

**NASCAR
EURO SERIES**

**NASCAR
EURO SERIES**

Vallelunga

DRIVERS BRIEFING

VALLELUNGA 2025

Vallelunga

FR

INFO POINT

FOTO

VIDEO

parco

SHOP
VALLELUNGA

OFFICIAL DEALER

VALLELUNGA

VALLELUNGA

VALLELUNGA

VALLELUNGA



COMMUNICATION





CONNECT TO SPORTITY



Sportity

For direct event information please download the Sportity app and insert this password:

NASCAREURO25

Sportity app is available in



www.sportity.com





ONE PASSWORD FOR WHOLE
SEASON:

NASCAREURO25





WHATSAPP...!

**ONE TEAM
MEMBER MUST BE
CONNECTED
08:00 – 20:00**



**EN ANNOUNCEMENTS GROUP
EN TEAM OWNERS / MANAGERS GROUP**



WHATSAPP...!

**IMPORTANT
MESSAGES WILL
BE PUBLISHED
ON WHATSAPP
GROUPS**



**EN ANNOUNCEMENTS GROUP
EN TEAM OWNERS / MANAGERS GROUP**



WHATSAPP...!

**TEAM RESPONSE
TIME AFTER THE
MESSAGE
MAX 10 min**



**EN ANNOUNCEMENTS GROUP
EN TEAM OWNERS / MANAGERS GROUP**



WHATSAPP...!

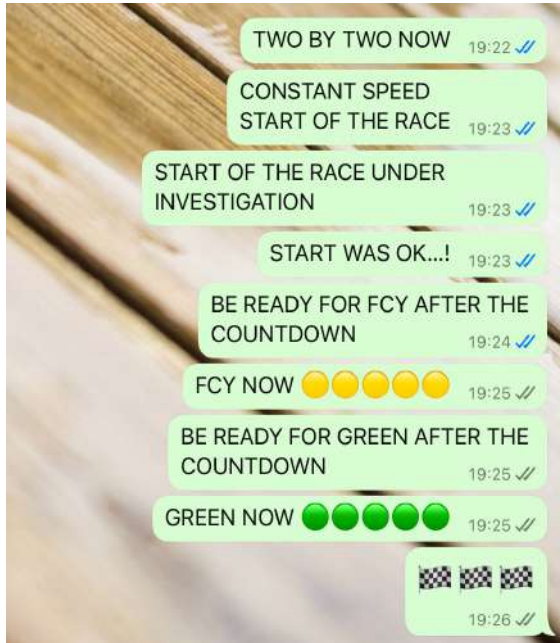
**DURING THE
SESSIONS
IMPORTANT
INFORMATIONS
WILL BE
PUBLISHED IN
GROUP**



EN ANNOUNCEMENTS GROUP



WHATSAPP...!



IMPORTANT INFORMATIONS WILL BE PUBLISHED IN GROUP AS INFORMATION, AND CAN NOT BE METTER OF PROTEST OR APEAL



EN ANNOUNCEMENTS GROUP



EURO NASCAR SPOTTERS





EURO NASCAR SPOTTERS

ART 4.8 SPORTING REGULATIONS 2025

At any time during the event (practices, qualifying, warm-up, races) no car will be allowed on track without a Spotter on duty with working radio communication.





EURO NASCAR SPOTTERS

ART 4.8 SPORTING REGULATIONS 2025

Spotters must be signed 10 minutes before the start of every Session Practice, Qualifying, Warm up... For the Race must be present at spotters platform.





SPOTTERS PLATFORM

Drivers
Relations
Officer &
Spotters
Official

**PIERO
PAOLO
CICERI**





SPOTTERS PLATFORM

Any kind of direct communication from **TEAM** or **DRIVER** to the Race Director or Stewards during the sessions are **STRICTLY FORBIDDEN**





SPOTTERS PLATFORM

Spotters can inform only **Drivers Relations Officer** about **IMPORTANT INFORMATIONS** from the driver or team, and he will transfer that information to the **RACE DIRECTOR** or **STEWARDS**





SPOTTERS PLATFORM

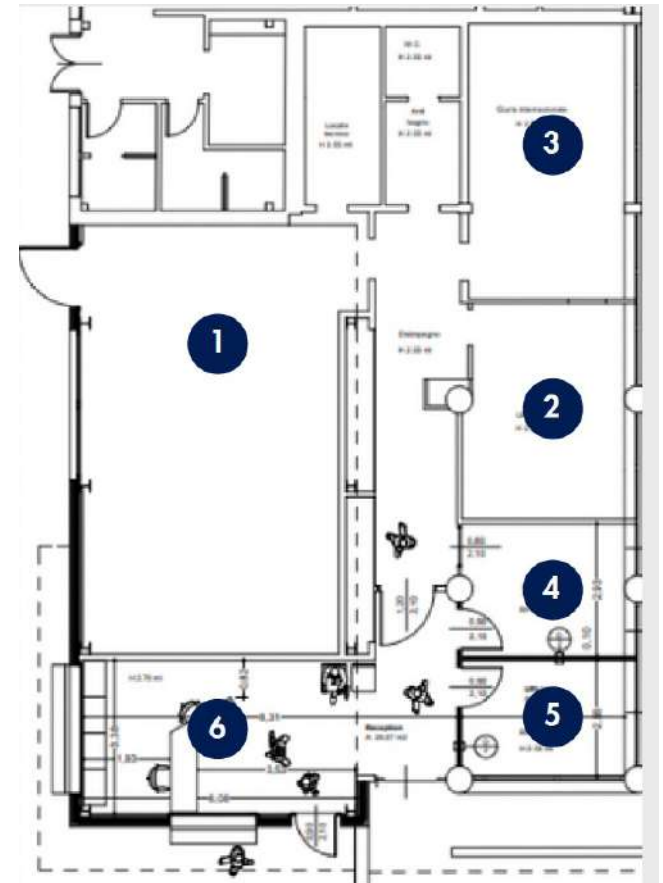




STEWARDS OFFICES

**STEWARDS &
RACE DIRECTOR
OFFICES
GROUND FLOOR**

OFFICES 2 & 3





EURO  NASCAR

DRIVERS' BRIEFING

RACE DIRECTOR'S RULES



ESTIMATED TIME FOR THIS BRIEFING
15 - 20 MINUTES



**ALL THE QUESTIONS CAN BE ASKED
AFTER THE PRESENTATION**



**ALWAYS FIRST REFER TO
NES SPORTING REGULATIONS
NES TECHNICAL REGULATIONS**



NASCAR EURO SERIES REGULATIONS

NASCAR Euro Series 2025 – www.NASCAR.eu



REGLEMENT SPORTIF 2025 2025 SPORTING REGULATION

**Submitted to approval from the FIA*



Sporting Regulation v1_30.10.2024 – Page 1 sur 42



NASCAR Euro Series 2025
www.NASCAR.eu



REGLEMENT TECHNIQUE 2025 2025 TECHNICAL REGULATION

Organisation Permit IS/4-2025 - 05/11/2024



Technical Regulation IS/4-2025 – V28.03.2025 – Page 1 sur 19



FIA INTERNATIONAL SPORTING CODE (FIA ISC)

Application au 1^{er} janvier 2025

Application from 1st January 2025

**CODE SPORTIF INTERNATIONAL
INTERNATIONAL SPORTING CODE**



FIA INTERNATIONAL SPORTING CODE (FIA ISC) APPENDIX H - SIGNALING

ANNEXE H AU CODE SPORTIF INTERNATIONAL APPENDIX H TO THE INTERNATIONAL SPORTING CODE 2025

Nouveau texte = ainsi
Texte supprimé = ~~ainsi~~
Changements durant l'année = ainsi
Modifications à venir (à la fin de l'Annexe) = ainsi ou ainsi

New text = thus
Deleted text = ~~thus~~
Changes during the year = thus
Future amendments (at the end of the Appendix) = thus or thus

Recommandations concernant la surveillance de la route et les services d'intervention

Recommendations for the supervision of the road and emergency services

SOMMAIRE

ARTICLE 1 - OBJECTIFS
1.1 Organisation générale
ARTICLE 2 - COURSES SUR CIRCUIT
2.1 Direction de Course
2.2 Salle de Chronométrage
2.3 Voie des stands
2.4 Postes de commissaires
2.5 Signalisation

CONTENTS

ARTICLE 1 - OBJECT
1.1 General organisation
ARTICLE 2 - CIRCUIT RACING
2.1 Race control
2.2 Timing Room
2.3 Pit lane
2.4 Marshal Posts
2.5 Signalling

2.5 SIGNALISATION

2.5.1 Généralités

En ce qui concerne la surveillance de la route, le Directeur de Course (ou son adjoint) et les postes de commissaires doivent compter en grande partie sur l'usage des signaux pour contribuer à la sécurité des pilotes et faire respecter le règlement.

Ces signaux sont transmis à la lumière du jour par des drapeaux de couleurs différentes, qui peuvent être complétés ou remplacés par une

2.5 SIGNALING

2.5.1 General

In the supervision of the road, the Clerk of the Course (or his deputy) and the marshal posts rely largely on the use of signals to contribute to the drivers' safety and enforce the regulations.

Signals are given in daylight by different coloured flags, which may be supplemented or replaced by lights.



FIA INTERNATIONAL SPORTING CODE (FIA ISC) APPENDIX L CODE OF DRIVING CONDUCT ON CIRCUITS

ANNEXE L AU CODE SPORTIF INTERNATIONAL / APPENDIX L TO THE INTERNATIONAL SPORTING CODE

Nouveau texte = *ainsi*

Texte supprimé = ~~*ainsi*~~

Changements durant l'année = ainsi

Modifications à venir (à la fin de l'Annexe) = ainsi ou ~~*ainsi*~~

New text = *thus*

Deleted text = ~~*thus*~~

Changes during the year = thus

Future amendments (at the end of the Appendix) = thus or ~~*thus*~~

CHAPITRE IV - CODE DE CONDUITE SUR CIRCUIT

- Art. 1 Respect des signaux
- Art. 2 Dépassements, contrôle de la voiture et limites de la piste
- Art. 3 Voiture s'arrêtant pendant une course
- Art. 4 Entrée dans la voie stands
- Art. 5 Voie des stands
- Art. 6 Sortie de la voie des stands

CHAPTER IV - CODE OF DRIVING CONDUCT ON CIRCUITS

- Art. 1 Observance of signals
- Art. 2 Overtaking, car control and track limits
- Art. 3 Cars stopping during a race
- Art. 4 Entrance to the pit lane
- Art. 5 Pit Lane
- Art. 6 Exit from the pit lane

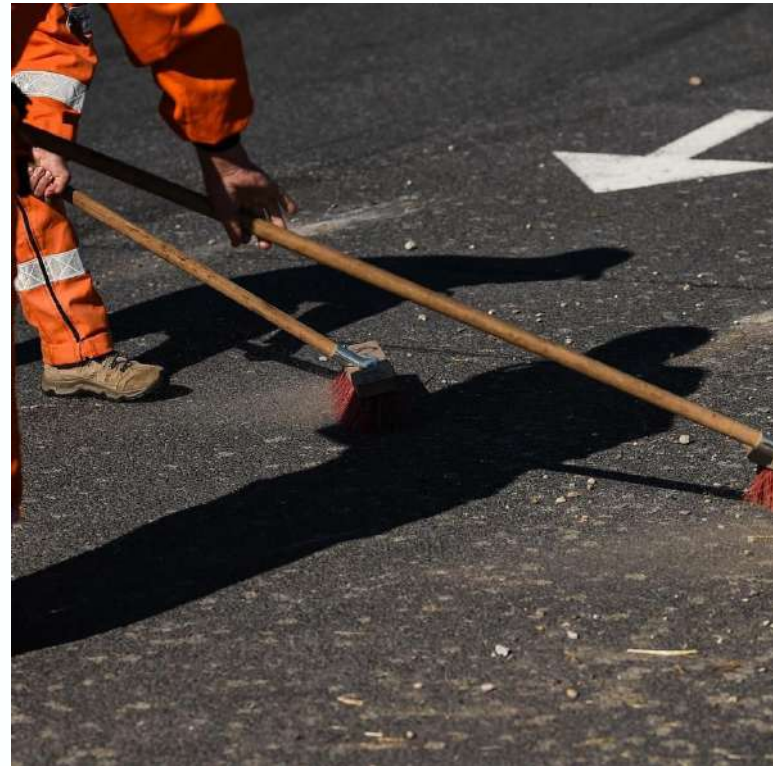


NO MARSHALLS NO RACE ! RESPECT !





NO MARSHALLS NO RACE ! RESPECT !





1. TRACK

2. PITLANE

3. START - RESTART PROCEDURE

4. SAFETY CAR PROCEDURE

5. FCY PROCEDURE

6. TRACK LIMITES

7. SPECIFIC RACE DIRECTOR'S BRANDS HATCH RULES

The NASCAR logo, featuring three slanted parallel lines in red, white, and blue to the left of the word "NASCAR" in a bold, italicized, sans-serif font.

NASCAR

EURO SERIES

TRACK



TRACK 14 TURNS 4085 METERS



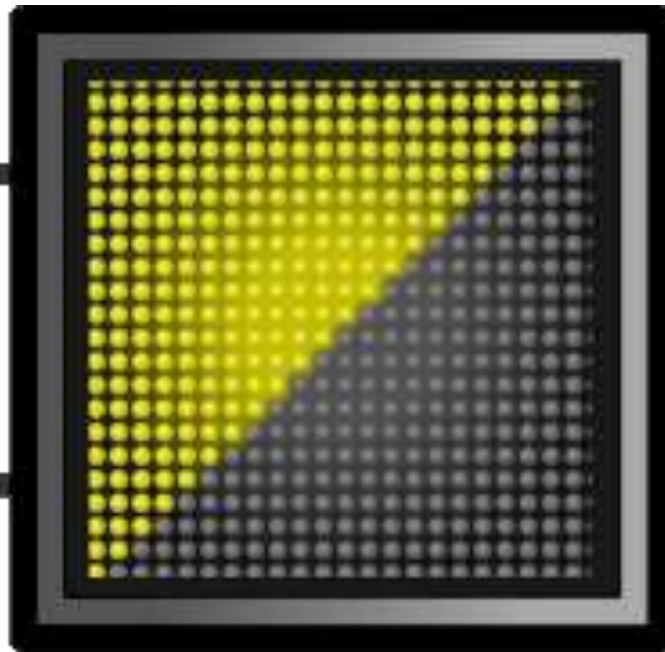
Lap Length	4.085m
Direction	clockwise
Pole Position	RHS
Speed limit in pitlane	60 km/h
Practice starts	close to pit exit line at the RHS
Start and finish line	are the same (line offset: 0.0 m)
Location of pit exit in relation to the Line:	42 m
SC line 1	at the pit entry
SC line 2	at the end of the pit exit
SC initial positions	T13
SC during the race	pit exit
SC lights off	T10

Lap length centre line: 4.085 m
Pole position – rolling start: Right File



MARSHALING SYSTEM

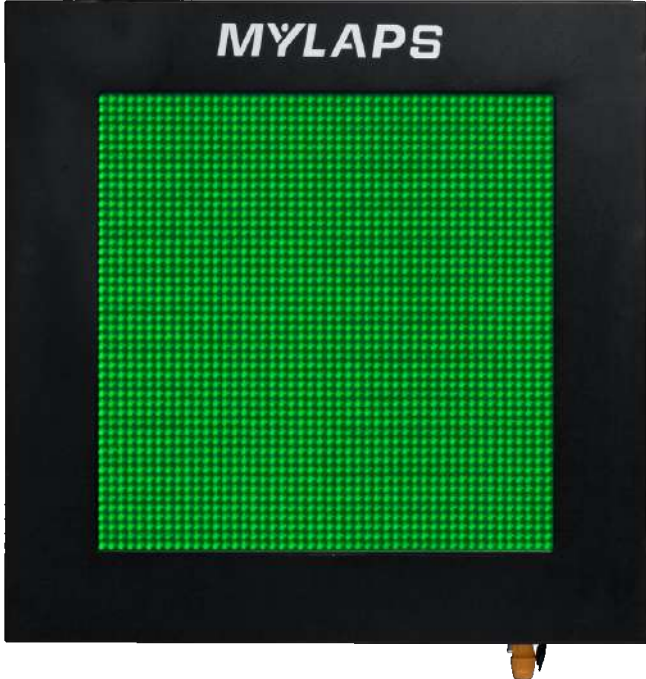
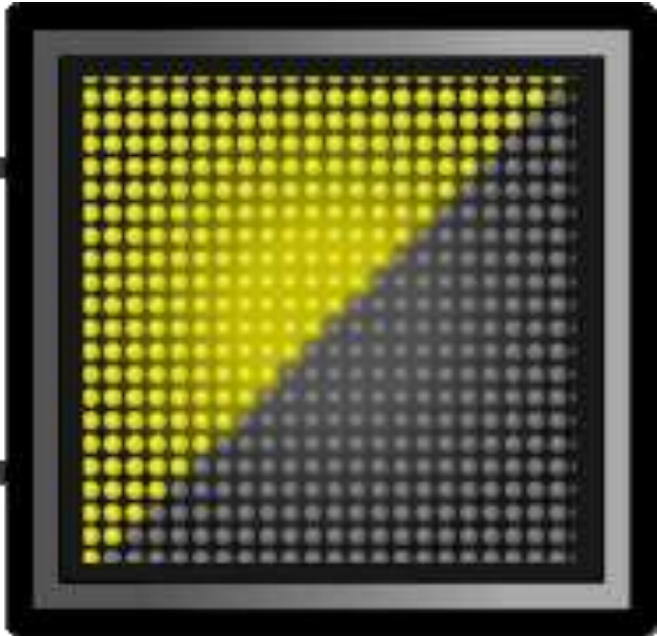
**DIGITAL FLAGS HAVE THE SAME
MEANING
AND AUTHORITY AS THE FLAGS.**





MARSHALING SYSTEM

**DIGITAL FLAGS HAVE THE SAME
MEANING
AND AUTHORITY AS THE FLAGS.**

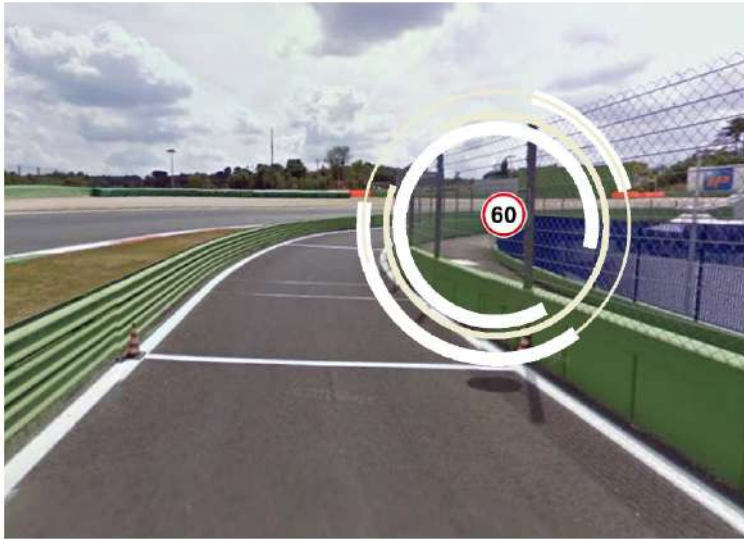




PITLANE



PITLANE – PIT EXIT

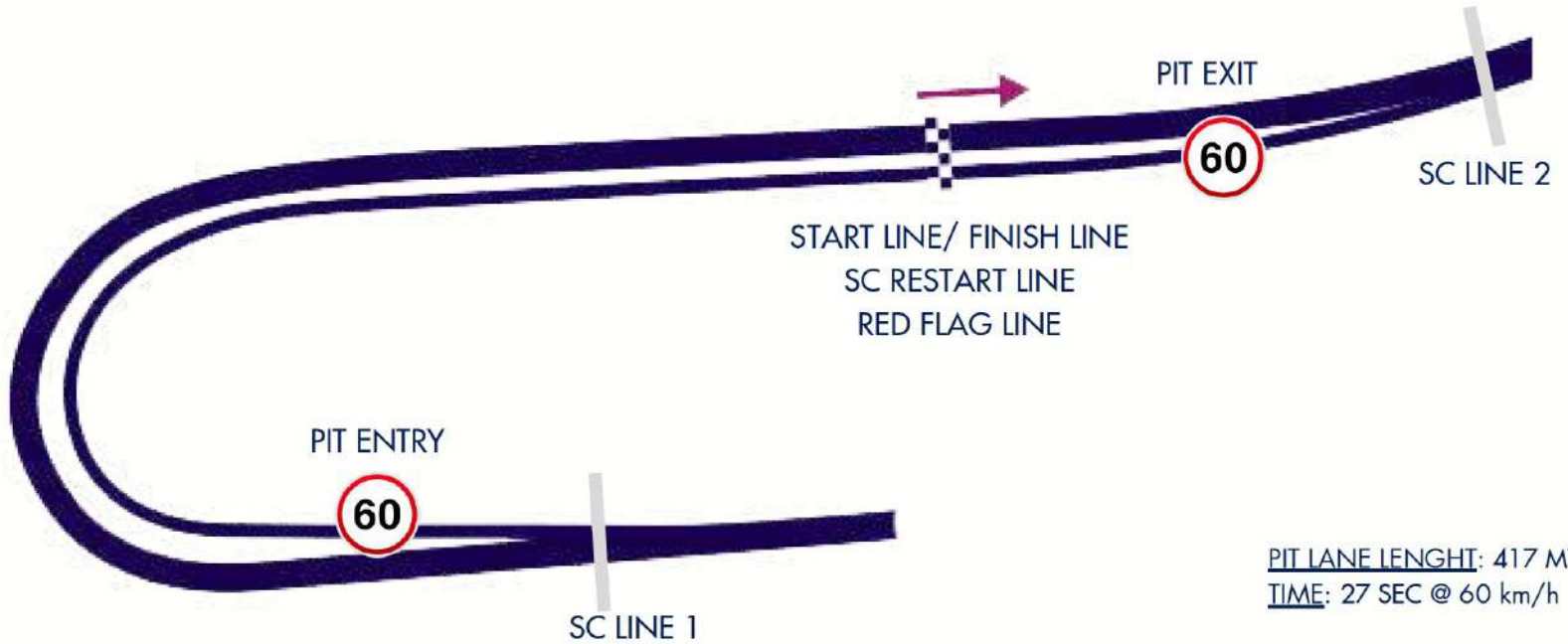


**RADAR
CONTROL+
TIMING LOOPS**

RESPECT SPEED LIMITE...!



PITLANE

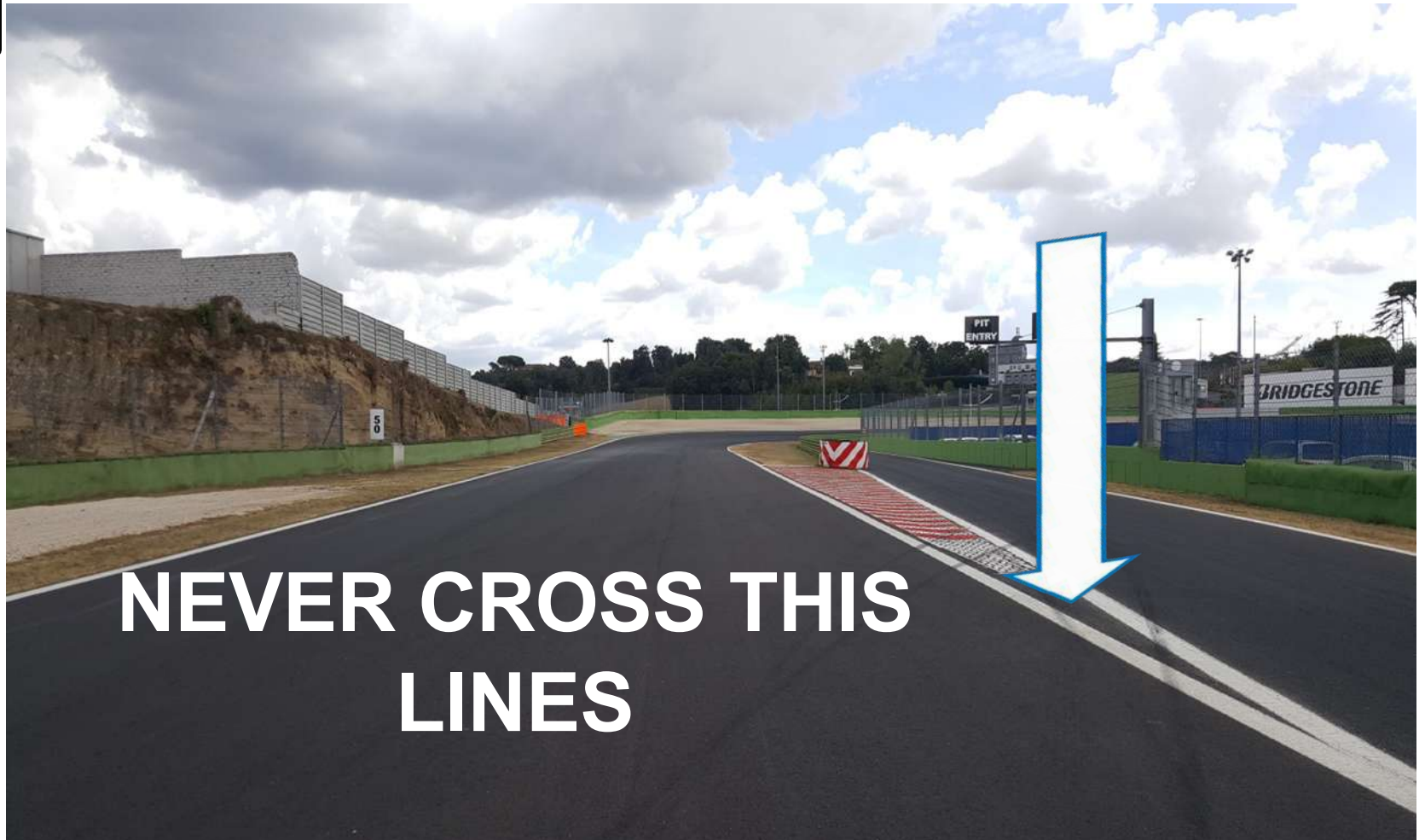


60
**RADAR CONTROL+
TIMING LOOPS**

PIT LANE LENGTH: 417 MT
TIME: 27 SEC @ 60 km/h



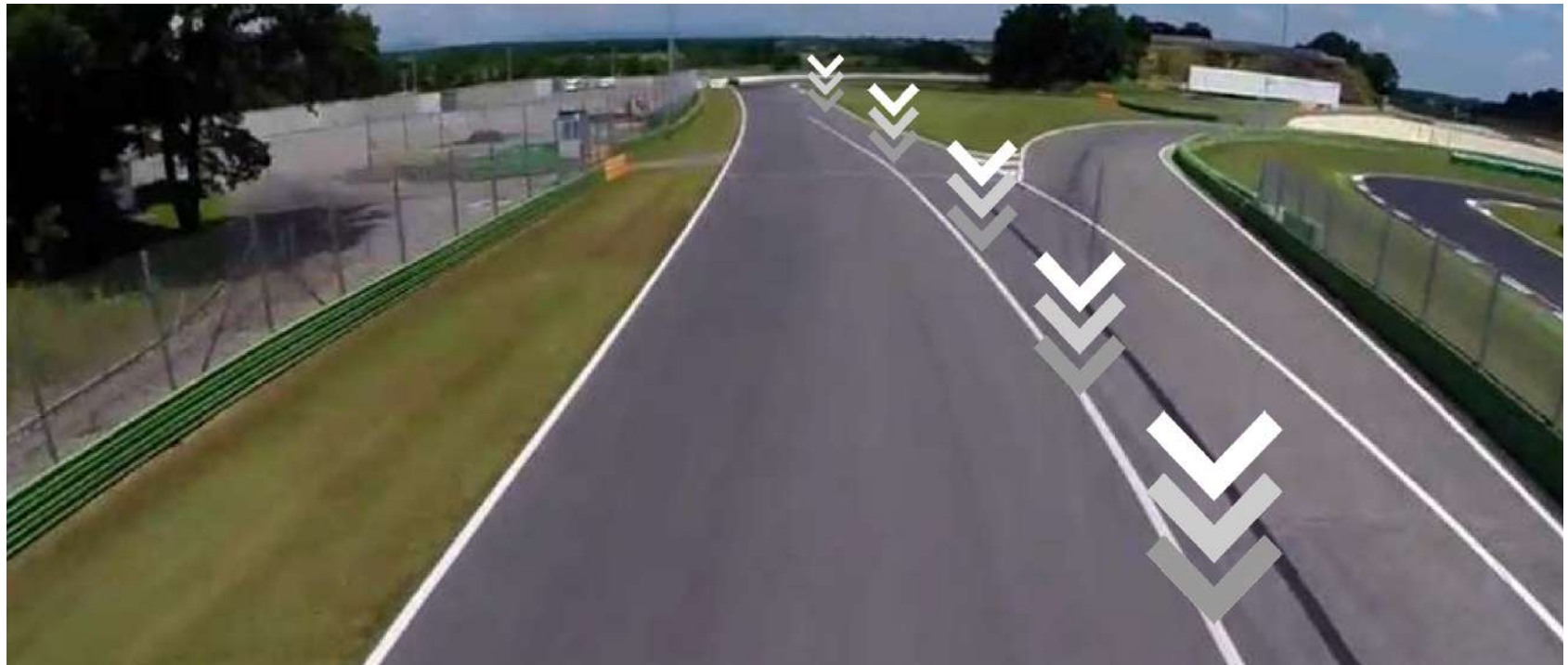
PIT ENTRANCE





PIT EXIT

RESPECT PIT EXIT LINE UNTIL THE END





QUALIFYING PRACTICE DIVISION PRO PROCEDURE



- **PREGRID FOR ALL THE CARS AT THE SAME TIME. ONLY TIRE PRESURE CONTROL ALLOWED**
- **CARS WILL BE CALLED TO COME TO THE PIT EXIT, OPPOSIT THE RESULTS FROM THE PRACTICE**
- **REACT EMMEDIATELY**
- **CARS WILL BE RELEASED ONE BY ONE, LISTEN FOR THE COMMAND, NOT EARLIER, NOT BEFORE**
- **ONE WARM UP LAP**
- **TWO FAST LAPS**
- **ONE COOL DOWN LAP**

MAX 4 CARS AT THE TRACK AT THE SAME TIME FOR TWO FAST LAST



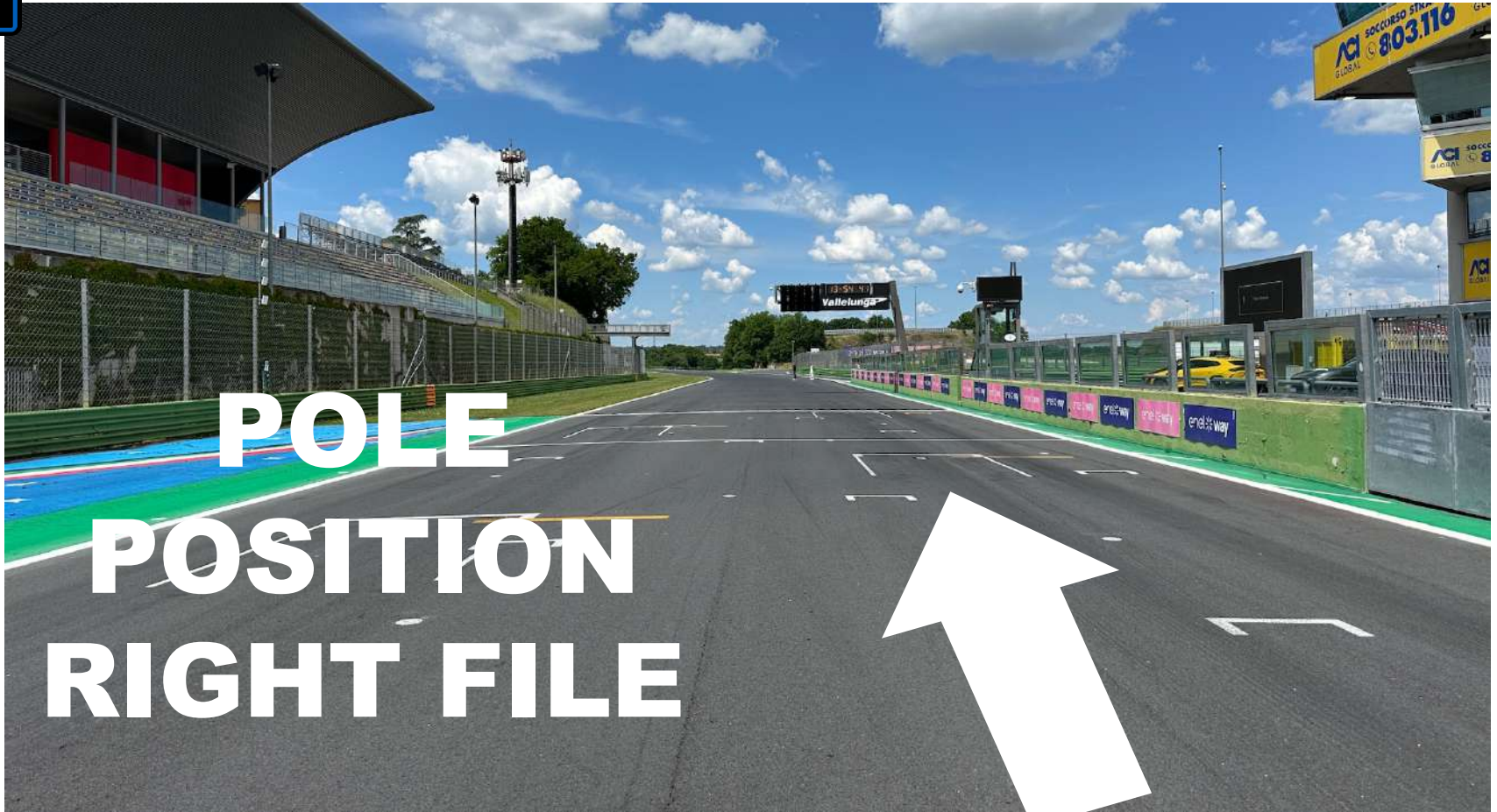
START - RESTART PROCEDURE



1 FORMATION LAP



START - RESTART PROCEDURE



**POLE
POSITION
RIGHT FILE**

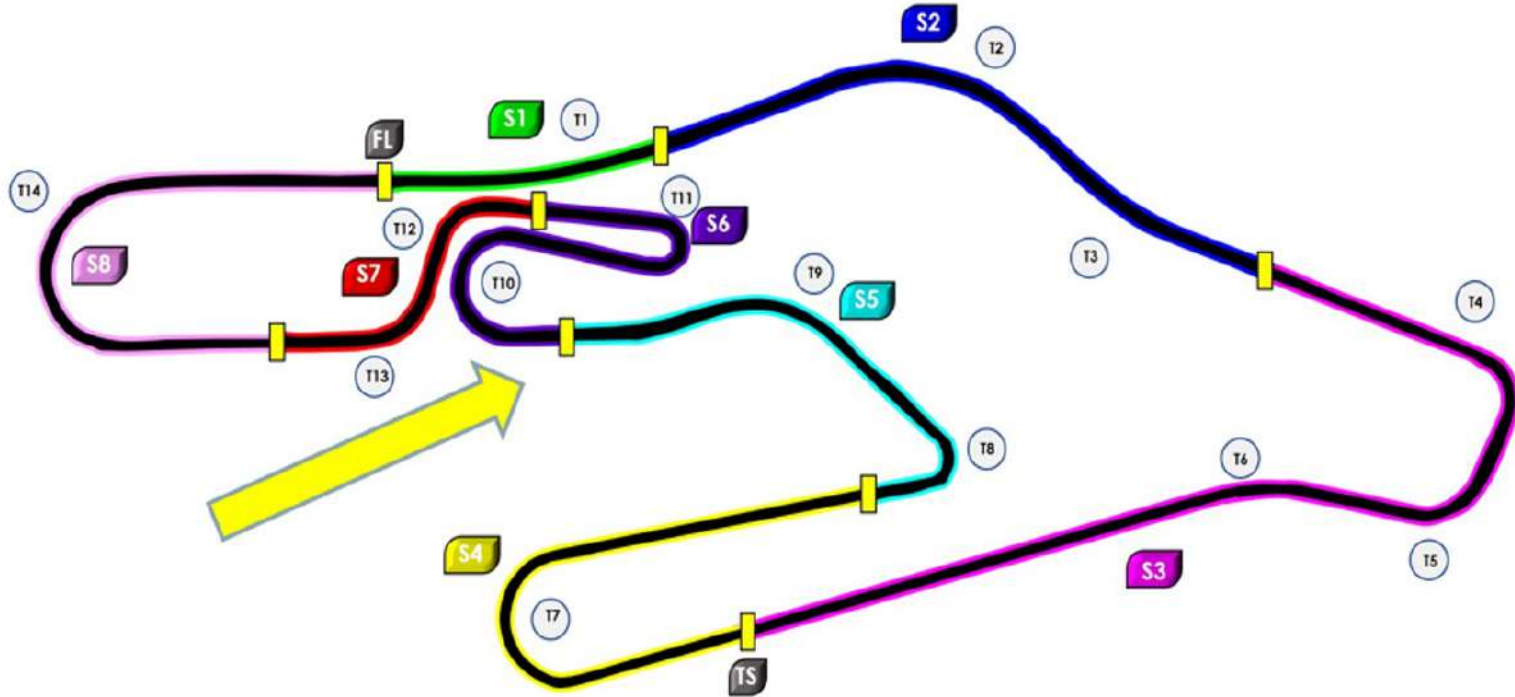


START - RESTART PROCEDURE





START - RESTART PROCEDURE



2 BY 2 FORMATION COMMAND

T10



START - RESTART PROCEDURE

2 BY 2 COMMAND

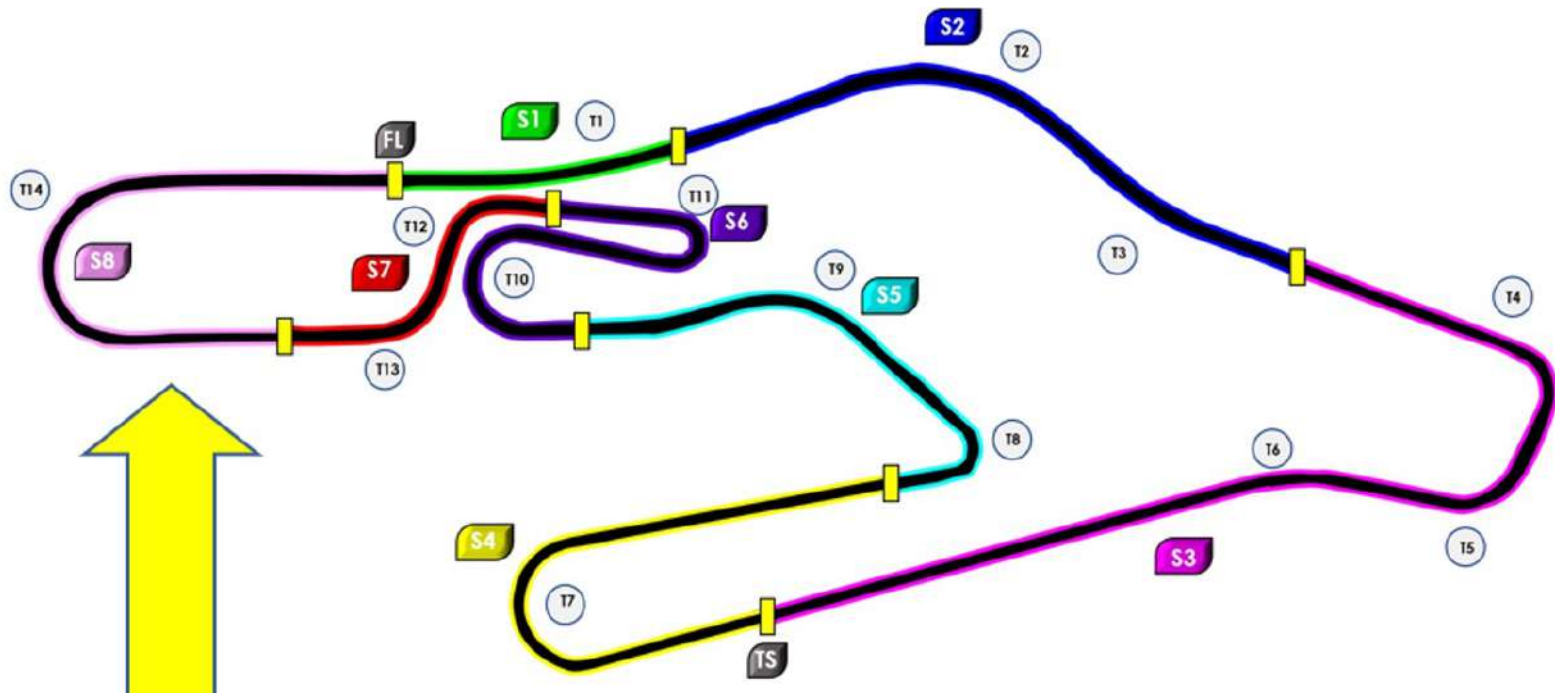
**DRIVERS TO REACT
IMMEDIATELY**

CONSTANT SPEED

NO WEAIVING



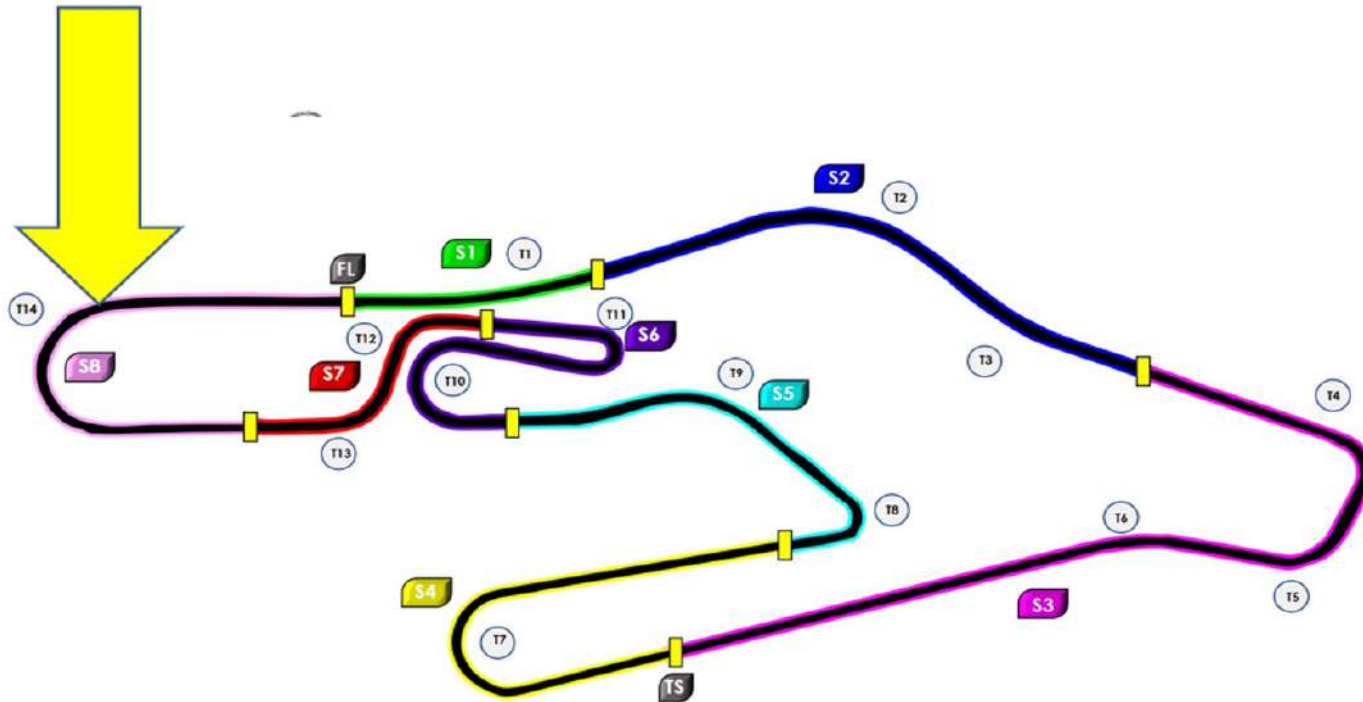
START - PROCEDURE



2 BY 2 FORMATION
COMPLETED BETWEEN T13 & T14



START - PROCEDURE



MANDATORY SPEED EXIT T14



START - PROCEDURE



MANDATORY SPEED EXIT T14



START - RESTART PROCEDURE



START ZONE



START - RESTART PROCEDURE

WHEN "LEADING IN"

**CONSTANT SPEED ZONE
FROM THE FLAG T14**

3.500 RPM IN 3rd GEAR



START - RESTART PROCEDURE

**GO OVER
GRID MARKERS**

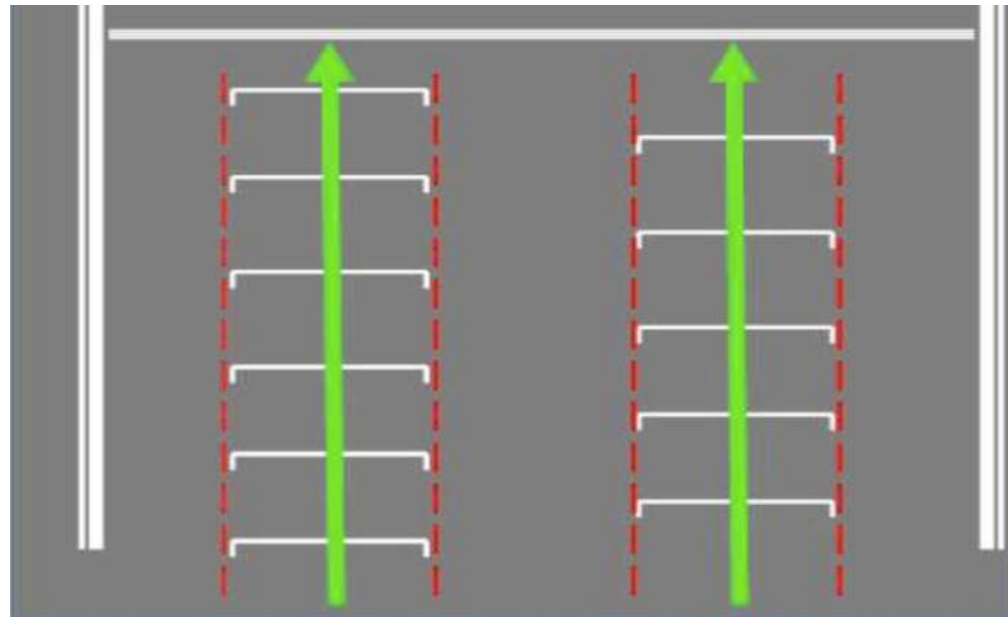




START - RESTART PROCEDURE

STAY DOUBLE FILE UNTIL THE PASSING OF THE CONTROL LINE,

BUT STAY IN YOUR FILE, RESPECTING THE STANDING START GRID BOXES MARKERS

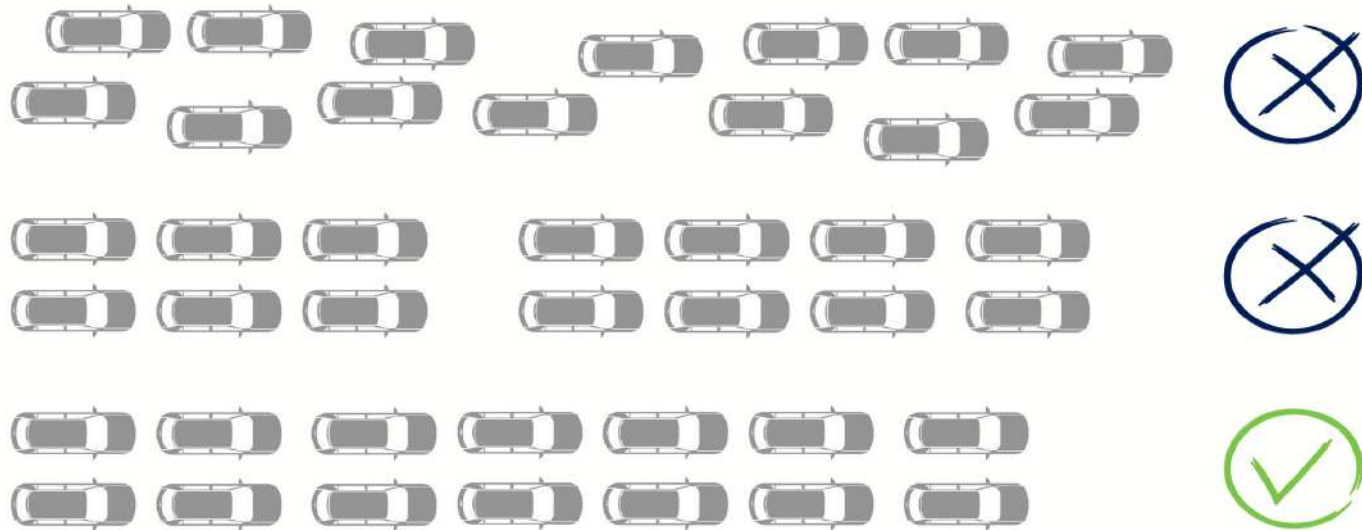




START - RESTART PROCEDURE

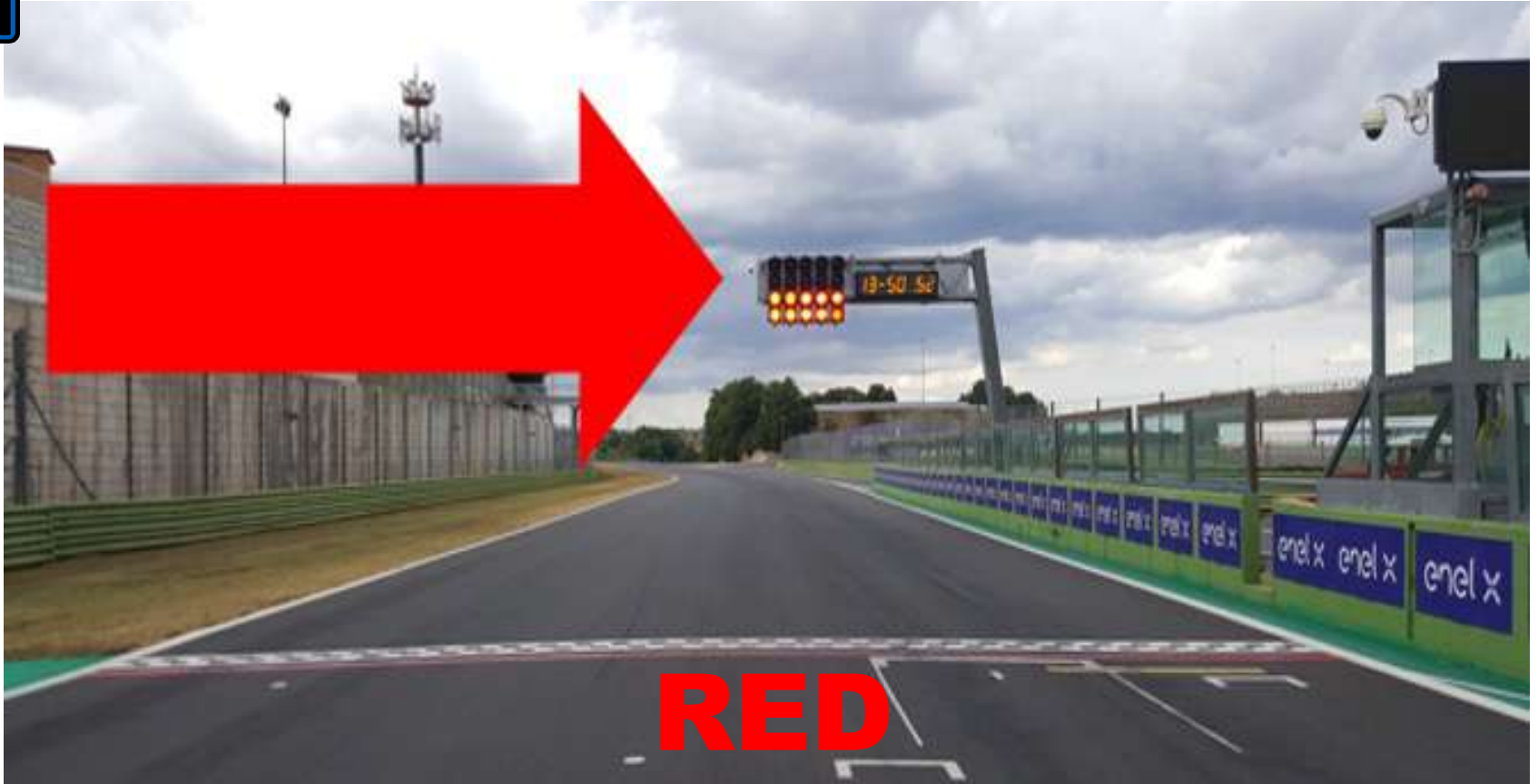
DISTANCE BETWEEN CARS
FOLLOWING EACH OTHER

1 METER





START PROCEDURE





START - RESTART PROCEDURE

OFFICIAL STARTER WILL GO GREEN AT A RANDOM MOMENT WHEN CARS ENTER START ZONE

DO NOT FORCE STARTER TO GO GREEN



START PROCEDURE

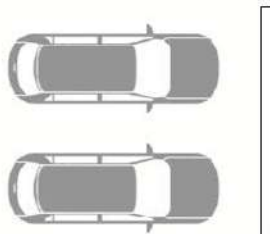




START - RESTART PROCEDURE

THE NUMBER 2 STARTING POSITION MUST NOT BEAT THE NUMBER 1 STARTING POSITION TO THE **CONTROL LINE**

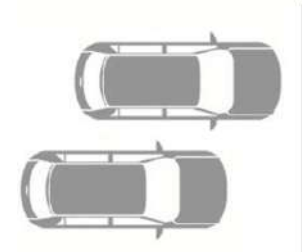
STARTING POSITION No 2



POLE POSITION



STARTING POSITION No 2



POLE POSITION

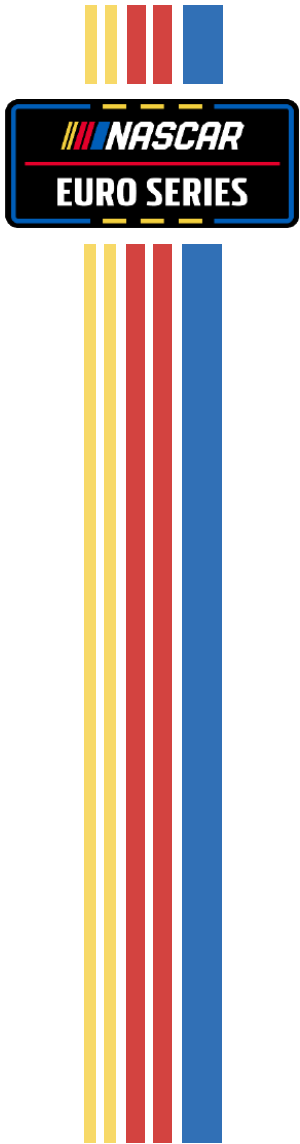




START - RESTART PROCEDURE

CONTROL LINE





sc

PROCEDURE



SAFETY CAR PROCEDURE



IN CASE OF BIG ISSUE ON, OR NEAR THE TRACK THE

SC PROCEDURE

WILL BE INITIATED BY THE RACE DIRECTOR AFTER A
COUNT DOWN TO THE SPOTTERS AND RACE CONTROL



SAFETY CAR PROCEDURE

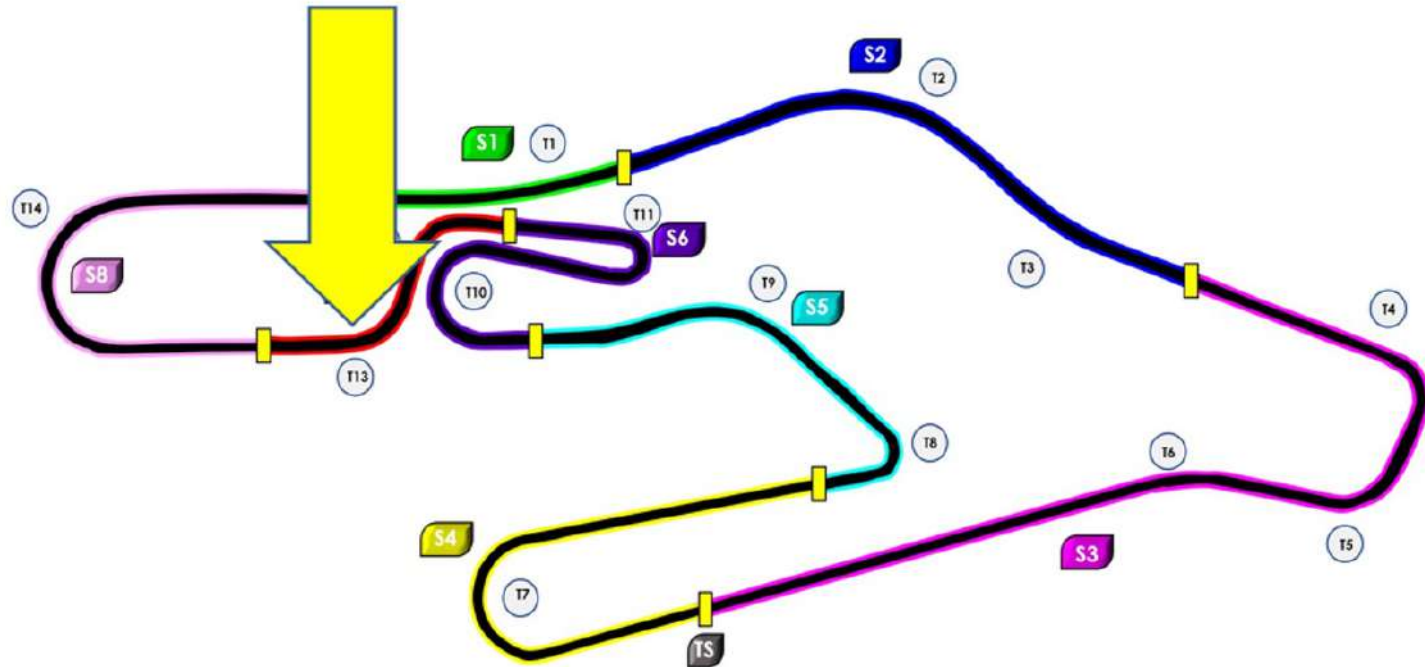
AFTER THE COUNTDOWN AND
COMMAND FROM RACE DIRECTOR:

5 4 3 2 1

SAFETY CAR DEPLOYED



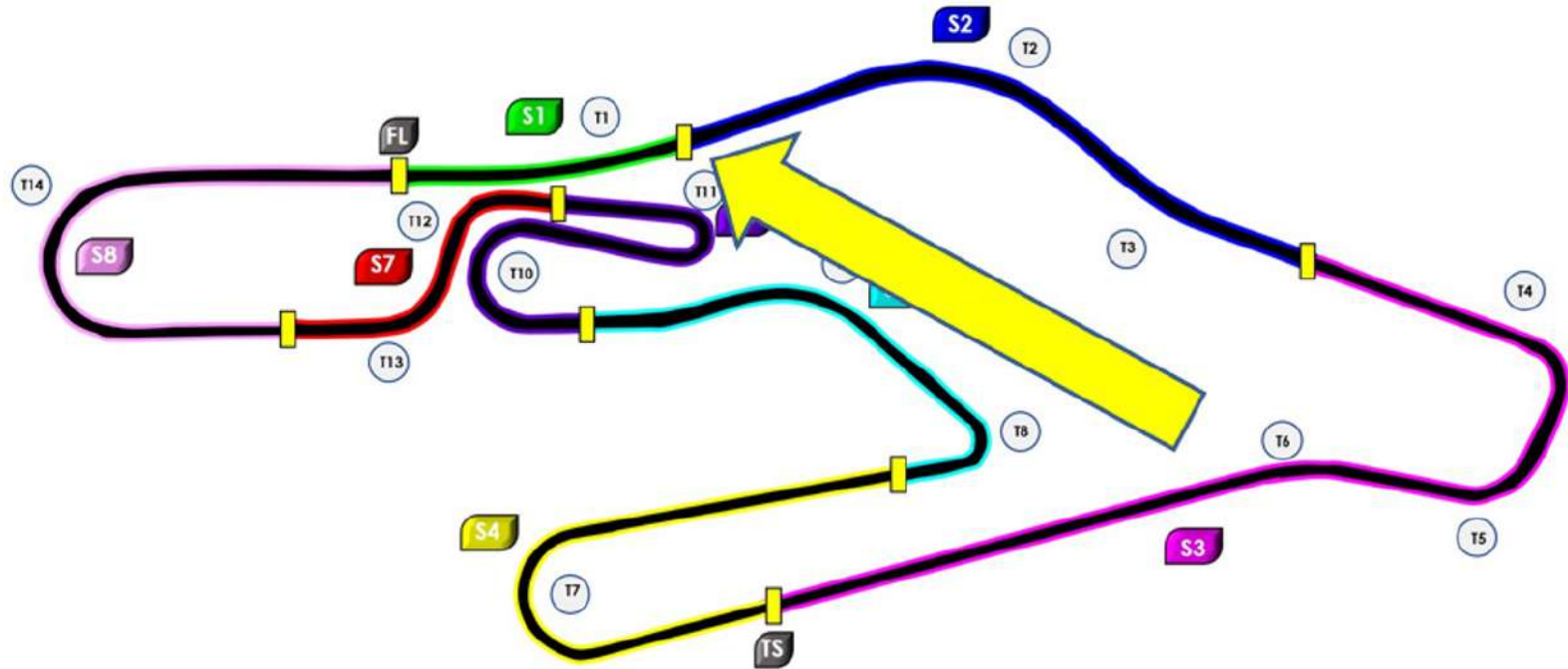
SAFETY CAR PROCEDURE



**STAND BY POSITION ON TRACK
FIRST LAP T13**



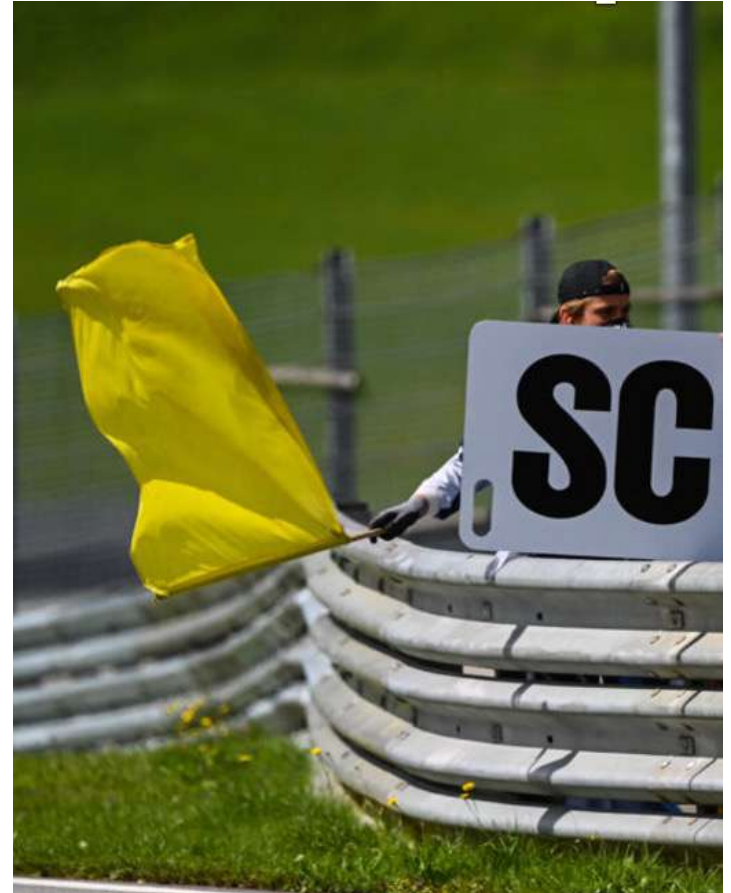
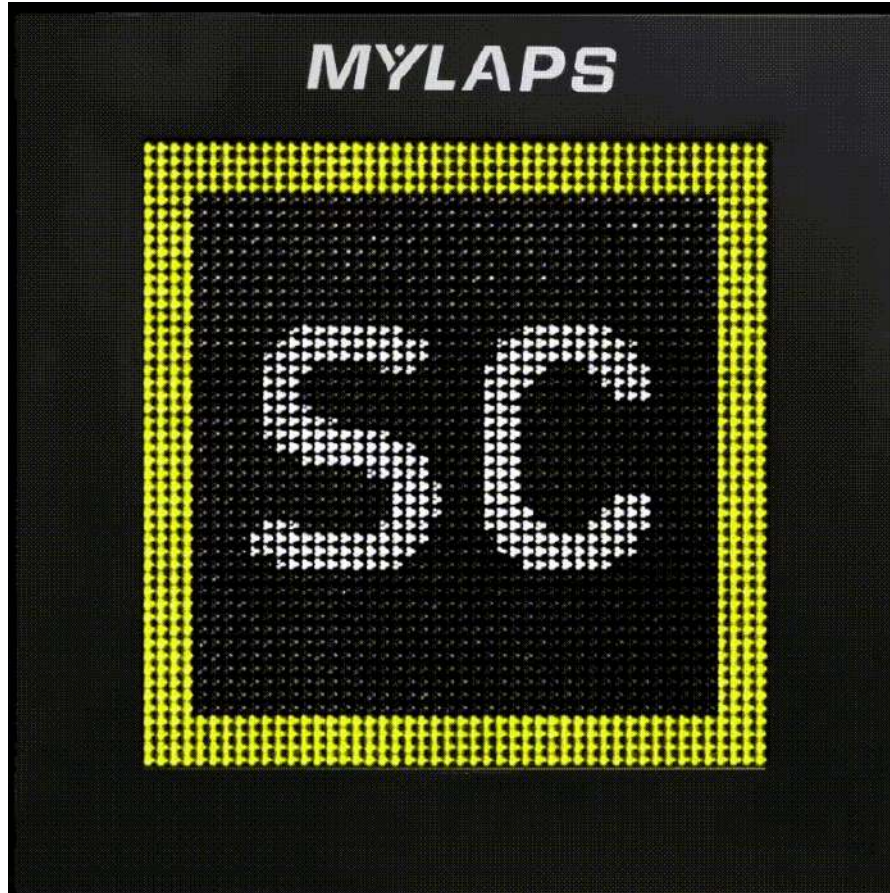
SAFETY CAR PROCEDURE

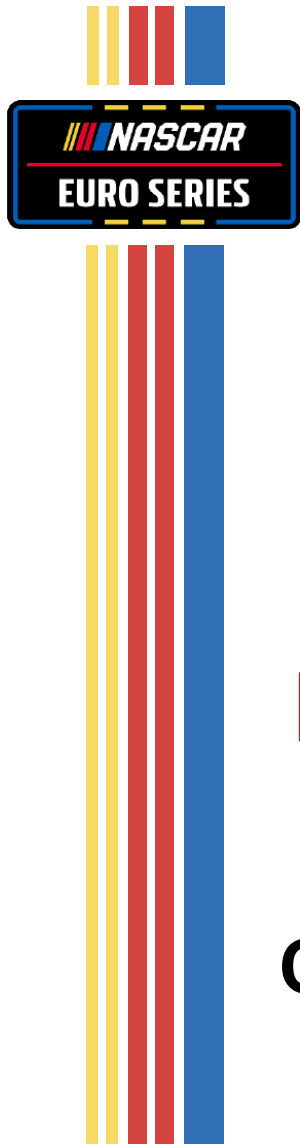


**STAND BY POSITION ON TRACK
DURING RACE T1**



SAFETY CAR PROCEDURE





SAFETY CAR PROCEDURE

DRIVERS TO REACT IMMEDIATELY

REDUCE SPEED NO OVERTAKING

ALL CARS SINGLE FILE

**FOLLOW THE SAFETY CAR WHERE
EVER IT GOES**

**CLOSE THE GAPS, KEEP A SAFETY DISTANCE
BETWEEN CARS TO AVOID CONTACTS**



SAFETY CAR PROCEDURE

REORDERING

**NO REORDER ON OWN DECISION
BEFORE REORDER BEGINS**

**REORDER BEGINS ON RACE CONTROL
COMMAND ONLY!**

**ON RACE CONTROL COMMAND, ALL
LAPPED CARS THROUGH THE PITLANE
EXCEPT FREE PASS IF ANY**



SAFETY CAR PROCEDURE

REORDERING

**PIT EXIT LIGHT RED
GREEN AS LAST CAR OF THE TRAIN
REACHES SC LINE 2**

**JOIN THE FIELD CAREFULLY
KEEP YOUR POSITION! NO RACING!**

**DURING REORDER NO WEAVING
ALLOWED**



SAFETY CAR PROCEDURE

WHEN "SC IN THIS LAP"

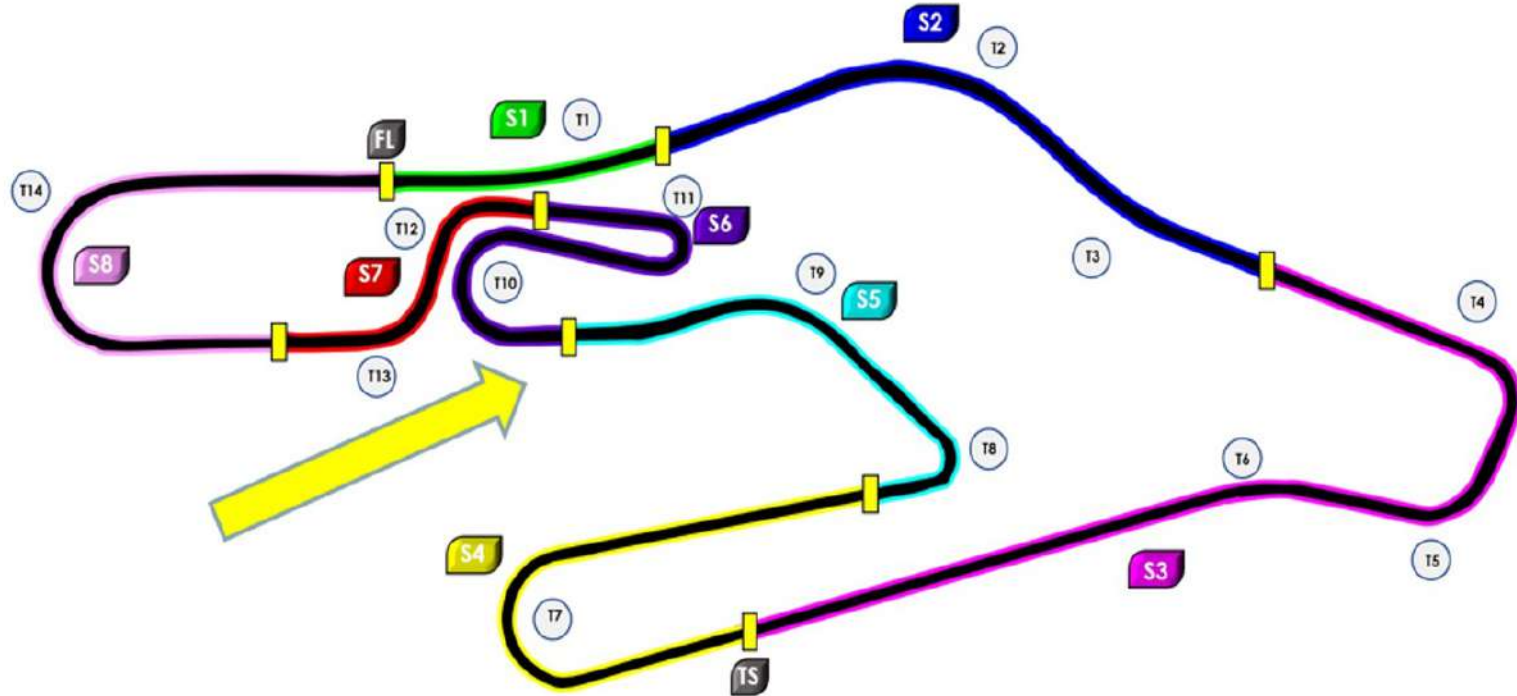
**BOARDS REMOVED, YELLOW FLAGS
REMAIN WAVED UNTIL GREEN FLAG
WAVED AT CONTROL LINE**

**RACE DIRECTOR WILL CONFIRM SINGLE
OR DOUBLE FILE RESTART**

LISTEN TO YOUR SPOTTER



RESTART PROCEDURE



**2 BY 2 OR SINGLE FILE FORMATION
COMMAND T10**



RESTART PROCEDURE

2 BY 2 COMMAND

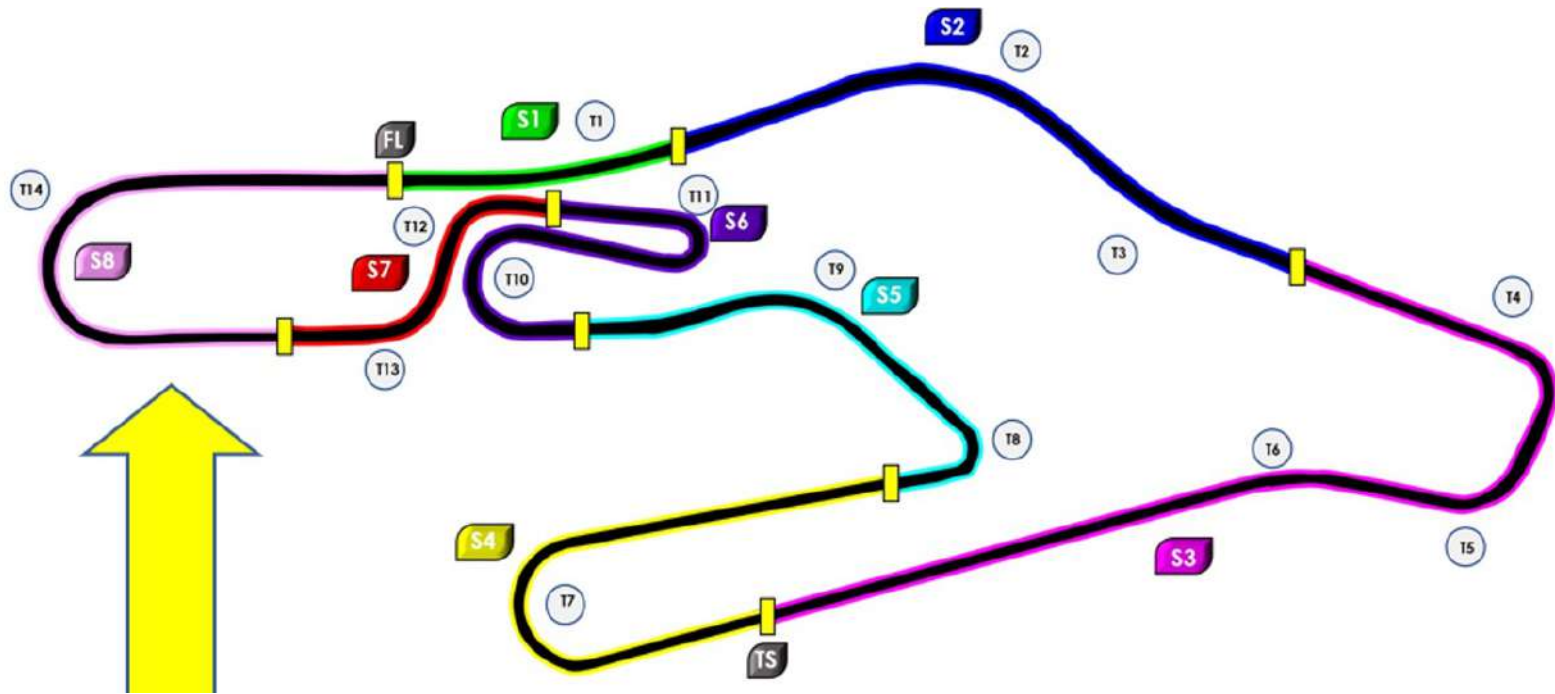
**DRIVERS TO REACT
IMMEDIATELY**

CONSTANT SPEED

NO WEAVING



RESTART - PROCEDURE



**2 BY 2 FORMATION OR SINGLE FILE
COMPLETED BETWEEN T13 & T14**



RESTART - PROCEDURE



MANDATORY SPEED EXIT T14



RESTART PROCEDURE



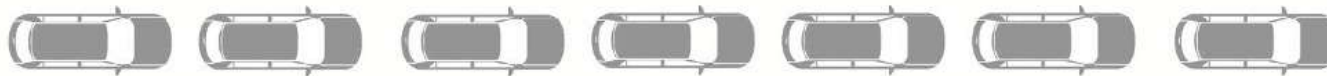
START ZONE



SAFETY CAR PROCEDURE

RESTART AFTER SC IN CASE OF SINGLE FILE

WE WILL USE POLE POSITION LINE
(RIGHT LINE)





SAFETY CAR PROCEDURE

WHEN "SC IN"

CONSTANT SPEED FROM THE FLAG

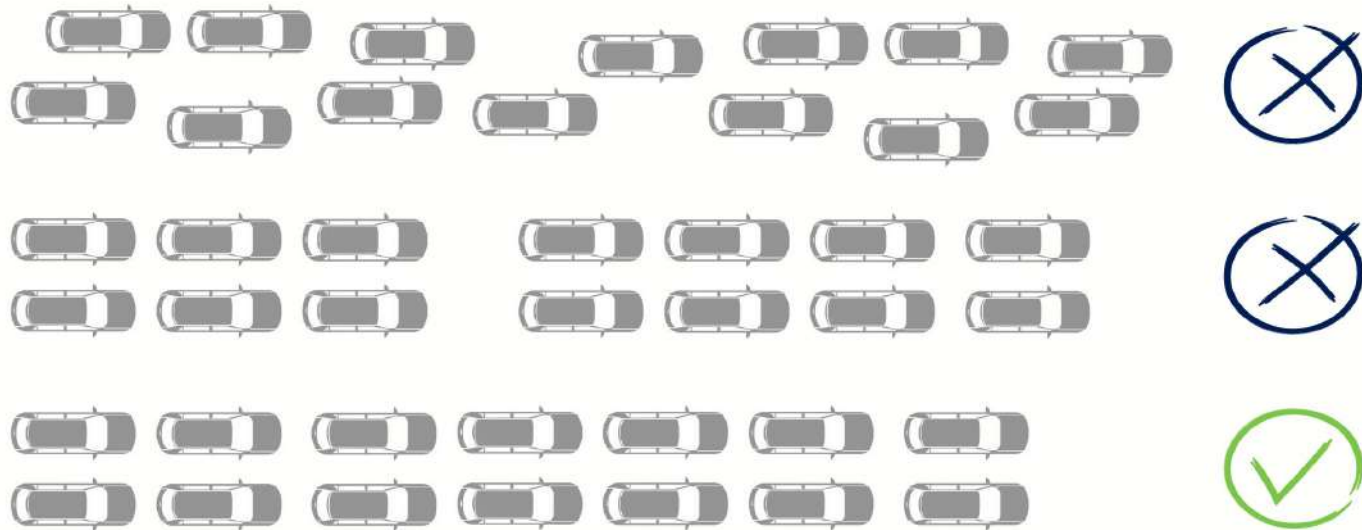
3.500 RPM IN 3rd GEAR



RESTART PROCEDURE

DISTANCE BETWEEN CARS
FOLLOWING EACH OTHER

1 METER





RESTART PROCEDURE

**GO OVER
GRID MARKERS**





RESTART PROCEDURE

OFFICIAL STARTER WILL GO GREEN AT A RANDOM MOMENT WHEN CARS ENTER START ZONE

DO NOT FORCE STARTER TO GO GREEN



RESTART PROCEDURE





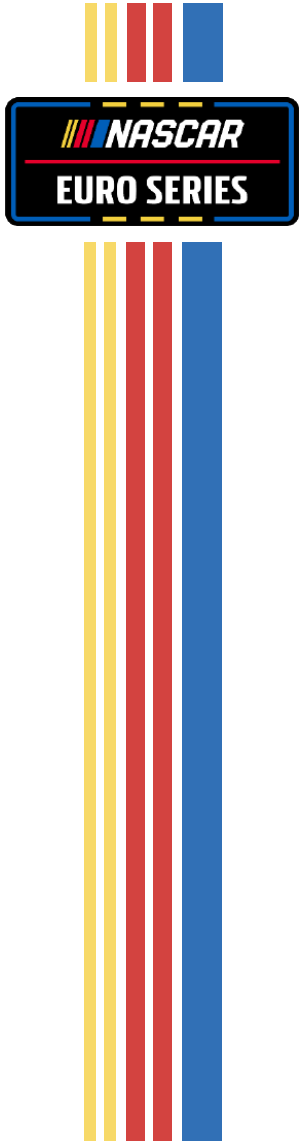
SAFETY CAR PROCEDURE

LAPS UNDER THE SAFETY CAR
PROCEDURE CAN BE COMPENSATED

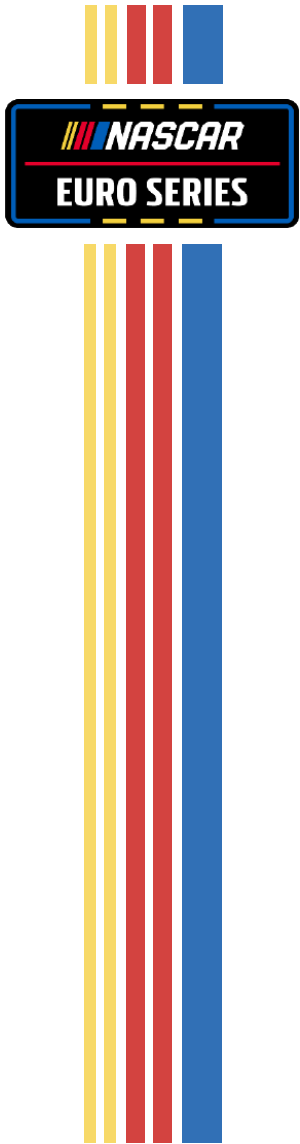
RACE CONTROL COULD ADD
ADDITIONAL LAPS

TO THE DISTANCE OF THE RACE

LISTEN TO YOUR SPOTTER...!!!



NEW



vsc

PROCEDURE



VIRTUAL SAFETY CAR PROCEDURE





VIRTUAL SAFETY CAR PROCEDURE

VERY SIMILAR TO SC PROCEDURE

**VSC WILL BE DEPLOYED ONLY
AFTER THE FCY YELLOW PROCEDURE**

**LEADER OF THE RACE
IS CONTROL CAR
DURING VSC PROCEDURE**



VIRTUAL SAFETY CAR PROCEDURE

**POSSIBLE ONLY HALF OF THE
LAP UNDER VSC**

**NO REORDERING DURING
VSC PROCEDURE**



VIRTUAL SAFETY CAR PROCEDURE

LAPS UNDER THE SAFETY CAR
PROCEDURE CAN BE COMPENSATED

RACE CONTROL COULD ADD
ADDITIONAL LAPS

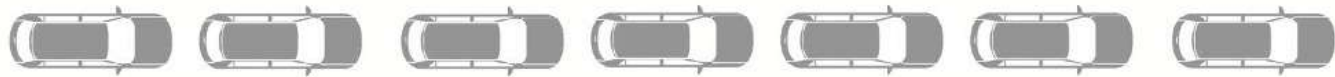
TO THE DISTANCE OF THE RACE

LISTEN TO YOUR SPOTTER...!!!



VIRTUAL SAFETY CAR PROCEDURE

ALWAYS SINGLE FILE RESTART





FCY

PROCEDURE



FCY PROCEDURE



IN CASE OF AN ISSUE ON THE TRACK THE
FULL COURSE YELLOW

PROCEDURE WILL BE INITIATED BY THE RACE DIRECTOR
AFTER A COUNT DOWN TO THE SPOTTERS AND RACE CONTROL



FCY PROCEDURE

**AFTER AN INFORMATIVE
COUNTDOWN AND COMMAND FROM
RACE DIRECTOR:**

5 4 3 2 1

FULL COURSE YELLOW NOW



FCY PROCEDURE



**OFFICIAL START OF
THE FCY
PROCEDURE IS
FROM THE TIME FCY
DIGITAL FLAG
BOARDS ARE
SHOWN...!!!**



FCY PROCEDURE

**FROM THE TIME FCY DIGITAL
FLAG BOARDS ARE SHOWN:**



**REDUCE SPEED
STRICTLY RESPECT
2.400 RPM IN
3rd GEAR**



FCY PROCEDURE

**FROM THE TIME FCY DIGITAL
FLAG BOARDS ARE SHOWN:**



NO

OVERTAKING

MAINTAIN THE GAPS



FCY PROCEDURE



2.400 RPM 3rd GEAR



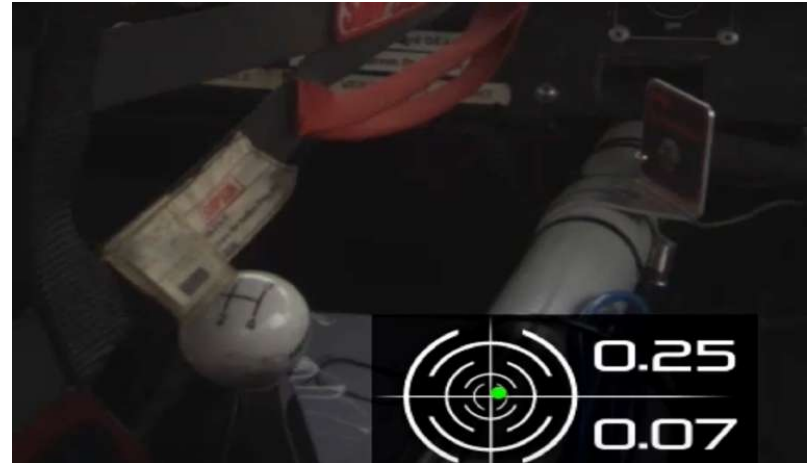
FCY PROCEDURE



PUT ON SPEED LIMITER
AFTER YOU SLOW DOWN



FCY PROCEDURE



AFTER YOU ADOPT SPEED,

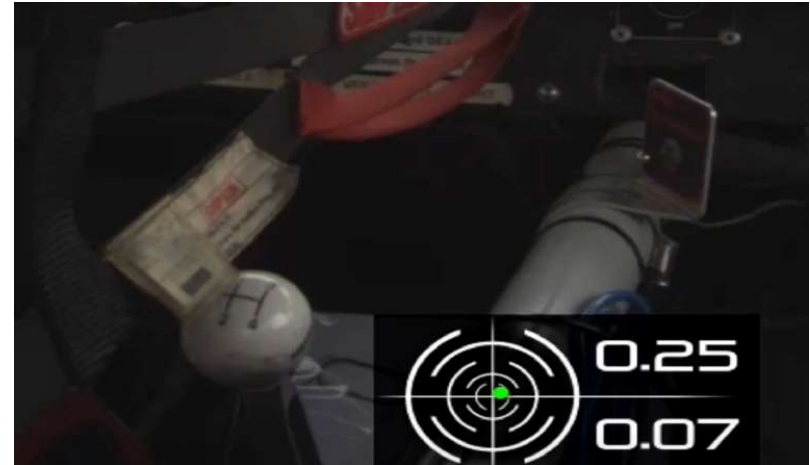
PUT OFF SPEED LIMITER

**DURING FCY PROCEDURE YOU CAN DRIVE ON
SPEED LIMITER MAX 10 SEC OR 200 METERS...!!!**

REASON IS TO PROTECT THE ENGINE



FCY PROCEDURE



**IF THE CARS AROUND YOU ARE
TOO SLOW OR TOO FAST
GIVE INFO TO YOUR SPOTTER...!!!**



FCY PROCEDURE

FCY

**IN CASE OF LIGHT ISSUE ON TRACK, FCY MAY
BE DEPLOYED JUST FOR A SHORT TIME.
IN THIS CASE FCY PROCEDURE **WILL NOT** BE FOLLOWED
BY A SAFETY CAR PERIOD.
LISTEN CAREFULLY TO RACE CONTROL COMMANDS**



FCY PROCEDURE

FCY

- FCY PROCEDURE MAY BE FOLLOWED BY:**
- RESTART AFTER THE COUNTDOWN**
 - VIRTUAL SAFETY CAR**
 - SAFETY CAR**
 - OTHER RACE DIRECTION DECISION**

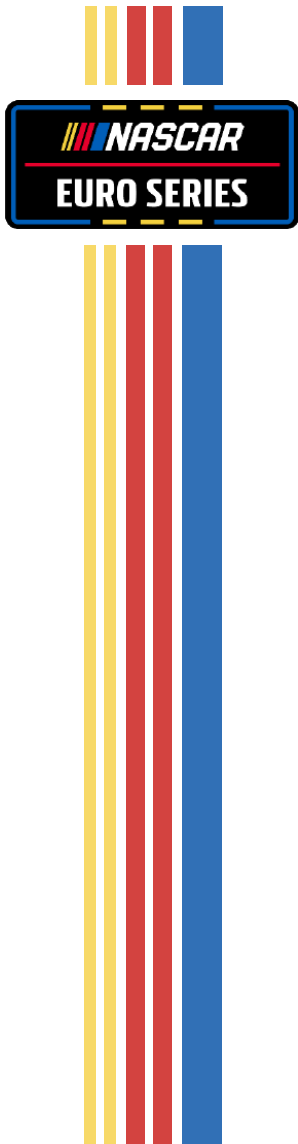


FCY PROCEDURE

**THE END OF FCY PROCEDURE:
AFTER AN INFORMATIVE
COUNTDOWN AND COMMAND:**

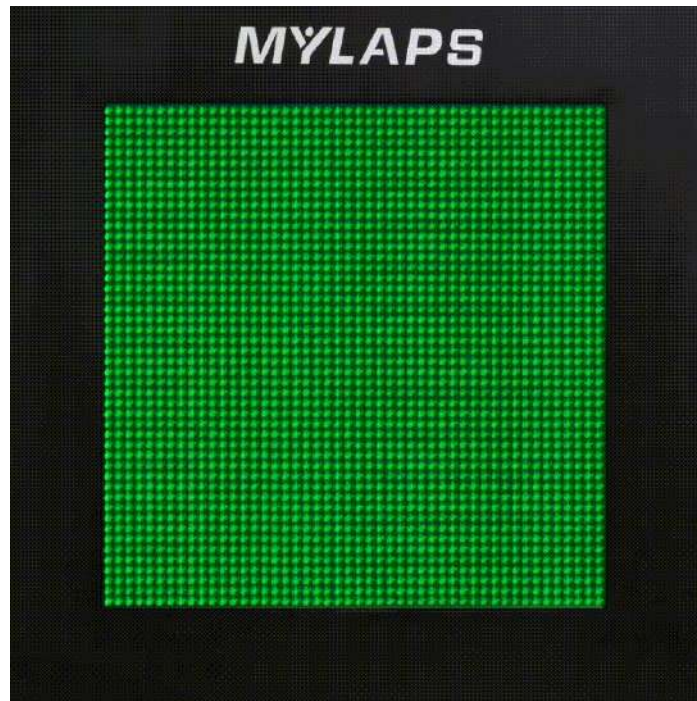
5 4 3 2 1

GREEN NOW



FCY PROCEDURE

FROM THE TIME GREEN DIGITAL
FLAG BOARDS ARE SHOWN:



**RACE
RESTARTS**



TRACK LIMITS



TRACK LIMITES

FIA INTERNATIONAL SPORTING CODE (FIA ISC) APPENDIX L CODE OF DRIVING CONDUCT ON CIRCUITS

ANNEXE L AU CODE SPORTIF INTERNATIONAL / APPENDIX L TO THE INTERNATIONAL SPORTING CODE

Nouveau texte = **ainsi**

Texte supprimé = ~~ainsi~~

Changements durant l'année = ainsi

Modifications à venir (à la fin de l'Annexe) = **ainsi ou ainsi**

New text = **thus**

Deleted text = ~~thus~~

Changes during the year = thus

Future amendments (at the end of the Appendix) = **thus or thus**



TRACK LIMITES

FIA INTERNATIONAL SPORTING CODE (FIA ISC) APENDIX L CODE OF DRIVING CONDUCT ON CIRCUITS

c) Les pilotes doivent utiliser la piste à tout moment. Si une voiture quitte la piste pour une raison quelconque, et sans préjudice du point 2(d) ci-après, le pilote peut rejoindre la course. Toutefois, ceci ne peut se faire que dans le respect de la sécurité et sans tirer un avantage quel qu'il soit. Afin de dissiper tout doute, les bords de la piste peuvent être définis par les lignes blanches, les piles de pneumatiques, les quilles ou tout autre système défini par le Directeur d'épreuve nommé par la FIA, ou par le directeur de course lors du briefing. Un pilote sera considéré comme ayant quitté la piste si aucune partie de sa voiture ne demeure en contact avec la piste lorsque des lignes indiquent le bord de la piste, ou lorsque la voiture passe derrière ou déplace substantiellement un marqueur physique.

c) Drivers must use the track at all times. Should a car leave the track for any reason, and without prejudice to 2(d) below, the driver may re-enter the track. However, this may only be done when it is safe to do so and without gaining any advantage. For the avoidance of doubt, the track edges may be defined by white lines, tyre stacks, marker poles or other devices defined by the Race Director, if appointed by the FIA, or the Clerk of the Course during the briefing. A driver will be judged to have left the track if no part of the car remains in contact with the track, where lines indicate the track edge, or should the car pass behind or substantially move any physical marker.



TRACK LIMITES

TRACK LIMITES CONTROL

**TURNS: T5 T7 T11
T13 T14**



TRACK LIMITES

TRACK LIMITES CONTROL





TRACK LIMITES

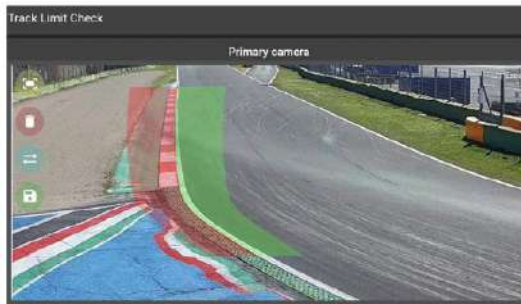
**CURBS ARE NOT
PART OF THE
TRACK...!**

**ANYTIME, 4 WHEELS BEYOND THE
EDGE OF THE TRACK (WHITE LINE)
IS CONSIDERED AS AN OFFENSE**



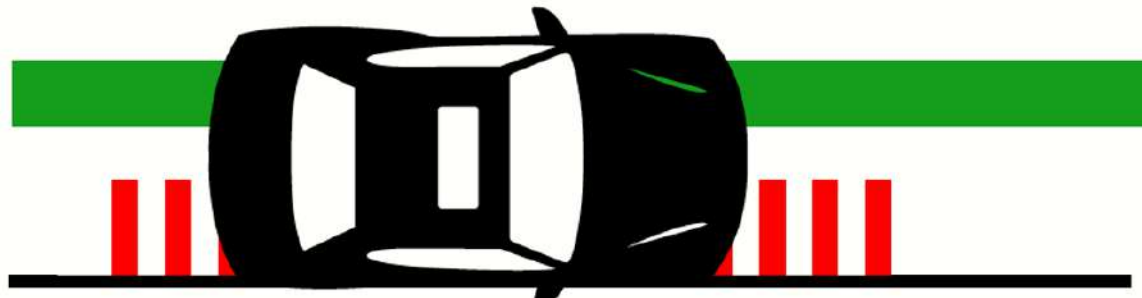
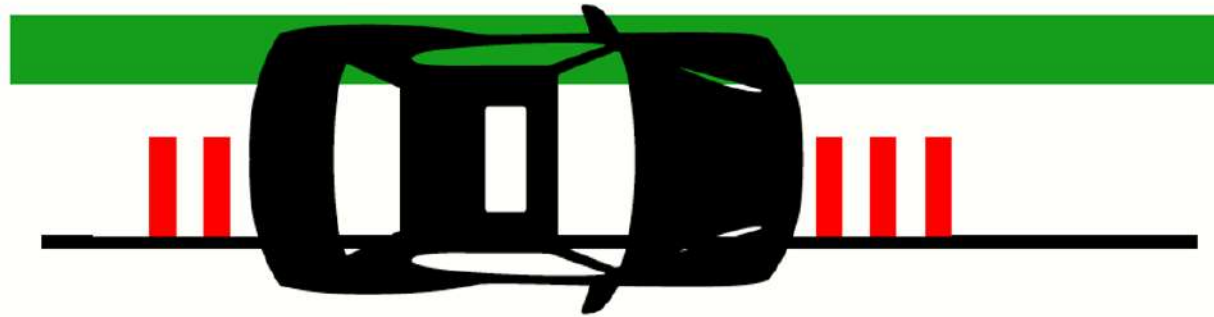
TRACK LIMITES CONTROL T14

CURB IS NOT A PART OF THE TRACK...!





TRACK LIMITES APPROACHING T1





TRACK LIMITES

QUALIFIYING

**BOTH CURENT AND NEXT
LAPTIMES WILL BE
CANCELED !**



TRACK LIMITES

RACES

AFTER X TIMES OVER THE TRACK LIMITE

WARNING FLAG



AFTER X + 2 TIMES OVER THE TRACK LIMITE

**10 SEC PENALTY TO BE
ADDED ON THE RACE TIME**



RACE DIRECTOR'S SPECIFIC RULES

VALLELUNGA 2025



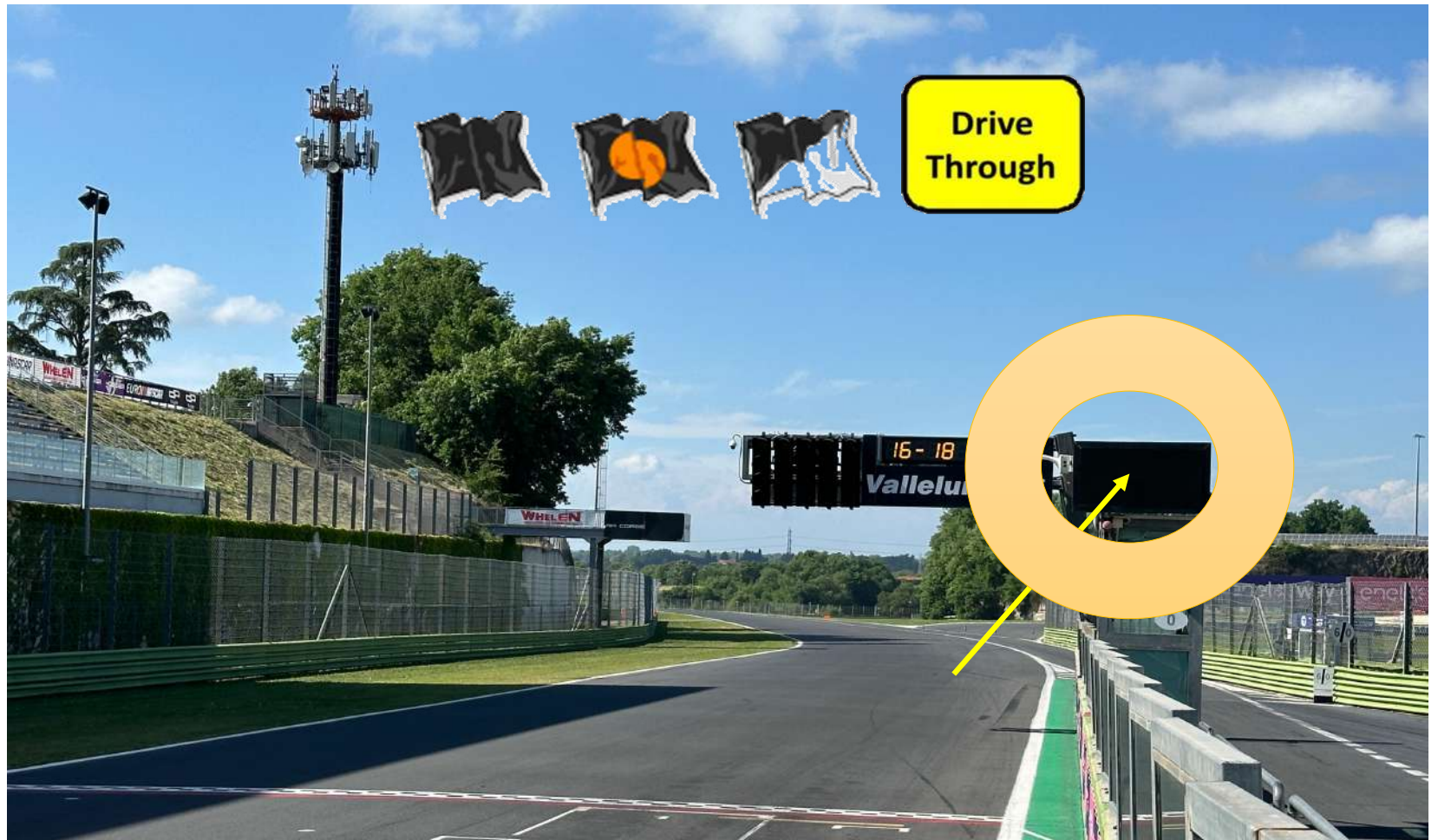
RADIO CONNECTIONS ON

**TEAM MANAGERS 30 MINUTES
BEFORE GREEN**

**SPOTTERS AT PLATFORM 10 MINUTES BEFORE
GREEN ALL SESSIONS...!!!**



SIGNALING WALL





SPECIFIC RULES

**PRE-GRID SCHEDULE IS NOT OPTIONAL
BUT COMPULSORY...!!!**

**ALL CARS PUSHED OUT OF PITBOXES AT
THE SAME TIME...!!!**



MANDATORY PREGRID CAR POSITION

CARS PUSHED OUT ON THE PREE GRID COMMAND
REAR WHEELS OF THE CAR ON WHITE LINE





SPECIFIC RACE DIRECTOR RULES

ANYTIME

**ALL CARS 45° NOSE IN
EXCEPT FIRST GARAGES**



SPECIFIC RACE DIRECTOR RULES



IN CASE OF ANY KIND OF ISSUE, NEVER STOP YOUR CAR IN A DANGEROUS POSITION.

**REACH ORANGE OPENING IN ARMCO...!!!
DO NOT GO THROUGH GRAVEL...!!!**

STOP ON THE SAFE POSITION CLOSE TO THE GUARDRAILS



SPECIFIC RACE DIRECTOR RULES

**WHILE OTHER SERIES ARE ON TRACK,
PITLANE MUST BE CLEAR.**

**NO CAR, NO CREW MEMBER OUTSIDE
THE PIT GARAGES**

**PIT GARAGE DOORS CLOSED
PIT LINE SIDE...!!!**



SPECIFIC RACE DIRECTOR RULES

**PARC FERME RULES TO BE STRICTLY
RESPECTED. CONTROLS WILL BE
OPERATED AND INFRINGEMENTS
REPORTED TO STEWARDS.**

**GARAGE DOORS PADDOCK SIDE ALWAYS
OPEN AND NO WORK ALLOWED BEFORE
PARC FERME OPENS**





HAVE A GREAT TIME
&
ENJOY



NASCAR
EURO SERIES