Date: 28.05.26 **Time: 15:30**

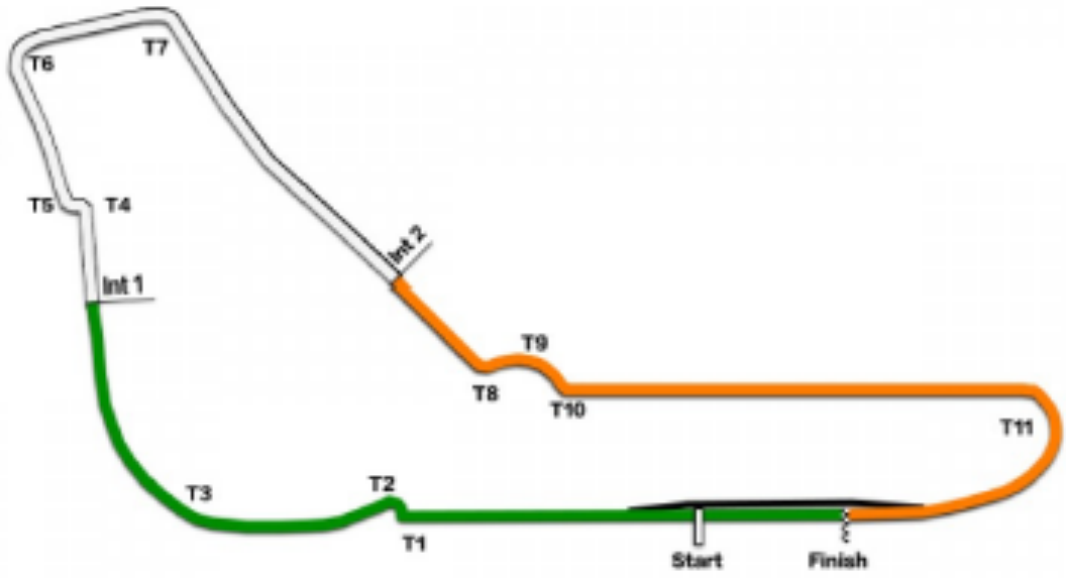
Race Director Notes **Document: MONZA 1**

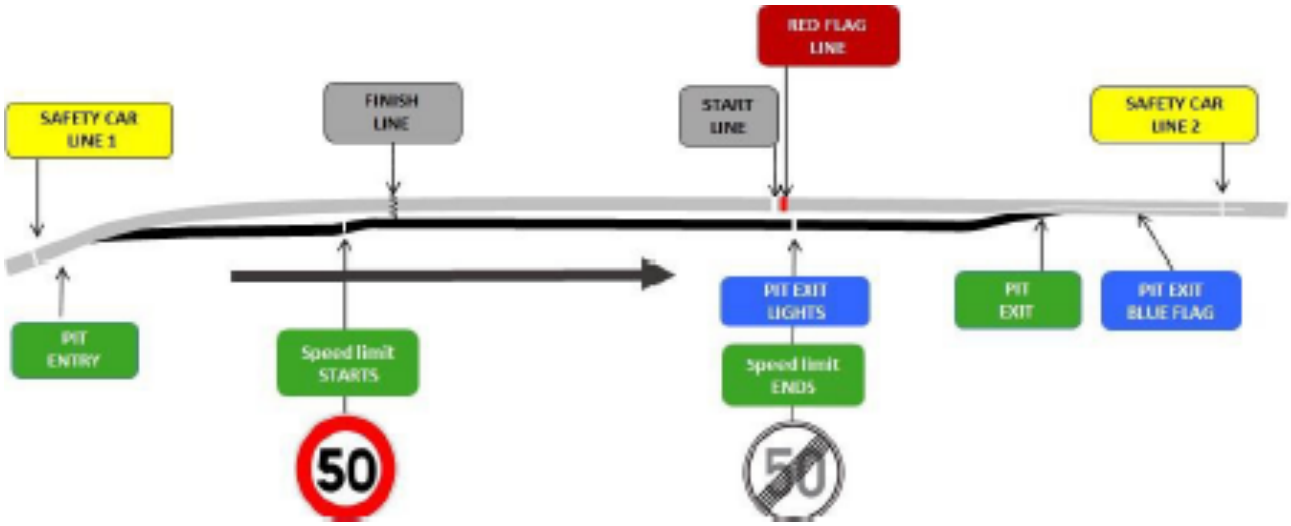
From:	Race Director
To:	All GT4 Competitors
Cc:	The Stewards
	The Clerk of the Course
	The Secretary of the Meeting

MONZA RACE DIRECTOR
EVENT NOTES

1. CIRCUIT MAIN DATA

Circuit length: 5793m Start line offset: 309m Pole position: RHS
Int 1 at: 2055m Int 2 at: 3727m Pit IN to Pit OUT: 418m
Start line up: T10 to T11 Pit Lane speed limit: 50 Km/Hr
STOP and GO penalty area: on your pit allocation
SAFETY CAR: During the race: Pit Exit Start lap: T10 Lights OFF: T10
The Race Director's Signaling 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.





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

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 **YELLOW FLAGS** will be wave at the **10 seconds** signal - overtaking is forbidden.

At 0, 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.

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.

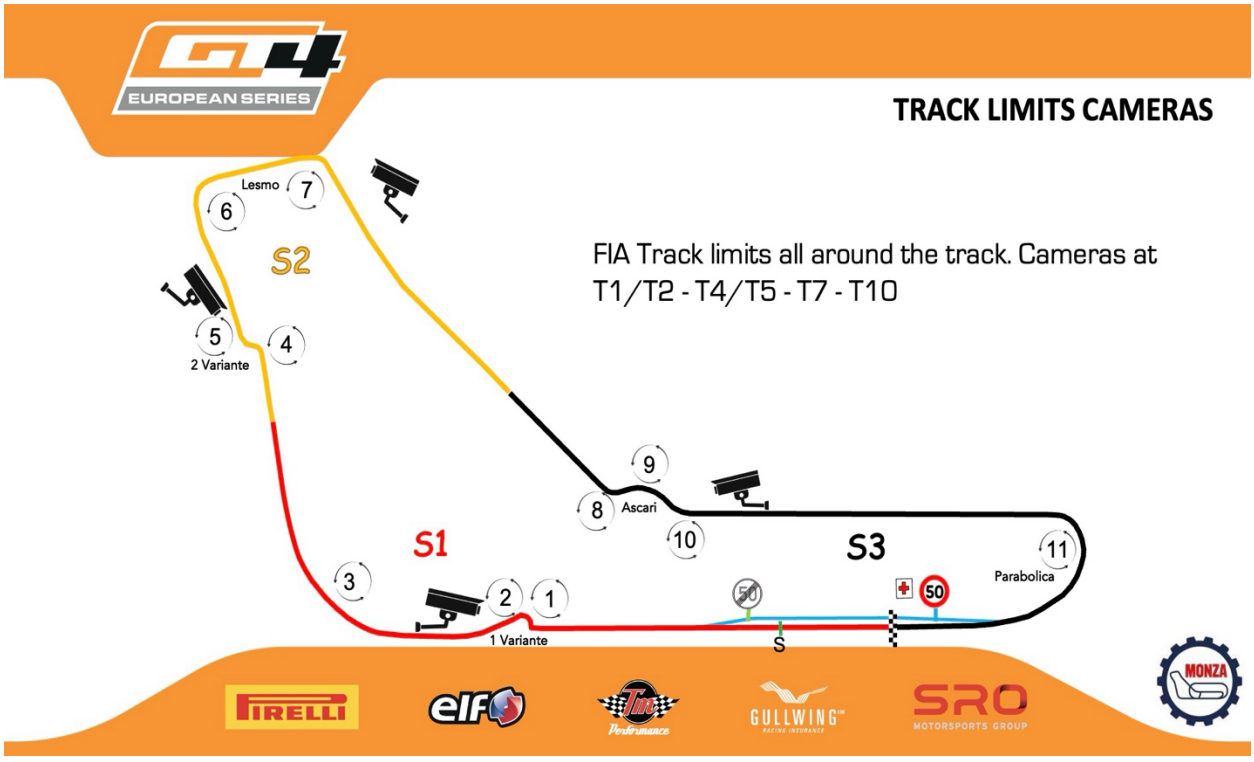
An FCY period can be declared before the SC is deployed, except if the SC is deployed during the 3 first laps. The SC will enter the track during the FCY procedure to catch the leader.
If necessary, it will overtake cars or will use a green light to signal to any cars between it and the race leader that 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.

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. At the end of the procedure the SC will go lights off then all flag and board are removed the when it enter the pits only green flag on the line, no overtaking before the line.

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.

- During the free practice, the drivers will be warned and stopped if we have too many TL.
- During qualifying the lap time will be deleted.
- 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.
  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.



Qualify and RACES:

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 Monza round of Gt 4 European Series.

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).

During formation lap NO weaving from T9. Start line up after T10. 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 11 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.

At the end of each session or races all cars in parc fermé in the awnings. Only the podium can continue to the area below the podium.

Joel DO VALE
Race Director