

Team Manager & driver briefing

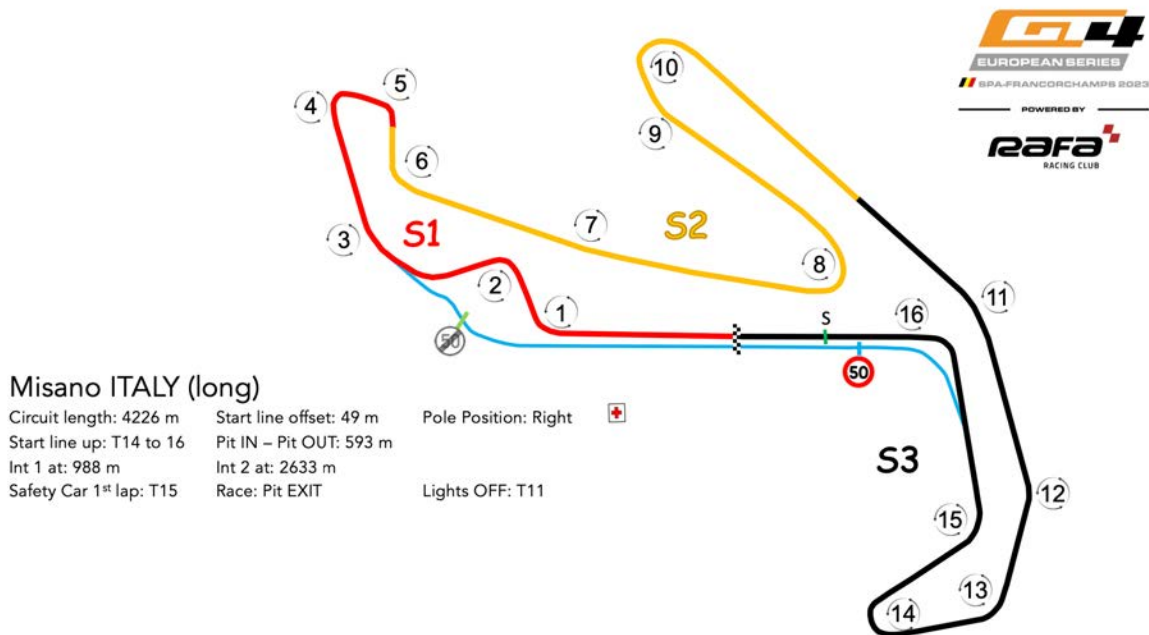


MISANO 2024

1. EVENT SPECIFIC DATA

Do not cross the white line exiting the pit lane. A waved blue flag RHS at pit exit warns drivers leaving the pits of others cars approaching on the track and a waved blue flag at Turn 3 (LHS of the track) announces cars leaving the pit lane.

- 1.1 Signalling: at the start line on the left-hand side. The chequered flag and the green flag at the end of the SC procedure will be shown at the finish line.
- 1.2 The light at the end of the pit lane (under the gantry) is a repeater of the pit exit lights.
- 1.3 Track limits: FIA rule all around the circuit.
- 1.4 Safe positions are marked in ORANGE.
- 1.5 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 first session of the day on the team messaging App. In case of issue contact the Pit Lane manager.
- 1.6 Minimum pit stop time: 92 seconds – 1 joker second once



2. GENERAL INFO

- 2.1 Pit Lane: 50 Km/Hr. Penalty Box: In front of your pit garage controlled by the team.
- 2.2 Team messaging App will be used to send Summons, Request forms, incident reports (forms available on the team section), decisions and other urgent information. During the sessions - only "everybody" messages. The "incident reports" can be used only if you are directly involved. If you are not directly involved you have to enter an official protest to the stewards.
- 2.3 If we have time, "FAST LANE OPEN" signal may be given from five 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.
- 2.4 Nobody in front of the car or standing behind the panels - use lollipops.
- 2.5 IF POSSIBLE BY THE TIMETABLE, CAR POSITION: Beginning of each session 45° nose in direction of pit exit
- 2.6 Race and pit stop practice in parallel and other works at 45°.
- 2.7 RD CONTACT: by mail: joel.dovale@ext.sro-motorsports.com. On the "messaging App", everybody messages ONLY.
- 2.8 For insurance reports please send me a Mail with the following information: Team official name – Session - date / time of the incident - location - Driver – Incident.



3. FULL COURSE YELLOW (FCY) & SAFETY CAR (SC)

- 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 (BOARDS), 5, 4, 3, 2, 1, FCY. The marshalling system provide the official information to the driver **and also the lights' panels all around the circuit.**
- 3.2 The **waved yellow flags** will be presented at the 10 seconds signal - overtaking is forbidden.
- 3.3 At zero, FCY 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 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, before to end the procedure the information « Restart on short notice » will be given on team radio. After a countdown on the team radio, the information “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. During the races FCY is followed by a SC.
- 3.5 An FCY period can 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 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 line behind the SC no more than five car lengths apart, and overtaking is 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 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:

Remain in between the two white lines. Two wheels outside the track limits is permitted. During qualifying, if you cut by mistake slow down not to improved your time in that sector. 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.

- 4.1 During the free practice and pre-qualifying, the drivers will be warned and stopped, if necessary, lap times can be deleted.
- 4.2 During qualifying the lap time will be deleted.
- 4.3 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.
- 4.4 The team will be warned for the 3 first on the timing monitors, the 4th time the car will get a warning flag on radio and monitor. After a final warning (5th time), at the 6th time the stewards can give a time penalty of 5s.

4.5 For all the time penalties, if it before the opening of the window then the penalty must be performed at the pit stop, if it's after the penalties will be added at the racing time.

5. QUALIFYING AND RACE:

GT4 EUROPEAN SERIES POWERED BY RAFA RACING CLUB

In accordance with Article 41.7.d) and due to the number of cars entered in the Event, the following procedure will be adopted for the Misano round of Gt 4 European Series powered by Rafa Racing Club.

Qualifying 1 for Race 1 and Qualifying 2 for Race 2.

There will be two qualifying practice sessions (Q1& Q2) divided into two periods of 10 minutes (Q1A/B, Q2A/B) in accordance with the official timetable for the Event.

Q1A will be for Driver 1 from cars entered in **Silver only**

Q1B will be for Driver 1 from cars entered in **Pro-Am and AM only**

Q2A will be for Driver 2 from cars entered in **Silver only**

Q2B will be for Driver 2 from cars entered in **Pro-Am and AM only**

The end of Q1A / Q2A will be signalled by a Chequered Flag (from the signalling post and on timing screens) and all cars in Q1A must complete no more than one 'In' lap before returning to their box.

For Q1B / Q2B the Race Director will notify (radio and/or timing screens) 'Fast Lane Open' and will also notify the release cars to the track from the pit lane for the commencement of Q1B/ Q2B.

Each Qualifying Session is defined as starting from the green flag for the start of the first period (Q1A), until the end of the final period (Q2B).

6.

During formation lap NO weaving from T13. Start line up after T14. At the end of the formation lap, at T16, cars must be properly lined-up and tightly grouped for the rolling start. The leading car will reduce the speed to 50 KPH before pit entry and will enter the pit lane. When the LC will leave the track, the leader will be in charge of the speed, exit turn 16 he will slowly increase his speed to a maximum of 110 KPH. You are to line up on the white grid lines. If the car is outside the line, it will be considered as a jump-start. Drivers are not allowed to race before they see the green light.

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.



Joel DO VALE
Race Director