1. COMPETITION TIMETABLE

Version: V1Official

- SAFETY CAR :

SC Position during 1st lap : T13
SC Position during the Race : T16
SC Lights off : T10 – T11

2. CIRCUIT MAIN DATA

- Lap Length : 4,411 Km
- Pole Position : LEFT
- Speed Limit in the Pit Lane : 60 kph
- Grid Formation : Exit T13
- Pit IN – Pit OUT : 249 m
- Pit Entry Loop – Pit Handicap Loop : 249 m
- Openings for cars to exit the track marked in ORANGE
- Fire extinguishers around the circuit are indicated by small boards marked "FIRE"
- Recovery area at Pit Entry Building
- Race Director's signalling place is on the control line (on the Left)
- Scrutineering is located at Scrutineering Bay (Driver Left at pit entry)
- Parc Fermé after qualifying and races at each Team awnings or boxes
- Stop & Go penalty in front of your box
- In accordance with Appendix H of the ISC, the light signals have the same meaning as flag signals.
- End of speed limit after refuelling.

3. DRIVING BEHAVIOR

- Drivers are reminded to pay special attention to flag signalling according to the Code:
  - Yellow flags are signal of danger and when shown, drivers must reduce their speed and be prepared to change direction. To be clear, driver would be expected to discernibly reduce the speed in the respective timing sector.

As per Art 2.5 of Appendix H with double waved yellows drivers must be prepared to change direction or even to stop.
If double yellow flags are shown, drivers must reduce the speed significantly and be prepared to change direction or stop. It must be clear that the driver did not attempt to set a meaningful time, it means driver should abort the lap (but this does not necessarily mean he has to pit IN). At any moment, double waved yellows are presented they can mean:

- Marshals are exposed.
- Intervention vehicles are exposed.
- Ambulances may be exposed.

  - Blue Flags will be used for overtaking during the practice sessions and lapping during the
- If you are involved in an accident and you are OK, please, signal to the marshals a thumb up. If you have any problems getting out of the car or suspect you have any injury, wait for the rescue team.
- If you encounter any serious mechanical difficulty especially which may mean fluid is left on the track, you have to leave the track as soon as it is safe to do it. In all cases make every effort to stay out of the racing line.
- In the event of your car coming to stop on the circuit, you must leave the car as soon as it is safe to do so and help in the recovery operations. Do not stay inside your car talking to your team by radio.
- The white lines defining the track edges are part of the track, the kerbs are not. A driver will be judged to have left track if at least two wheels of the car are not in the contact with the track.
- Repetition of track limits infringements will be penalised.
  - Appendix 1 : Track limits infringement
  - In case of infraction at T17, current + next lap will be delated.

- Drivers are allowed to pass the Finish Line at the end of each session only once. The chequered flag will be waved and signifies the end of the practice session or race.

- Should a car leave the track for any reason, the driver may re-join. However, this may only be done when it is safe to do so and without gaining any advantage.
- Do NOT cross the continuous white line pit entry and exit.
- Driver must take the chequered flag on track to be classified

4. RACE

a) For all races the start procedure countdown will be done by means of the boards and lights.
b) Marshals on the Left-Hand Side of the grid will show you the grid rows boards.
c) NO person is allowed in the Pit Wall at the race start.
d) Race starts – rolling start:
   - During the formation lap, please, keep the formation as tight as possible, no tyres warming from T11. Lining up from the exit of T13. After T13 cars must be properly lined-up and tightly grouped for the rolling start. All cars must maintain position and a constant speed between 70 and 90 km/h. Cars are to line upon the starting box lines. Any driver outside the 2x2 formation before the signal to the start will be reported to the Stewards for false start.
   - Signal to the start will be given through extinguishing the RED lights.
   - If there is a problem during the formation lap, the leading car will remain in front of the cars and red lights will remain ON. Yellow waved flags will be shown all around the circuit. In case the problem happens after the leading cars 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.

5. STOPPING THE RACE:

- Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.
- When the signal is given, overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the Pit Lane where they must stop in front of pit exit lane, under Parc Fermé procedure. If it's possible the new start will be given under SC procedure (art 7.3.1.4.1.2 Règlement Standard des circuits Asphalte 2025).

6. FULL COURSE YELLOW "FCY"

a) The Race Director may declare a Full Course Yellow period if he decides that this is necessary for safety reasons.
b) Once under FCY, cars will slow down to **80** kph, in single file, and maintain their distance to the car in front and the car behind. Overtaking is strictly prohibited under the FCY.
   At the 1st message on radio and monitors "Prepare for FCY at xx h xxmin xxsec = Pit Entry Close" / 2nd message : countdown "FCY 10s, 9, 8,... 1 : FCY now". In any circumstances,
c) Once the message is displayed on the monitors, all cars must immediately slow down.
d) All marshal posts and digit panels will display a waved yellow flag and a board with the indication FCY.
e) Access to the pit lane under the FCY. During the race, the pit lane entry will be closed when FCY is announced, as soon as the message "PREPARE FOR FCY AT XXhXXhXXsec" is posted on the monitors. Pit Lane exit will remain open during FCY procedure.
f) Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time whilst the FCY is in use, will be reported to the Stewards. This will apply whether any such car is being driven on the track, the pit entry or the pit lane exit road.
g) Once the problem(s) is/are solved, the Race Director will return the track to green; this is done by posting a message on the monitors.
h) At this stage, all marshal posts will replace the yellow flags and FCY boards with waved green flags.
i) Racing and overtaking will normally resume without restrictions, regardless of the positions of the cars relative to one another and to the line.
j) A **FCY period may be followed by a SC** intervention if the problem remains unsolved and safety may be at risk.

7. SAFETY CAR

a) In exceptional circumstances the race may be started behind the SC. In this case, at any time before 5 minutes board, its yellow flashing lights will be switched ON. All the marshal posts will be yellow flags waved and board "SC" until the end of the SC intervention. When the starting lights are GREEN, the SC will leave the grid with all cars following in grid order no more than 5 car lengths apart. There will be no formation lap and the race will start immediately (after green lights).

b) Under certain circumstances the Race Director may instruct the SC to use the Pit Lane or other parts of the circuit (alternative ways). In these cases, all cars must follow the SC without overtaking.

c) When SC is called IN, will turn its yellow lights OFF between T11 and T12 and enter the Pit Lane in the end of this lap. All cars must stay in line (unless a car is undoubtedly slow), until you cross the Line with the green flag.

d) In order to avoid the likelihood of accidents before the SC returns to the pits, from the point at which the yellow lights on the SC are turned OFF, drivers must proceed at a pace which involves no erratic acceleration, braking or any other manoeuvre which is likely to endanger other drivers or impede the restart.

e) If the race ends whilst the SC is deployed, it will enter the Pit Lane extinguished lights at the end of the last lap
and the racing cars will take the chequered flag on track as normal without overtaking

8. REFUELLING

a) The refuelling area is after the pit building.

b) After crossing the board REFUELLING SPEED LIMIT board lane, cars must race at 30kph and on the left of the pit lane

c) After finishing the refuelling drivers will enter the pit lane and respect the 60 kph until the end of 60 board

d) Drivers in the pit lane have priority from drivers exiting the refuelling area.

e) Refuelling pit stop cannot be a mandatory pit stop

APPENDIX 1

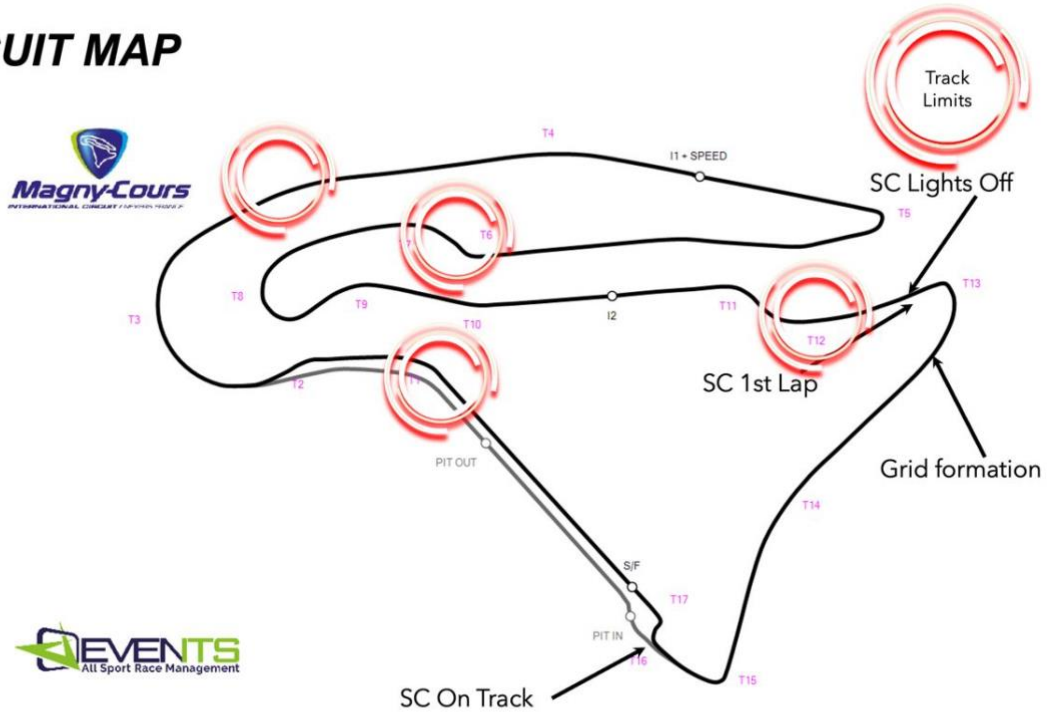
PRACTICE AND QUALIFYING SESSION		RACE	
INFRINGEMENT	PENALTY	INFRINGEMENT	PENALTY
1st	Current lap deleted	1st	Warning + Screen display
2nd	Current lap deleted	2nd	Last warning + Screen display
3rd	Current + best lap deleted	3rd	Warning Flag + Screen display
4th	Current lap deleted	4th	5sec time penalty + Radio call
5th	Current lap deleted	5th	5sec time penalty
		6th	Drive Through penalty

GT ENDURANCE CUP

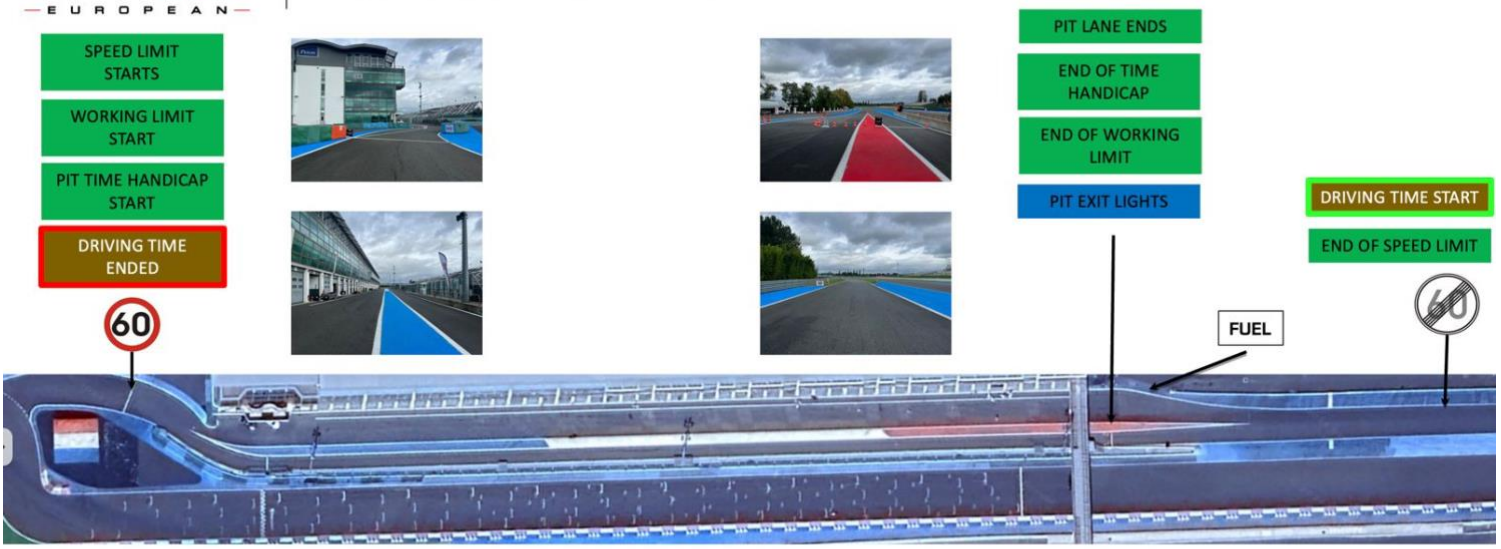
CIRCUIT MAP

Start Line Off set : 186m
Pole position : LEFT

Sector 1 : 1610m
Sector 2 : 1609m
Sector 3 : 1192m
Total : 4411m



PIT LANE DIAGRAM



ROUND 2/6 MAGNY-COURS 28 - 31 MAY 2026

UCS RACE DIRECTORS
Patrick MORISSEAU, Matthieu MOREAU, Delcio SANTOS

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