

ROUND 2 – PAUL RICARD
3RD to 5TH JUNE 2022



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Race Director Event Notes

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From:	Race Director
To:	All GT4 Competitors
Cc:	The Stewards The Clerk of the Course The Secretary of the Meeting

RACE DIRECTOR EVENT NOTES

Team Manager's / Drivers' Briefing notes

These notes are to be read in conjunction with the Powerpoint Presentation published on the Digital Notice Board.

1. GENERAL INFORMATION

- 1.1 Drivers are reminded that it is their responsibility to read the 2022 GT4 European Series Sporting Regulations, the SRO COVID-19 Protocol, and the following information published by the FIA <https://www.fia.com/regulation/category/123> and be familiar and comply with them;
 - a) 2022 International Sporting Code (latest version 04 January 2022);
 - b) Appendix A – FIA Anti-doping Regulations – 2021 (latest version 31 March 2021);
 - c) Appendix C – FIA Anti-alcohol Regulations (latest version 16 December 2021);
 - d) Appendix H – Recommendations for the supervision of the road and emergency services – 2022 (latest version 23 March 2022);
 - e) Appendix L – International Drivers' licences, medical examinations, driver's equipment and conduct – 2022 (latest version 21 March 2022)
- 1.2 The Sean Edward Test is mandatory drivers who have not previously competed in a round of the 2022 GT4 European Series.
- 1.3 Digital Notice Board for all event information, results, starting grids, Stewards decisions and bulletins: https://european.gt4series.com/noticeboard?meeting_id=36
- 1.4 Each team must nominate a representative to be responsible for attendance if summoned by the Race Director or Stewards. Their email address must be lodged with Marnie Neutard, Team Co-ordinator prior to the commencement of the competition. marnie@sro-motorsports.com
- 1.5 Live Timing is available at <https://european.gt4series.com/live>
- 1.6 Team Messaging App: GT4 Team Messaging System is available at <https://app.gt4series.com/launch.html>
The App should be monitored at all times during the event and will be used to send summons, requests, incident reports, decisions and other urgent information. During the sessions only the "Sporting" area will be used. Personal messages will not be monitored.



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- 1.7 Race Director radio (GT4 Sporting Regulation article 14.5): RACE CONTROL 7 – 468.1875 MHz – A Radio Check will take place approximately 10 minutes before the first GT4 session of each day, all teams should answer OK + Car number on the Team Messaging App (Sporting). In case of issue contact Ghislain Verriest, the Pit Lane Official or send a “shout” via the Team Messaging App.
- 1.8 Alcohol tolerance is 0. Checks may be made from three hours before and up to 30 minutes after every session in accordance with FIA ISC Appendix A. Please also visit the FIA Anti Doping Campaign ‘Race True’ website – <https://www.fia.com/education> and familiarise yourself with FIA ISC Appendix B regarding anti-doping.
- 1.9 Parc-Fermé for all cars will take place within the Paddock / Awnings after Free Practice 2 (Pre-Qualifying), Qualifying 2, Race 1 and Race 2. Cars selected for Technical Inspection will be notified via the Team Messaging App and must be taken immediately to the GT4 Scrutineering Area. Parc-Fermé conditions will remain until released by The Stewards which will be advised via the Team Messaging App. Individual cars may also be selected at random for fuel checks at the end of Free Practice 1 or Free Practice 2. Any cars such selected will be notified on the timing screens and will be under Parc Fermé conditions until the fuel sample has been taken.

2. CIRCUIT MAIN DATA

Circuit length: 5822m

Start line offset: 111m

Pole position: LEFT

Int 1 at: 1583m

Int 2 at: 3463m

Pit IN to Pit OUT: 541m

Start line up: T12 to T14

Pit Lane speed limit: 50 Km/Hr

STOP and GO penalty area: In your pit box

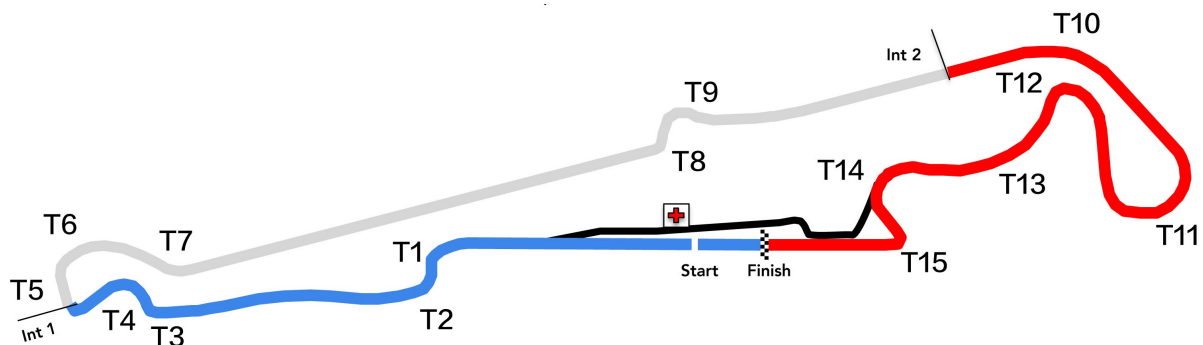
SAFETY CAR: During the race: Pit Exit

Start lap: T14

Lights OFF: T10

The Race Director's Signalling place is at the finish/control line on the right hand side.

The openings for cars to be placed in a safe position are marked in ORANGE



3. PRE-GRID / PIT LANE PROCEDURES

- 3.1 All cars are required to go to the Pre-Grid 25 minutes before the start of the Practice & Qualifying sessions. Please read the Stewards Bulletin #01 regarding specific information regarding the route from the Pre-Grid to the Pitlane for this event and the specific times for each race.
- 3.2 Cars should be parked at 45° in their pit boxes (nose to pit exit) in the Pitlane during any red flag periods and during the interval between Q1 and Q2, unless the FAST LANE OPEN signal has been given.
- 3.3 Cars should only move into the Fast Lane once the FAST LANE OPEN signal has been given or the pit exit is Green.



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- 3.4 Cars in the Fast Lane have priority over those leaving the Working Lane.
- 3.5 In accordance with Article 5, Chapter IV of Appendix L to the ISC, when leaving the pits, except in case of force majeure, drivers must keep to the **RIGHT**, no part of the car may cross the solid white line on the left at the pit exit (this includes crossing the white line and entering the blue painted area). It will be the drivers' responsibility to enter and leave the track safely.
- 3.6 Please ensure all team personnel are wearing an armband relevant to their role (GT4 Sporting Regulation 12.4).
- 3.7 Cars should stop parallel to the Pitlane during Pitstops. Unless the pitstop is short cars should be moved to 45° in their pit boxes (nose to pit exit). Only the Car Controller and replacing driver are allowed in the working lane before the car stops, and should not stand in front of the car or behind panels. Use of lollipops is only permitted from the working lane.
- 3.8 Please refer to the Stewards Bulletin #01 regarding the minimum pit-stop time for the races.
- 3.9 Maximum speed in the Pitlane is 50 Km/Hr. This limit is to be respected from the moment you cross the Pit-IN timing loop, located on the transversal white line at the 50 marker board, until you cross the Pit-OUT timing loop, located on the transversal white line at the pit exit speed limit end board. Cars should not be driven unnecessarily slowly in the fast lane to avoid delaying other competitors.

4. START OF RACE PROCEDURES

- 4.1 The start procedure countdown will be announced by means of BOARDS.
- 4.2 Only 1 reconnaissance lap to the grid is permitted when the Pre-Grid Opens (reference Stewards Bulletin #03 for this event). Any car that enters the pit lane at the end of the reconnaissance lap must start the race from the pit lane.
- 4.3 The Pit exit will close at the 5 minute signal.
- 4.4 If you are delayed leaving your grid position at the start of the formation lap you may only overtake to re-establish the original starting order provided this can be done before you reach Intermediate line 2 (end of Sector 2). If you are delayed and are stationary after the remainder of the cars have crossed the Start Line you must remain at the back and start the race from the back of the grid (GT4 Sporting Regulation article 45.5).
- 4.5 During the formation lap NO weaving from T12. At the end of the formation lap between T12 and T14 cars must be properly lined-up and tightly grouped for the rolling start. At Pit entry the Leading Car will reduce the speed to 50 Km/Hr. Once the Leading Car leaves the track the leader will be in charge of the speed. He will slowly increase his speed to a maximum of 110 Km/Hr at the moment of the start. All drivers are to line up over the starting grid box lines; if the car is outside the line it will be considered a false-start.
- 4.6 The start signal will be given when the red lights turn to GREEN. Drivers are not allowed to overtake before they see the Green light.



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- 4.7 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. The Leading Car or pole man (if the Leading Car has already entered the Pitlane) will lead the cars on an additional formation lap. The race timing will commence when the pole car passes the Control line to commence the additional formation lap.

5. DRIVER ETIQUETTE / INCIDENTS

- 5.1 Please respect the FIA International Sporting Code, Appendix L, Chapter IV and your fellow competitors at all times during the event.
- 5.2 All drivers are reminded to bear in mind the text from Article 2.5.4 of Appendix H to the ISC about flag signals. Pay special attention to Article 2.5.5 b) of Appendix H to the ISC concerning yellow flags.
- 5.3 Yellow flags mean danger – please reduce your speed. Overtaking is forbidden from the first yellow flag you pass through until you pass the green flag. **WHEN YELLOW FLAGS - INCLUDING SAFETY CAR BOARDS – ARE SHOWN DRIVERS MUST SLOW DOWN. IF DOUBLE YELLOW FLAGS ARE SHOWN THEY MUST REDUCE SPEED AND BE PREPARED TO CHANGE DIRECTION OR STOP.** It is the onus of each driver to prove to us that in fact you have slowed down, the best way for this is by having a clear slowdown in the relevant sector time.
- 5.4 Double yellows also mean marshals or recovery vehicles are working on track or trackside.
- 5.5 Appendix H states in article 2.5.5.b);
“...During free practice and qualifying, it must be evident that a driver has not attempted to set a meaningful lap time; this means the driver should abandon the lap (this does not mean he has to pit as the track could well be clear the following lap).”
- 5.6 Track signal lights have been installed at various locations around the track. In accordance with Appendix H to the ISC the light signals have the same meaning as flag signals.
- 5.7 If you enter a gravel/run off area and you can manage to re-join, please stay out of the racing line to avoid dropping gravel/dirt on the line. Please make 1-2 brake-tests / zig-zags with your car OFF TRACK before re-joining, to ensure all the gravel has fallen from your car off track.
- 5.8 In case of an accident it is very important that you signal to the marshals that you are OK. A ‘thumbs up’ will be the OK.
- 5.9 If you **CAN CONTINUE** after an accident, you may stay in the car, wait for the marshals to hoist your car to a safe place, to then re-join. You must not benefit from marshals assistance to restart the engine.
- 5.10 If you have a crash or technical issues and you **CANNOT CONTINUE**, do not stay inside your car talking to your team by radio. This can lead to unnecessarily deploying of medical services or may even result in a Red Flag. You must leave the car as soon as it is safe to do so and get behind the safety barrier. Please leave the car in neutral and the steering wheel in position.
- 5.11 If at any moment, especially at the start of the race or after a Safety Car or FCY procedure, you encounter technical or mechanical problems you should leave the racing line immediately.



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- 5.12 Headlights must not be flashed more than 3 times between any 2 successive corners (GT4 Sporting Regulation article 33.17).
- 5.13 Incidents involving different categories, the higher category driver will be deemed to be at fault unless evidence clearly shows the contrary.
- 5.14 Incidents during a session – Should the Race Director observe or be informed of a potential incident during a session that requires his consideration, he will have a message displayed on the Timing Screens to say that the incident “is noted”. After review by The Stewards, the Race Director will place a message on the Timing Screen to say “no investigation necessary” or “incident under investigation” in which case the incident will be formally investigated by The Stewards. Following an investigation by The Stewards, whatever the outcome, a written decision will be published by The Stewards.
- 5.15 In case of request or to report an incident please submit an incident report via the Team Messaging App. Only correctly completed incidents forms regarding incidents directly relating to your car will be considered.

6. FULL COURSE YELLOW (FCY) PROCEDURE

- 6.1 The FCY can be used during practice, qualifying or race sessions. The instruction FCY will be given on the Team Radio with a count-down: “FCY in 20 seconds, 10 seconds (BOARDS), 5, 4, 3, 2, 1, FCY”.
- 6.2 The FCY boards (not the flags) will be presented at the 10 seconds signal to inform cars that the FCY procedure is imminent and that they must cease racing and slow-down to be at 80 Km/Hr at the end of the countdown.
- 6.3 At the end of the countdown the message FCY will be displayed on the timing screen, waved yellow flags will be shown at all marshal posts and all cars must be at a constant speed of 80 Km/Hr. 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.
- 6.4 Before the end of the procedure the information “Restart on short notice” will be given on the team radio. To end the procedure “Green flag” will be given on the timing screen and in-car marshallings system after a 5 seconds count-down on the team 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.

7. SAFETY CAR (SC) PROCEDURE

- 7.1 A FCY period will normally be declared before the SC is deployed, except if the SC is deployed during the first 3 laps. The SC will enter the track during the FCY procedure to pick up 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 SC is 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 line behind the SC no more than five car lengths apart.



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- 7.2 During the SC operation, and once in line behind the SC, cars may move from side to side in order to maintain tyre temperature. Tyre warming is not allowed in the area(s) affected by debris or marshal(s) or recovery vehicle(s) working on the track, where all cars must line up. Weaving from one side of the track to the other is also not permitted.
- 7.3 During the SC procedure the Pit Exit will remain open (GREEN lights). However when the SC passes the CONTROL (FINISH) Line the Pit Exit will be closed (RED lights). When the last car of the group behind the SC passes the Pit Exit it will be opened again (GREEN lights).
- 7.4 If at any given moment the SC has to bring the field through the Pit Lane, for your information we will inform you via the Radio & Timing monitors that the SC will bring all cars through the Pit Lane. In this case all cars must follow the SC through the Pit Lane.
- 7.5 In order to avoid the likelihood of accidents before the SC returns to the pits, from the point at which the lights on the car are extinguished, drivers must proceed at a pace which involves no erratic acceleration, braking, or any other manoeuvre which is likely to endanger other drivers or impede the restart.
- 7.6 At the end of the SC procedure, overtaking remains strictly forbidden until you cross the Control Line. Lapped cars should maintain the pace of the car in front until they have crossed the Control Line.
- 7.7 Article 2.10.17 from Appendix H to the ISC states;
"If the safety car is still deployed at the beginning of the last lap, or is deployed during the last lap, it will enter the pit lane". Specific instructions will be given over the team radio in this instance.

8. RED FLAG PROCEDURE

- 8.1 When a red flag is declared (session suspended), all cars must immediately and safely reduce their speed to a maximum of 80 Km/Hr and proceed with extreme caution to the pits during Free Practice / Qualifying, or if during the race, all cars must proceed slowly to the Red Flag Line where they must stop in single file.
- 8.2 As an exception to 8.1 above, should a red flag be declared during a race when the Pit Window is open, all cars should return to the pits, where Parc Fermé conditions will apply except for changing drivers if not already carried out. Cars will be called to the Pit Exit in the order of the last full lap before the opening of the Pit Window.

9. TRACK LIMITS

- 9.1 Drivers are reminded that Chapter IV of Appendix L to the ISC Article 2 c) states;
"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 lasting advantage. A driver will be judged to have left the track if no part of the car remains in contact with the track."
- 9.2 Compliance with track limits is important for both fair competition and safety as the run-off areas and safety barriers are designed considering the anticipated speeds and trajectory of cars remaining within the track limits.



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- 9.3 If a driver gains a position or time advantage by leaving the track the driver should give back the position or time advantage as soon as possible. It is the responsibility of the driver to make this decision and take this action, not Race Control.
- 9.4 If you overshoot T3 you should use the escape road to safely rejoin the track at T5. If you overshoot T8 you should slow-down and safely rejoin the track after T9 without gaining advantage. At the exit of T7 and T10 the Judge of Fact will report cars making contact with or passing behind the floppy marker boards.
- 9.5 Track limits will be monitored by Judges of Fact whom will be appointed by The Stewards. Infringements will be penalised as follows;
- a) FREE PRACTICES: Drivers will be warned and stopped if necessary.
QUALIFYING: If you cut by mistake, slow down sufficient to **not improve your lap time**; if an improvement is detected the lap time will be cancelled. On the third time the best lap time will also be cancelled. Any driver who exceeds the track limits at Turn 15 during Free Practice 2 (Pre-Qualifying) and Qualifying may have that lap time deleted. The following lap time may also be deleted if it appears that the driver gained a significant advantage from the previous lap.
 - b) RACE: the Team will be notified as follows;
 - 1st offence – warning on the Timing Screen
 - 2nd offence – the car will be shown the Black/White warning flag and message on the Timing Screen and over the Team Radio.
 - 3rd offence – Final warning on the Timing Screen and over the Team Radio
 - 4th offence – Report to The Stewards who may impose a penalty.

10. END OF SESSION PROCEDURE

- 10.1 At the end of each Practice session and Qualifying 2, after taking the chequered flag, slow down and complete a cool down lap. All cars will enter the Pitlane and wait in the Fast Lane at the Pit Exit light. Do not stop at your pit box. Once all cars are clear of the track, the pit exit light will be turned to green and all cars should return with caution to the GT4 paddock via the track and gate at Turn 1. Marshals instructions must be strictly obeyed. Pit equipment should follow the same route.
- 10.2 At the end of Qualifying 1, after taking the chequered flag, slow down and complete a cool down lap. All cars will enter the Pitlane and park at 45 degrees (nose to pit exit) at their allocated pit box prior to the start of Qualifying 2.
- 10.3 After the end of each race, after taking the chequered flag, slow down and complete a cool down lap. Please show your appreciation to the marshals by giving them a wave on the cool down lap. All cars should return to the Pitlane. The top 3 cars in each class will be parked in front of the podium (Parc Fermé conditions apply), and a nominated team member will be required to remove the car to the GT4 Paddock for the remainder of the Parc Fermé or to the Technical Bay if required for post-race inspection. Marshals instructions must be strictly obeyed.

Steve Burns, Licence no. 85348 (Motorsport UK)

Race Director

GT4 European Series

