



SLOVAKIARING

09 – 11 June 2023

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| From | FIA Race Director | Document N° | 01 |
| To | All Officials, All Teams | Date | 08 June 2023 |
| | | Time | 17:00 |

BRIEFING NOTES VERSION 1

PART A: SPECIFIC EVENT NOTES

1. OFFICIALS OF THE COMPETITION

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|--|-----------------------------|
| Chairman of the Panel of the Stewards: | Mr Peter OORD (NLD) |
| 2nd International Steward: | Mr Valerio BRIZZOLARI (ITA) |
| ASN Steward: | Mr Zoltán BOGNÁR (SVK) |
| Clerk of the Course: | Mr Peter KEVICKÝ (SVK) |
| FIA Race Director: | Mr Michal MAREK (CZE) |
| FIA Series Development Co-ordinator: | Mr Anthony IDDON (GBR) |
| FIA Technical Delegate: | Mr Frans STEILBERG (IRL) |
| Assistant to the FIA Technical Delegate: | Mr Zoltán BALLA (HUN) |
| Speed Control, lambda control: | Mr Andrea PATTARO (ITA) |
| FIA Sporting Coordinator: | Mr Sina AMIRDIVANI (CHE) |

2. CHANGES TO THE CIRCUIT FROM LAST CHAMPIONSHIP EVENT

2.1 None

3. CIRCUIT MAIN DATA:

- 3.1 Lap length centre line is 5,922 meters.
- 3.2 Race direction is clockwise.
- 3.3 Distance between start and control (finish) line is - 130 meters.
- 3.4 Red flag line is the Safety car line 1.
- 3.5 Pole position is on the right hand side.
- 3.6 Pit entry is on the left hand side after T13.
- 3.7 Pit lane speed limit is 60 kph.
- 3.8 Signal to start when all red lights are turned to GREEN.
- 3.9 Official notice board is virtual.
- 3.10 Pit lane monitors are in the pit garage No. 20.
- 3.11 Scrutineering bay is in hangar at small paddock next to the medical centre.
- 3.12 Fire point is on the LHS at the end of the pit lane and LHS in T10.
- 3.13 Fire extinguishers around the track are marked by orange or white boards with "F" letter.
- 3.14 Race Director's signalling place is on the LHS up to the Start line.
- 3.15 Accesses for mechanics to the grid are opening in the pit wall in front of the grid and next to P13.
- 3.16 Location of the FIA Race Director's room: Race building, 1st floor, office No. 1
- 3.17 Location of the Steward's room: Race building, 1st floor, office No. 2
- 3.18 Location of the Race Control: Race building, 1st floor, LHS

SLOVAKIARING

09 – 11 June 2023

PART B: 2023 SEASON – GENERAL NOTES

4. STANDARD START PROCEDURE

- 4.1 **At the three-minute signal, all drivers must be seated in their truck wearing all required safety equipment and the safety harness/window net etc. must be PROPERLY in place.**
- 4.2 The Pace Truck will lead the grid on the green flag lap. Pole position truck must maintain a position of not more than 20 meters behind the pace truck and all other trucks must maintain a position not more than 5 trucks lengths from the row in front.
- 4.3 Drivers must keep station according to the dummy grid spacing during the green flag lap.
- 4.4 The pole man will control the speed, when the pace truck will extinguish its flashing yellow lights.
- 4.5 The drivers must approach the start line with CONSTANT speed between 50 and 70 kph, in an orderly and closed parallel formation and in two starting rows, under the control of the truck on the pole position. **Before the signal to the start all trucks must maintain at the similar position as are the grid boxes marked on the race track on their side of the grid = two lines.**
- 4.6 Before the signal to the start a gap between each starting row shall remain 1 truck length as a minimum.
- 4.7 Any breaching of these instructions might be considered as a false start and will be referred to the Stewards for their action.

5. WET START PROCEDURE

- 5.1 In the event of a wet track the Race Director reserves the right to declare a wet race and the start procedure will be as follows:
 - a) The Pace Truck will start with competitors behind and complete the normal green flag lap.
 - b) At the end of the green flag lap, if the Race Director considers it is safe to continue racing, the Pace Truck will extinguish its yellow lights and enter the pit lane, the yellow flags/yellow lights will be displayed. For race distance purposes this will be the first racing lap, OVERTAKING IS STRICTLY FORBIDDEN, pole man takes control of the speed.
 - c) If at the end of this lap the Race Director is happy with track conditions, the green light will be shown at the control line and green flags will be waved on all marshal posts after the control line. Racing will commence FROM CONTROL LINE. OVERTAKING BEFORE THE CONTROL LINE IS FORBIDDEN.

6. FULL COURSE YELLOW

- 6.1 In certain circumstances and in the interest of the safety a full course yellow (FCY) may be used.
- 6.2 The radio/timing monitors will announce that FCY period will begin in 15 seconds.
- 6.3 5 seconds later the FCY boards will be displayed on each flag marshal posts and OVERTAKING IS FORBIDDEN from that moment.
- 6.4 10 seconds later yellow flags waved will be displayed and the maximum 70 kph speed limit during the FCY period and no overtaking will be applied.
- 6.5 Yellow flags will be displayed until the Race Director is happy with the situation on the track. Timing systems will not be stopped.
- 6.6 Deliberate slow driving will be reported to the Stewards.
- 6.7 It is not permitted to enter the pit lane unless for repairs and drive through penalties cannot be taken until a green situation is restored.
- 6.8 When the FCY situation finishes, the FCY boards and yellow flags will be withdrawn and immediately replaced by green flags. The green flags will be displayed at the same moment at ALL posts around the track. At this moment racing will re-commence and overtaking will be permitted.

7. RED FLAG SITUATION

- 7.1 Maximum permissible speed after the stopping of a practice/qualifying session or suspending a race is basically 70 kph.

SLOVAKIARING

09 – 11 June 2023

8. PARC FERMÉ

- 8.1 Each team is requested to create a space of 1 meter around a truck once it enters the teams designated area (preferably by erecting a fence/rope/tensa barriers) and it is forbidden for any team member to enter this area or touch the truck in any way.
- 8.2 Teams may subsequently be asked to temporarily switch on the electricity supply to the ignition to enable FIA to access the required data sequence from the official on-board cameras or other equipment for further investigation. Once the data download is complete, teams will be informed to turn the power off.

9. PIT LANE SAFETY

- 9.1 One mechanic with the stop/go/ lolly-pop for each truck is required to be present in the pit lane during all truck sessions.
- 9.2 One side with red and one side with the green colour on this lolly-pop is recommended.
- 9.3 Once the truck stops in the working lane, this mechanic has to put the lolly-pop onto the windscreen.
- 9.4 If the team would like to release the truck from the working lane, the lolly-pop must be removed.
- 9.5 It is the responsibility of the competitor to release his truck after a pit stop only when it is safe to do so. Trucks in the fast lane have priority over the ones leaving the inner lane.
- 9.6 Personal passes must be worn and visible at all times.

10. Paddock SAFETY

- 10.1 Traffic in the paddock creates potential danger for all people walking or working in the paddock.
- 10.2 All driving in the paddock shall be as safe as possible, this is a priority.
- 10.3 Maximum speed is limited to 15 kph.
- 10.4 A racing truck may only be driven by the driver or team member holding the relevant drivers' licence.
- 10.5 Whenever a truck is manoeuvring in or out of his work area or into pre-grid or out of Parc Fermé at least 2 mechanics should be with the truck and be positioned one front and one behind to ensure no pedestrians or obstacles are in danger or in the way. This includes any reversing or forward movement.

11. TRUCK RECOVERY

- 11.1 Teams are required to mark 2 attachment points on the front bumper bar to assist local recovery teams in lifting the truck at the front. The attachment points shall be marked with an arrow in a colour that is visibly different from the background of the truck or the plastic bumper itself.

Please note, these event notes are by no means comprehensive and should be read in conjunction with the FIA International Sporting Code, the Goodyear FIA ETRC Sporting regulations and the Supplementary regulations for the Event. Breaching instructions given to the drivers and competitors by these event notes will be considered as a failure to follow the instructions of the relevant officials for the safe and orderly conduct of the event (Art. 12.1.1j) of the FIA ISC).

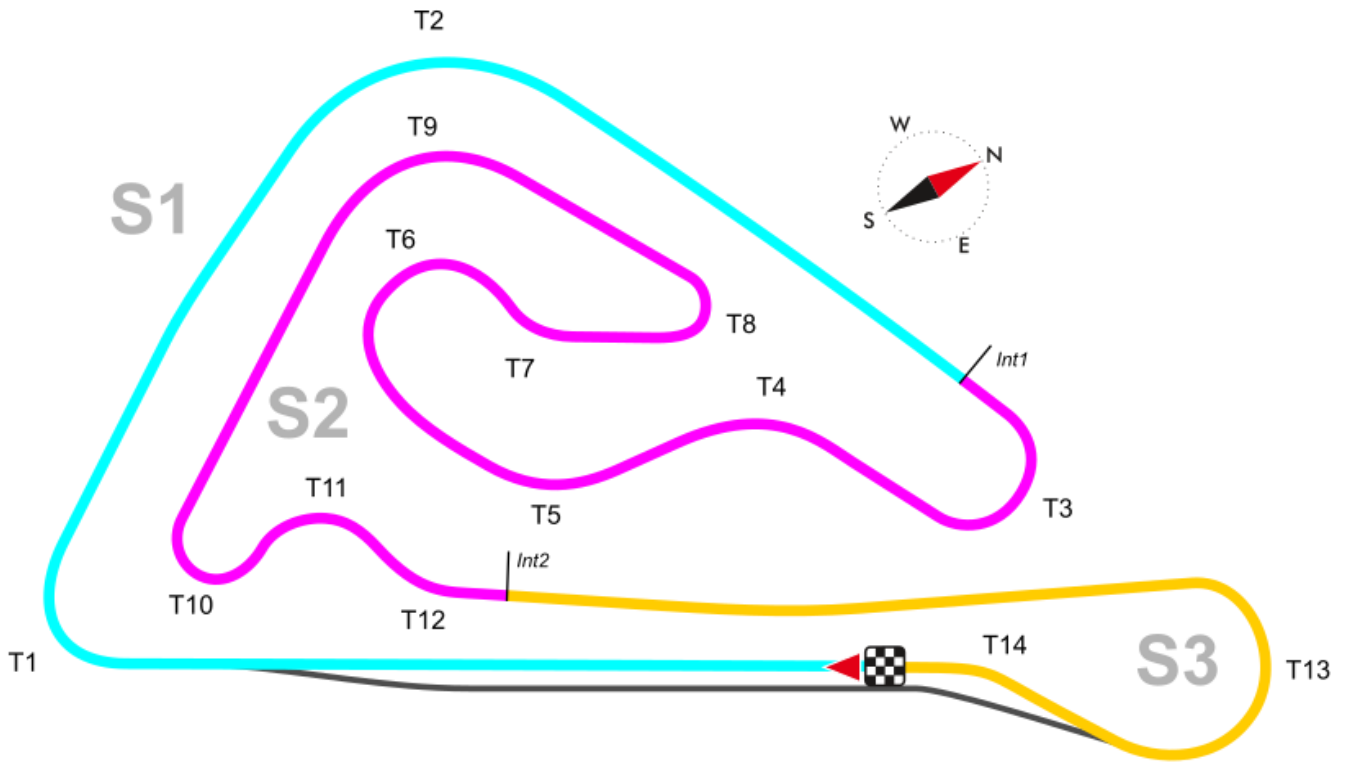


Michal MAREK
FIA Race Director

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Appendix 1 – Circuit diagram



Appendix 2 – Pit lane diagram

