TOP- STARTING DRIVERS BRIEFING
JULY 6th 2024

RACE DIRECTOR INSTRUCTIONS

- We will tolerate very small gaps in between categories, especially between LMP2 and LMP2 Pro Am keep it as small as possible.
- All the cars in grid formation at T15.
- We will like to have cars, in two lines, to cross through the painted grid boxes on the track. It's the start lights on the second gantry, near pit exit that count.
- Lights will go off roughly position 5/6 of the Formula 1 grid – all cars must physically cross the Start Line before starting the race.
- We will have 2 formation laps; the first formation lap will be quite fast for the drivers to give temperature in the car and better acquaint themselves with the handling of the cars.
- Once the leading car enters the pit lane at the end of the last formation lap, the pole position is responsible for the speed of the field. Same principle for each Category.
- If there is a Safety Car procedures, we ask the leader of the race to safely slow to around 80kph to help us group everyone. As soon as the cars are grouped up, we will be able to work on the pass around.
- In normal conditions Safety Car will be preceded by a VSC for two laps but we can go directly to SC.
- For the Full Course Yellow procedure, pit entry will close as soon as the FCY is announced on the monitors.
- In case of a Red Flag during the race, the teams will access the grid by the gate in the kink of main straight.
- If you have a mechanical issue get out of the track as soon as possible.
- Be extra careful in the pit lane.
- At the end of the race, after the chequered flag everyone comes in two the pits, except the winner of each category, which will continue, cross the line the second time and enter through the pit exit in the opposite direction leaving the RFID on your right hand side.
- Parking the cars under the podium for the ceremony.

QUESTIONS

- Proton: Regarding the gap at the start between GT al LMP are we allowed to create a small gap to avoid problems as in WEC?
- **EF**: As small as possible.