

DRIVERS BRIEFING



- No teammembers lifting on the cars in the pitlane or track
- Prepare the SD cards of your on-board camera
- Read the briefing notes

Important Note from the Supplementary Regulations: **procedures and durations of the races may be adjusted to comply with the contractual timing restrictions applicable for the event.**
This can also apply on other type of sessions!

Logistics Procedure | Start of any session

Practices

Qualifying:

Cars not in Pit Lane will use the Barrier (between the two towers) to get into pitlane.

Cars in the Pit Lane can start from the Pit Lane itself.

Green starts the session. Mazda MX5 Cup go first on track.

Races:

Cars not in Pit Lane will use the Barrier (between the two towers) to get into pitlane.

Cars in the Pit Lane can start their reconnaissance the Pit Lane itself.

So: All cars drive from the pitlane to the Starting Grid.

Pitlane will open approx. 9 min for start of the race for max. **2 minutes**.

These times can be changed at the discretion of the Race Director.

On the grid there will be a **3'** countdown procedure towards the start of the formation lap.

This can be a *FAST countdown* procedure (no full minutes) when deemed to be needed.

All sessions:

Full cooling down lap into Pit Lane, back to the **pitbox** (FP) or parc fermé (Q and Races).

Trolleys:

Can enter the pitlane via the Barrier (between the two towers), exit via Pit Exit gate to paddock ("gate North").

No Tyre Trolleys are allowed on the Starting Grid

Podium:

Only First 3 Mazda MX5 and First 3 FFSC to podium. Via working lane, through Gate North to Parc fermé.

There will be a 3 minutes procedure on the grid.

This can be a *FAST countdown* procedure (no full minutes) when deemed to be needed.

3 MIN. BOARD

1 MIN. BOARD

30 SEC. BOARD

GREEN FLAG

STANDING START

- Safety-car leaves the grid

- Engines on, team members must leave the grid immediately

- START of FORMATION LAP **FFSC may not create a gap with the Mazda MX5 Cup**

- 12 laps or 25 Minutes

Article 11.1 of the Sporting Regulations

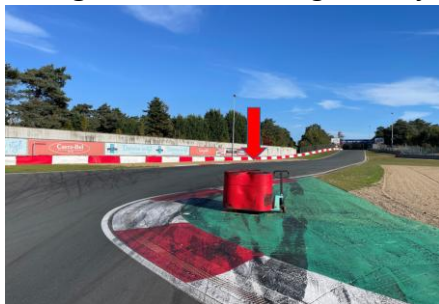
Track Limits:

- Allowed: touching a tyre stack
- Not Allowed: **displacing** a tyre stack (or exceeding Track Limits elsewhere on track)

NOTE:

When a tyre stack is (re)moved from its original position, the FIA Appendix L will apply (white line), while the session may be neutralized to move the tyre stack in its original position.

Judges of fact are assigned to judge the Track Limits



T6



T9

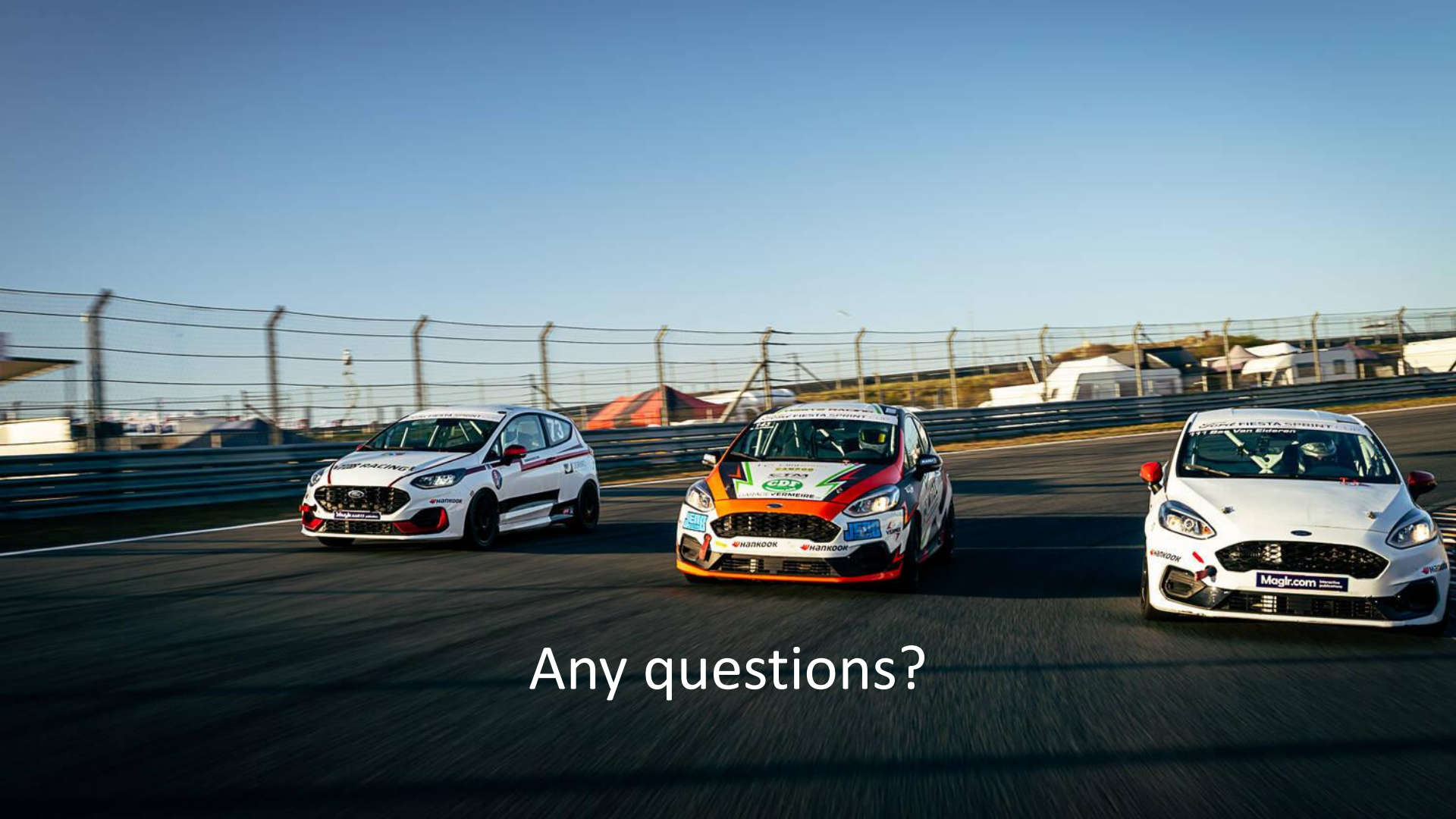


T16

Penalty:

- Free Practice *Displacing tyre stack* = *Current laptime disallowed 2nd time -> Black Flag and report to RD*
- Qualifying *Displacing tyre stack* = *Current and fastest laptime disallowed*
- Races: *Displacing tyre Stack* = 2nd time warning flag, 3rd time = 3 sec,
for each new infringement onwards an additional 3 sec. penalty will be applied

For “non-Tyre stack” Track Limits (where the standard Appendix L rules apply), a 3rd Track Limit infringement will result in a Warning Flag, and the 5th Track Limit infringement is a 3 sec time penalty (added to the total race time in the race result) (and so on).



Any questions?