



BULLETIN 4 TEAM MANAGER & DRIVERS BRIEFING NOTES

Friday 10:45 mandatory driver briefing in the Driver Briefing Room. It is **Mandatory** for Fuji drivers to come in correct 2023 **race suits with shoes** for official photograph between 0900 – 10:30 on Friday in the Briefing Room. Refer Driver Headshot Timetable.

Mandatory front row start driver briefing – in the race director’s office

Saturday 12:45 - Race 1 GT3 and GT4 front row starting drivers

Sunday 10:30 - Race 2 GT3 and GT4 front row starting drivers

GT3 and GT4 1st and 2nd place starting drivers to be briefed by the Race Director.

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).

Race Control, Race Director and SRO Office:

Drivers may be summoned to see the Race Director during the weekend, if required. The Race Director office will be located in the Race Control building – 2nd floor, opposite timing.

The SRO office will be located 2nd floor Crystal room A, above pit 11.

The main mode of communication with the race director will be on the race control radio channel and the team messaging app. Should the race director need to speak to the team manager in session please come to race control when requested.

Driving Standards:

ALL drivers to take care whilst on track during all sessions. GT4 cars must pay attention looking in mirrors before overtaking, checking that no cars are approaching, GT3 cars to take care when overtaking GT4 cars. Remember if you are the faster car, it’s your responsibility to find a way round the slower car. Slower cars must hold their line. Any careless driving will be addressed. Driving standards must be impeccable. All GT3 cars must have lights on at all times.

Pit Lane:

Speed Limit in the Pit Lane is **50 Kph**.

STOP GO penalty box is in front of your pit, the team are responsible for completing the penalty.

Leaving Garages/Pit Lane location:

GT3 will be given permission to leave their location in the Pit Lane **first** to queue in the Fast Lane before the start Official Practice 1 and 2, but only after a signal is given from Race Control by means of a radio message or a message on the timing screen.

A second signal will be given to GT4 cars enabling them to leave the Pit Lane very shortly after. Anyone moving before the signals, will be investigated.





Skates are permitted to position the car correctly 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 GT3 Q1 and Q2, GT4 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** at the end of each categories Qualifying sessions – end of GT3 Q2 and end of GT4 Q2, where skates are not permitted, when cars are under parc ferme.

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 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 40kph and being used to pad out your pit stop time.

Track Limits:

Track Limits will be monitored around the track, with particular focus at Turn 3, 13, 15 using judges of fact with race control TV. Track limit decisions are not appealable.

Track Limits for the race: 3 warnings, 4th infringement will result in a Drive Through Penalty (for the car).

Any track limit infringement in T16 will result in that lap and the following lap time being removed. Removal of lap times will be informed after the end of the relevant lap.

Where two laps are removed, the information will be given after the second lap.

Official Practice 1: repeat offenders may receive a black flag, both drivers report to race control.

Official Practice 2: any lap time set with Track Limit infringements will be removed, but the lap will be counted.

Qualifying: any lap time set with Track Limit infringements will be removed, but the lap will count as a Qualifying Lap.

Race: Track Limit infringements will be issued to Team Managers via the radio and/or screen. After a third infringement, a car will receive a Black and White Flag. A fourth infringement will 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.

Qualifying

All drivers must complete 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 Official Practice 2.

Grid:

See Event Bulletin for race countdown procedure





All cars are permitted to do reconnaissance laps – no car may leave pit lane when exit light is red.

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.

Race Start:

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

At the end of the formation lap all cars must be lined up tightly grouped for the rolling start. Cars must stop weaving by Turn 10 and be lined up two by two by Turn 16. Drivers to pass two by two over the boxes. The pace car will proceed at a speed of 50kph and pull off to the Right Hand side in the pit lane. The pole position car must gradually increase speed to a maximum 110kph prior to race start. Cars must remain in two lines passing above the boxes. Race starts when the lights go OUT (GT3 & GT4)

Any cars not in line over the boxes will be investigated and referred to the Stewards.

Pit Stops/Working Line:

The working line is defined by the yellow Line outside the garages.

Pit box markings must be 75cm from the outside of the working line. As per Bulletin 2

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 2 tyre mechanics (green armband), a mechanic (limited activities as listed in Art38.1) 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.

Cars must proceed directly to the fast lane only when it is safe to be released.

Check Event Bulletin 1 regarding mandatory pit stop times and pit windows.

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 while working in the pit lane.

Full Course Yellow Procedure

The message 'FCY' will be displayed on the monitors and the instruction 'Full Course Yellow' will be given on the Team radio after a countdown.

Waved yellow flags and 'FCY' boards will be shown at all marshal posts, at the Line and at pit exit. At this point, all cars must be at 80 km/h. Overtaking, except for safety reasons accepted as such by the Race Director or Stewards, is forbidden from the moment that FCY boards are displaced, which may be before yellow flags are waved.



Cars must proceed at a constant speed in single file. Speeds will be monitored 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 km/h. Cars entering the pit lane may overtake cars that are on the track once they cross Safety Car Line 1, subject to the speed restriction above. Cars exiting the pit lane may be overtaken by other cars on track until they reach Safety Car Line 2. Once the problem is resolved, the track will return to Green and the information will be given on the monitors and Team radio. Alternatively, should the problem not be resolved, the Safety Car may be deployed.

Safety Car intervention after FCY

At the start of any Incident which may need the Safety Car to be deployed, a Full Course Yellow 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. It will then switch on its lights, and the SC boards will be shown.

Safety Car:

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 boards. The yellow lights on circuit will be switched on. The in-car signalling display will also illuminate the safety car LED sequence.

The Safety Car will be released from pit exit (except for Lap 1) and join the track at the first corner and endeavour to pick up the Race leader.

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 when the Safety Car and the last car in the line of cars following it are about to pass the pit exit. Safety Car line 1, Safety Car line 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 Turn 9 - 11 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 line. Yellow flags and SC boards will be replaced with green flags until the last car crosses the control line. Cars may not overtake until they pass the control line.

Red Flag

During Official Practice 1&2 and qualifying. All cars must immediately slow to 80kph, no overtaking and return to their pit allocation.

Parc Ferme:



After Official Practice 1 & 2: The Race Director may instruct selected cars to be placed under parc ferme conditions in their garages.

After Qualifying: Selected cars may be directed to Scrutineering – pit entry (send 2 mechanics for assistance) all other cars back to Garages under parc ferme conditions. Pit Walk starts at 10:40 cars on display as per instructions (parc ferme conditions)

After Race 1 & 2: Podium cars will be directed stop under the podium, cars under parc ferme conditions. All other cars under parc ferme conditions back to Garages.

Required Podium Cars: 1st 2nd 3rd GT3 Overall, GT3 Pro-Am, GT3 Am and GT4 winner
All other podium finishing co-drivers must go to PODIUM immediately.

Alain ADAM
Race Director