerating before the lights go out, will be</u> investigated, and referred to the Stewards.

Speed Is monitored by GPS system.

14. <u>Pit Stops/Working Line</u>:

Pit box markings is 100cm from the outside of the working line. (Agreed with the pit lane Manager) As per issued bulletin #2. All pit stops must be carried out in this area.

Any team member stepping over the line will be considered active during the pit stops. Only the car controller can be out before the car arrives in the Pit Lane.

Cars may only leave the fast lane to move into their own working within 3 boxes from their pit box. Only once the car is stopped can team members/driver step over the line, not before.

Maximum 4 mechanics (including 2x yellow armband) and a car controller (white armband) are authorized pit lane side. Any additional personnel standing over the line will be deemed to be working and included in that number.

Tyres to stay behind the line until the car is stationary.

The car controller is responsible to ensure that the car is released to the fast lane only when it's safe to do so. Remember that cars in the fast lane have priority.

A maximum of one armband may be worn at any time.

All Team personnel in the working pit lane must wear flame resistant overalls and helmet as a minimum.

15. Full Course Yellow Procedure

Full course yellow procedure can be used during Official Practice and Pre-Qualifying as well as races. It will be used in last 10 minutes if not already used.
Race control will issue a warning "prepare for full course yellow in 20s".
At 10s, all marshal posts will display yellow signals, the in car DID will start a 10s countdown to zero. (FCY-9-FCY-8FCY..... etc)
Overtaking, except for safety reasons accepted as such by the Race Director or Stewards, is forbidden from the moment that the yellow signals are displayed.
At countdown "zero" all marshal posts will display the FCY signal, in car DID will display FCY, all cars must be at 80kph.
The message 'FCY' will be displayed on the timing monitors and the instruction 'Full Course Yellow' will be given on the Team radio after a countdown (10 , 9 , 8 , ...).
Cars must proceed at a constant speed. Speeds will be monitored by the GPS and any car exceeding the given speed will be reported to the Stewards and a penalty may be imposed.
The pit lane entry and exit will remain open, but the pit entry and pit exit will be subject to a maximum speed of 80 KPH.
Teams will be informed whether the FCY is a long or short procedure.
For start FCY, once the problem is resolved, the track will return to green after the message "FCY ending on short notice" and then followed after a number of seconds by a countdown message "5,4,3,2,1" then "green flag, green flag" and all marshalling signals will display green signals.
Alternatively, should the problem not be resolved, the Safety Car may be deployed.
Any car not compliant with 80kph may be investigated and referred to the Stewards.

16. Safety Car intervention after FCY

At the start of any neutralization which may need the Safety Car to be deployed, a FCY period may be declared before the Safety Car is deployed. In this case, the Safety Car will join the track, with its lights off, and will overtake the cars on track until it reaches the leader, the instruction safety car procedure will be announced. It will then switch on its SC roof lights, and the FCY signals will change to SC signals with waved yellow flags/signals.

17. <u>Safety Car</u>:

Safety Car procedure based on ISC Appendix H. When the order is given to deploy the Safety Car, all marshal posts will display waved yellow flags and SC signals. The in-car signalling display will also illuminate the SC sequence.
The Safety Car will be released from pit exit and join the track at the first corner and endeavour to pick up the Race leader.

When the Safety Car is deployed we kindly ask the race leader to safely slow down to a speed between 70 and 90Km/h. This speed will not be controlled.
Cars must form up behind the Safety Car, as quickly and safely as possible, with no more than five lengths separating them. Overtaking is forbidden unless a car is signalled to do so from the Safety Car by means of a hand signal from the Safety Car observer, signalling that they should pass.

When the Safety Car is in operation, cars may enter the Pit Lane but may only re-join the track when the green light at the end of the Pit Lane is on. It will be on at all times except from the moment SC crosses the control line, until the last car in line behind the SC crosses SC Line 2.
Safety Car lines 1 & 2, and the pit entry and exit blend lines must be respected.

When the Safety Car is called in, it will turn off the lights between T13 and T14 to signal that it will enter the Pits at the end of this lap. (In car signalling display may also illuminate green LEDs) When it enters the Pits, the first car in line will dictate the pace until it crosses the control line. Yellow signals and SC signals will be replaced with a green flag on the control line until the last car crosses the control line. In car DID will also illuminate green. Cars may not overtake until they pass the control line.

18. <u>Marshal Signalling:</u>

<u>During all track sessions marshals will be using flags and light panels located near to marshal posts. Local signals are controlled by marshal posts. In car DID signals will be used for "Global Signals" such as FCY, SC, Red Flag.</u>

19. <u>Red Signal</u>

During Official Practice & Pre-Qualifying and Qualifying. All cars must immediately <u>and safely</u> slow to 80kph, no overtaking and return to their pit allocation. <u>Any car accelerating beyond 80kph after the redflag will be investigated and reported to the Stewards.</u> Cars to be parked 45 degrees nose out and await fast lane opening instructions.

20. <u>Double Waved Yellow Flags (Appendix H art. 2.5.5b)</u>

Drivers must bear in mind that double waved yellow flags mean serious danger, Appendix H even mentions that drivers should be prepared to stop double waved yellow are also used each time a marshal is exposed. During a neutralization FCY, SC or even a Red Flag, Double Yellows will be used in the area(s) of intervention to also alert drivers to the presence of service vehicles on track or its vicinity. The onus of proving that the car has effectively slowed down in on the driver.

21. <u>Discrepancies in signalling</u>

We will have marshals waving flags, we have the DID and we also have the Digital Panels around the track. In case of a discrepancy drivers must abide by the most restrictive. For example, if the DID has a red and the marshal has a yellow it's the red that counts, if the Digital Panel has green and the marshal has a yellow it's the yellow that counts.

22. After passing chequered flag, no overtaking.

23. <u>Parc Ferme</u>:

After Official Practice & Pre-Qualifying: The Race Director may instruct selected cars to be placed under parc-fermé conditions in their garages. Random driver checks will be carried out after these sessions.
After Qualifying: Selected cars may be directed to Scrutineering (send 2 mechanics for assistance) all other cars back to Garages under parc-fermé conditions. Front Wheels on the pit lane garage line

After Race 1 & 2: Podium cars will be directed to stop next to the podium near pit exit, cars under parc fermé conditions. All other cars under parc fermé conditions back to Garages. Front wheels on the pit lane garage line

<u>Early Release Form to be submitted to technical delegate for approval (if required)</u>

Required Podium Cars: Podium cars will be directed below the podium.
Required Podium cars for GTWC Asia: 1st 2nd 3rd GT3 Overall, , 1st 2nd 3rd Pro-Am, 1st 2nd 3rd Silver car, 1st 2nd 3rd Silver-AM, 1st 2nd 3rd AM.

<u>Drivers are requested to celebrate both race 1 and race 2 wins and podiums with the supplied champagne.</u>

Cars are under parc fermé conditions, please send mechanics to push the car
All other podium finishing co-drivers must go to PODIUM immediately.

REMINDERS

Teams are reminded that all pit stops during all sessions must be carried out with the cars in parallel to the working line.

Control Line Signalling

Race start signal is given (green flag for formation lap and red lights out race start) from the start line.

All in race signalling, green flag for SC end, black/orange, black flag etc will be shown at the Control line/finish line.

Peter Daly
Race Director 29th October 2026