



## Race 10

Drivers' briefing notes for race 10 :  
**PCHC - Porsche Club Historic Challenge**

**Verbal briefing on Friday 27 at 10h 00, 1st floor Pit Building room 132**

In short :

Location in the paddocks :	F1 box
Pit lane used :	F1
Access to the track : (practice + race)	F1 pit lane
Entry to the pit lane :	Right hand side after Turn 18
Exit of the pit lane :	After la source corner after Turn 1
Norm to qualify for the race :	Minimum 2 timed laps per car
Start of the race #1 :	(Wet or dry) Rolling start with two separate groups with about 60 seconds gap (at the discretion of the Clerk of the Race)
Starting order race #2 :	Finishing position of race 1 Non finishers of race 1 start from back of grid race 2 Rolling start with two separate groups with about 60 seconds gap (at the discretion of the Clerk of the Race)
After chequered flag :	No deceleration lap. You enter the F1 paddock immediately at la Source Corner at Turn 1. You join the F1 pit lane through box 15.
Pit Stop :	None
Refuelling during the practice :	Unauthorized
Refuelling during the race :	Unauthorized

**Be ready in your car 30 minutes before the beginning of your practices and races**



Drivers' briefing notes for race 10 :  
**PCHC - Porsche Club Historic Challenge**

## 1. Circuit Main Data

a) **The Control/finish line**, which is used for timing purposes, is located before 1st pits. Start line is at the height of pit garage number 21. Circuit length: 7.003,93 meters. Pole Position: right hand side.

b) You will use the **F1 pit lane**. **The entry to the pits is on the right hand side after Turn 18 and the exit after la source after Turn 1**. The pit lane begins at the white line beside the speed limit sign and ends at the white line after pit exit lights. A speed limit of 60 km/h will be enforced in the pit lane.

c) **A blue flag** light will be shown at pit exit on the opposite side of the track to warn of cars approaching on the track.

d) **After chequered flag, no deceleration lap**. You enter the F1 paddock immediately at la Source Corner at Turn 1. You join the F1 pit lane through box 15.

e) All around the circuit you will find small orange boards. This indicates the presence of a **fire marshal's posts**.

f) **SAFETY CAR (SC) position** :

- during the race : Pit EXIT
- during formation lap: right hand side after Turn 15
- Lights OFF before Turn 15

g) Around the track, the **openings for cars to be placed in safe position** are marked in ORANGE

h) If you have to use the **escape road at Turn 5** there is a road, which can be used to take you back on the track @ Turn 7. This is to avoid the need to turn round and face oncoming cars.

i) The **Race Director's Signalling place** will be at the "Line" on the right hand side, in addition of the Timing Monitors information's line.

j) The **STOP and GO penalty** is located right hand side in front of box 1 and 2 in the F1 pit lane.

## 2. RACE – Rolling Start

a) Starting grid and start in front of the F1 pit lane.

b) The Start Procedures Countdown will be announced by means of BOARDS.

c) After the green flag you will then leave for the formation lap, keep the formation as tight as possible. A time penalty will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the formation lap. NO tyres warming up after Turn 16. Cars must be lined up between Turn 17 and Turn 18.

d) The leading car will pull off at the end of the formation lap and the cars will continue under the lead of the pole position car. You are to line up on the starting box lines and keep a minimum speed of 70 kph and a maximum speed of 90 kph. A judge of fact will monitor the speed of the car in pole position by radar. Any divergence between the prescribed speeds (70/90 kph) before the start is given will result in a penalty. **Rolling start will be in front of the new pit complex** the lights signal are located on the middle of the track on the "bridge" position. During the formation lap the red light will be on. No car may overtake another one until red light turn to green.

e) In case of problem during the formation lap, the leading car will remain in front of the cars and the red lights will remain ON. Yellow waved flags will be shown all around the circuit.

f) In case the problem happens after the leading has left the track, the pole man will be in charge of the speed. This procedure can be repeated several times if needed. Each time this situation happens, the race distance will be reduced by 4 minutes.



Drivers' briefing notes for race 10 :  
**PCHC - Porsche Club Historic Challenge**

### **3. Regulations**

a) During practices the red/green lights at Pit Lane Exit must be respected. During the race the light will remain GREEN (except during SC procedure).

b) Yellow flags mean danger - reduce the speed. Gaining an advantage under yellow flag will be reported and sanctioned. Overtaking is forbidden from the first yellow flag until you pass the green flag. The blue flag will be used for overtaking during practice, and lapping during both races.

c) Repeated changes of direction in order to prevent another car from overtaking will be reported to the Stewards. One change of line is permissible any more may constitute "illegitimately impeding another driver during overtaking".

d) If you have to STOP on circuit: leave the gearbox in neutral and leave the car as soon as it is safe to do so and provide support in the recovery operations.

e) In case of accident, inform the marshals that you don't need medical attention. This can lead to unnecessarily deploying of medical services or may even result in a Safety Car or Race Suspension situation.

f) During Qualifying, please respect the other drivers on track. If blocking is spotted it will be reported and sanctioned.

g) When leaving the pit lane and joining the track you must **NOT** cross the white line after pit exit.

h) The track is limited by two white lines; it is in between those two lines that the race is going on. Drivers must respect the track limits. During qualifying, if you cut the line by mistake slow down not to improve your time in that sector. Any car which is suspected of gaining any sort of advantage from doing so will be reported to the Stewards. During the race, if you gain a position by cutting a corner concede your place as soon as possible.

i) The car's front & rear light must be illuminated at all times when the track is declared "wet track", even if you are running with slick tyres (dry weather tyres).

j) In case of Red flag during the races, stop in staggered positions on the red line (+/- 100m after the start line).

### **4. SAFETY CAR (SC) procedure**

The Safety Car procedures will be in accordance with article 2.9 from Appendix H to the International Sporting Code.

When the order is given to deploy the safety car during the race, all observers' posts (including the line) will display waved yellow flags and a board "SC" which shall be maintained until the intervention is over.

The safety car with its revolving lights on will join the track **from its position inside Turn 1**.

All the competing cars will form up in line behind the safety car no more than 5 car lengths apart. All overtaking is forbidden, unless a car is signalled to do so from the safety car.

When ordered to do so by the Race Director the observer in the safety car will use the green light on the car to signal to any cars between it and the race leader that they should pass the safety car.

These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the safety car.

The safety car shall be used at least until the leader is behind it and all remaining cars are lined up behind.

Once behind the safety car, the race leader must keep within 5 car lengths of it and all remaining cars must keep the formation as tight as possible.

**Don't forget that you have to follow the safety-car when it has its yellow lights on wherever it goes.**



Drivers' briefing notes for race 10 :  
**PCHC - Porsche Club Historic Challenge**

While the safety car is in operation, competing cars may stop at their pit, but may only rejoin the track when the green light at the pit exit is on. It will be on at all times except when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car rejoining the track will proceed at reduced speed until it reaches the end of the line of cars behind the safety car.

**If you leave the pits whilst the Safety Car is being used, please drive in the knowledge that there may be more than one incident on the track and that marshals may be on the track at any point.**

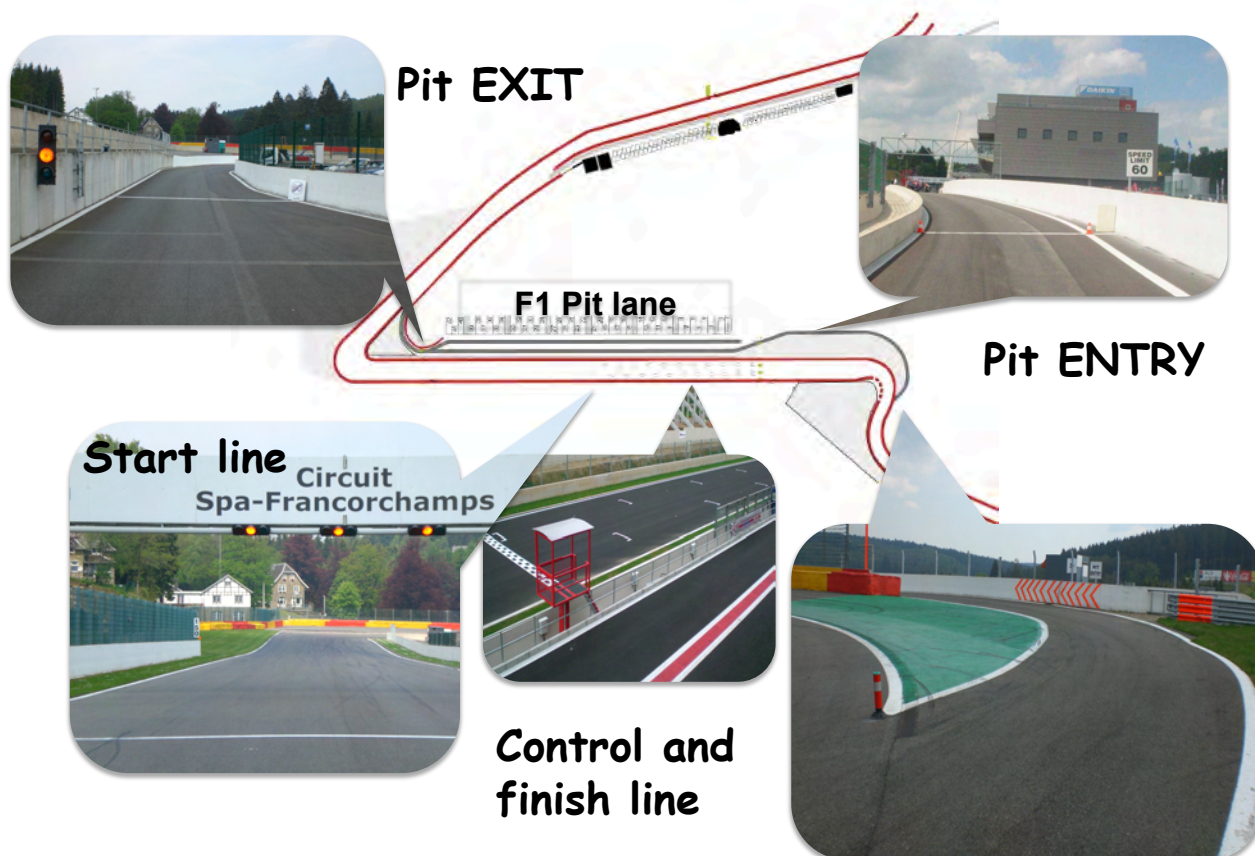
When the Race Director calls in the safety car, it will extinguish all the revolving lights **around Turn 15 and leave the circuit to the right at the end of that lap to enter the pits before Turn 19.**

As the SC enters the Pit Lane entry, when called in, all marshals' posts will replace the yellow waved flags and SC boards, by waved green flags. This is the information to all cars that the SC has left the track. Overtaking remains strictly forbidden (unless a car is undoubtedly slow) **until the cars pass the green flag at the Finish/Control Line.**

Each lap under safety car will be counted as a race lap.

**Reminder : After chequered flag, no deceleration lap. You enter the F1 paddock immediately at la Source Corner at Turn 1. You join the F1 pit lane through box 15.**

JY Munsters  
Clerk of the course







Drivers' briefing notes for race 10 :  
PCHC - Porsche Club Historic Challenge

