



Team Manager & driver briefing

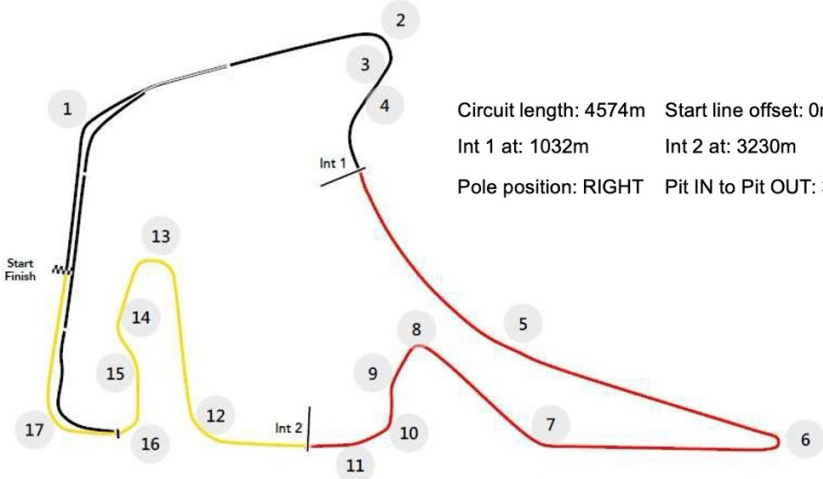
1. EVENT SPECIFIC DATA

- 1.1 Signalling, the chequered flag, and the green flag at the end of the SC procedure will be shown at the finish line, on the Right-hand side.
- 1.2 Track limits: FIA rule all around the circuit.
- 1.3 Safe positions are marked in ORANGE.
- 1.4 Race director radio: RACE CONTROL 9 – 468.275. 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.
- 1.5 Minimum pit stop time: 72 seconds - from dry to wet or wet to dry: 142 seconds – 1 joker second once in the event.







2. GENERAL INFO










Circuit length: 4574m Start line offset: 0m
 Int 1 at: 1032m Int 2 at: 3230m
 Pole position: RIGHT Pit IN to Pit OUT: 307m










SPEED LIMIT STARTS





PIT EXIT



- 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 on joel.dovale@sro-motorsports.com. On the "messaging App", everybody messages ONLY.
- 2.8 **DUE TO THE NOISE RESTRICTION, IN CASE OF RED FLAG DURING ANY SESSION, THE CLOCK DON'T STOP. Except in QUALIFY**
- 2.9 For insurance reports please send me a Mail with the following information: Team official name – Session - date / time of the incident - location - Driver – Incident.

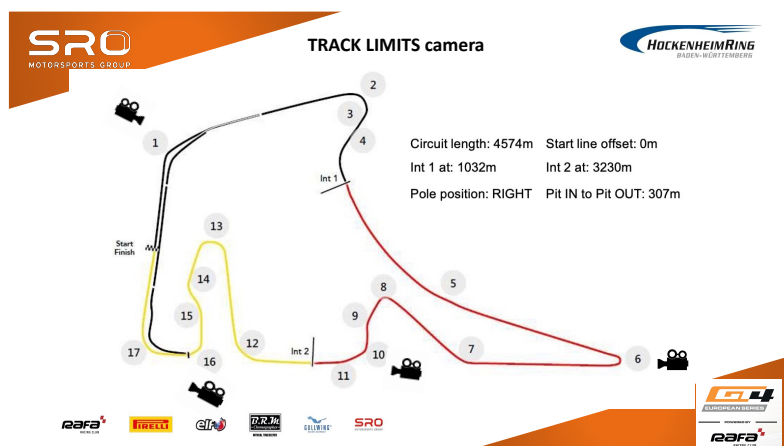
3. FULL COURSE YELLOW (FCY) & SAFETY CAR (SC)

- 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.
- 3.2 **At 20s The FCY lights' panels are flashing all around the circuit.**
- 3.3 The **YELLOW FLAGS** will be wave at the 10 seconds signal - overtaking is forbidden.
- 3.4 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.
- 3.5 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.
- 3.6 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.
- 3.7 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, the drivers will be warned and stopped if we have too many TL.
- 4.2 During pre-qualifying and 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, can be penalized.
- 4.4 The team will be warned on the timing monitors, the 4th time the car will get a warning flag. After a final warning, At the 6th time the stewards can give a time penalty of 5s at each TL.



5. Qualify and RACES:

5.1 QUALIFY:

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).

Furthermore, article 43.3 is modified as follows :

43.3 Grid

At the end of qualifying practice, the fastest time achieved by each car in each period will be published officially.

The grid of race 1 will be drawn up according to the combined results of **Q1A and Q1B**.

The grid of race 2 will be drawn up according to the combined results of **Q2A and Q2B**.

Once the grid has been established, grid position penalties (if any) will be applied to the drivers in question in the order in which the related offences were committed.

In case of the impossibility to hold either Q1 or Q2, or should the sessions be curtailed before times have been set, **or in case of significant weather changes between the A and B parts of a split qualifying**, the grid will be set in accordance with 41.7.1 b).

5.2 Duration of the 2 races 61 mn

5.3 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