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Race Director annual Notes

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From: Race Director
To: All GT4 Competitors
Cc: The Stewards

ANNUAL RACE DIRECTOR NOTES

1. GENERAL INFORMATION

- 1.1 Drivers are reminded that it is their responsibility to read the 2025 GT4 European Series Sporting Regulations and the following information published by the FIA <https://www.fia.com/regulation/category/123>
- 1.2 Official Notice Board for all event information, results, starting grids, Stewards decisions and bulletins: https://www.gt4europeanseries.com/noticeboard?meeting_id=64
- 1.3 Each team should nominate a representative to be responsible for attendance. Their email address should be lodged with Caroline Azema: caroline.azema@sro-motorsports.com
- 1.4 Live Timing is available at <https://www.gt4europeanseries.com/watch-live>



- 1.5 Team Messaging App: GT4 Team Messaging System is available.
- 1.6 The App should be always monitored during the event and will be used to send summons, requests, incident reports, decisions and other urgent information. During the sessions only the “Everybody” area will be used. Personal messages will not be monitored.
- 1.7 Race Director radio
 - The frequency is given prior each event.
 - 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 (Everybody).
 - If you don't receive the radio check please contact Ghislain Verriest, the SRO Pit Lane Manager 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.
- 1.9 Parc-Fermé will take place within the Paddock / Awnings after Pre- Qualifying, Qualifying , Race 1 and Race 2. Cars selected for Technical Inspection will be notified, on the timing screen and/or via the Team Messaging App and must be taken immediately to the Technical Bay either by being driven through the Paddock for cars exiting the circuit or, in the case of cars in the Pitlane at the end of the session, by being pushed back up the Pitlane. Parc-Fermé conditions will remain until released by The Stewards which will be advised via the Team Messaging App.

2. PRE-GRID / PIT LANE PROCEDURES

- 2.1 All cars are required to go to the Pre-Grid 25 minutes before each session.
- 2.2 Cars should be parked at 45° in their allocated pit space (nose to pit exit) in the Pitlane if possible by the timetable.
- 2.3 Cars should only move into the Fast Lane once the fast lane opens or pit exit light is green.
- 2.4 Cars in the Fast Lane have priority over those leaving the Working Lane.
- 2.5 when leaving the pits, drivers, except in case of force majeure (avoid a collision for example), must respect the white line on each track., no part of the car may cross the solid white line on the left at the pit exit. Same principle applies when entering the Pitlane on the tracks where it is a white line.



- 2.6 Please ensure all team personnel are wearing an armband relevant to their role .
- 2.7 Cars should stop parallel to the Pitlane during the mandatory Pitstops. 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.
- 2.8 Please refer to the Stewards Bulletin regarding the minimum pit-stop time for the races.
- 2.9 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. For safety reasons, on some tracks the 50km/h panel can be before the pit entry loop.

3. START OF RACE PROCEDURES:

- 3.1 The start procedure countdown will be announced by means of BOARDS.
- 3.2 Only 1 reconnaissance lap to the grid is permitted when the PRE GRID opens. Any car that enters the pit lane at the end of the reconnaissance lap must start the race from the pit lane.
- 3.3 The Pit exit will close at the 5 minutes signal.
- 3.4 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 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.
- 3.5 During the formation lap NO weaving from the turn indicated on the event note. At the end of the formation lap, as per the location stated on the event notes, cars must be properly lined-up and tightly grouped for the rolling start. Before the 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/h at the start. All drivers are to line up. If the car is outside the line, it can be considered as a false- start.
- 3.6 The start signal will be given when the red lights turn to GREEN.
- 3.7 If there is a problem during the formation lap, the red lights will remain ON. Yellow waved flags will be shown all around the circuit. The pole man will lead the cars on an additional formation lap. The race timing will commence at the end of the first formation lap.



4. DRIVER ETIQUETTE / INCIDENTS

- 4.1 Please respect the FIA International Sporting Code, Appendix L, Chapter IV and your fellow competitors at all times during the event.
- 4.2 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.
- 4.3 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. (Not when you see it)
- 4.4 When yellow flags- including safety car or fcy 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.
- 4.5 Double yellows also mean marshals or recovery vehicles are working on track or trackside.
- 4.6 Any improvement or no reduction of speed will be reported to the stewards.
- 4.7 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.
- 4.8 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.
- 4.9 If you think you can rejoin 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 assistant to restart the engine.
- 4.10 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.
- 4.11 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.
- 4.12 Headlights must not be flashed more than 3 times between any 2 successive corners (GT4 Sporting Regulation article 33.17).
- 4.13 Incidents involving different categories, the higher category driver will be deemed to be at fault unless evidence clearly shows the contrary.



4.14 Incidents during a session

– If the RD observes or is informed of a potential incident during a session or race that requires his consideration, the following messages are displayed on the Timing Screens and radio.

“Incident involving car XX in T x noted.”

Then after further review 2 solutions:

“Incident in T x no investigation necessary”

“Incident in T x under investigation” or “Incident in T x will be investigated after the session or race”.

If a decision come from the stewards:

“Incident in T x no further action” or

“penalty car X for”

a written decision will be published by The Stewards.

4.15 Messaging App **to everybody only**. No personal message

You must fill in the Incident report forms with as much detailed information as possible for example ‘ Contact #12 and #13 at T5. #13 hit #12 in the read and caused #12 to spin and lose 4 places’

The incident report is **ONLY** information to Race Control. The Team Messaging System is a tool to **HELP YOU**.

Please do not abuse the use of reports or the messaging system

5. FULL COURSE YELLOW (FCY) PROCEDURE

- 5.1 The FCY can be used during practice, qualifying or race. 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”. **During the race not during the 3 first laps, directly SC.**
- 5.2 **The yellow flags** will be presented, all around the track, at the 10 seconds signal to inform cars that the FCY procedure is imminent and that they must slow-down to be at 80 Km/Hr at the end of the countdown and don't overtake.
- 5.3 At the end of the countdown the message FCY will be displayed on the timing screen, FCY boards will be shown at all marshal posts, 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 needed, 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. **No weaving in FCY**
- 5.4 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 by 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.
- 5.5 A gain of place or time will be reported to the stewards.



6. SAFETY CAR (SC) PROCEDURE

- 6.1 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. **The cars must follow the SC in any place when the yellow lights are on (short cut , pit lane)**
- 6.2 During the SC operation, and once in line behind the SC, cars may "zig zag" 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 **(double yellow flag)**, where all cars must line up.
- 6.3 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).
- 6.4 If at any given moment the SC has to bring the field through the Pit Lane, for your help we will inform 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.
- 6.5 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 maneuver which is likely to endanger other drivers or impede the restart.
- 6.6** 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. **The cars must stay in one single line until the end of the last turn before the start. NO overtaking prior to passing the control line.**
- 6.7 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" **without lights AT THIS TIME**

7. RED FLAG PROCEDURE

- 7.1 When a red flag is declared, 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. **Don't stay on the fast lane.**
- During the race, all cars must proceed slowly to the Red Flag Line where they must stop in single file.
- 7.2 As an exception to 7.1 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.



8. TRACK LIMITS

8.1 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.”*

8.2 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.

8.3 If you gain a position or time advantage by leaving the track give it back when possible at **least before the end of the lap.**

8.4 Track limits will be monitored by Judges of Fact and /or cameras, whom will be appointed by The Stewards. Infringements will be penalized as follows:

1. FP: drivers will be warned and stopped, if necessary, lap times can be deleted.
2. Pre-Qualifying and Qualifying: lap time of the driver deleted.
3. Race: 1st time warning on the timing monitors,
2nd time warning on the timing monitors.
3rd time warning on the timing monitors.
4th time warning flag by monitors and radio.
5th time final warning on the radio, At the
6th time the stewards can impose a time penalty.

you gain an advantage through cutting give it back as soon as possible, **at least before the end of the lap.** Any car which is suspected to have gained advantage will be report to the stewards

9. END OF RACE PROCEDURE

9.1 After the end of the race, after taking the chequered flag, slow down and complete a Cool down lap.

9.2 The top 3 cars in each class should proceed to the podium parc fermé area. A team member will be required to remove the car to the Paddock for the remainder of the Parc Fermé or to the Technical Bay if required for post-race inspection.

9.3 Marshals instructions must be strictly obeyed at each time during the events.

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