



**GT4 & TC DRIVERS AND TEAM MANAGERS BRIEFING**  
Las Vegas Motor Speedway  
October 18<sup>th</sup>- 20<sup>th</sup>, 2019





**CREW CHIEF INFORMATION**  
**Technical Manager – Todd Ketcham**



- **Pirelli Tire Prescriptions have been made mandatory for Las Vegas**
- **These Tire limits will be enforced in all Technical Inspections**



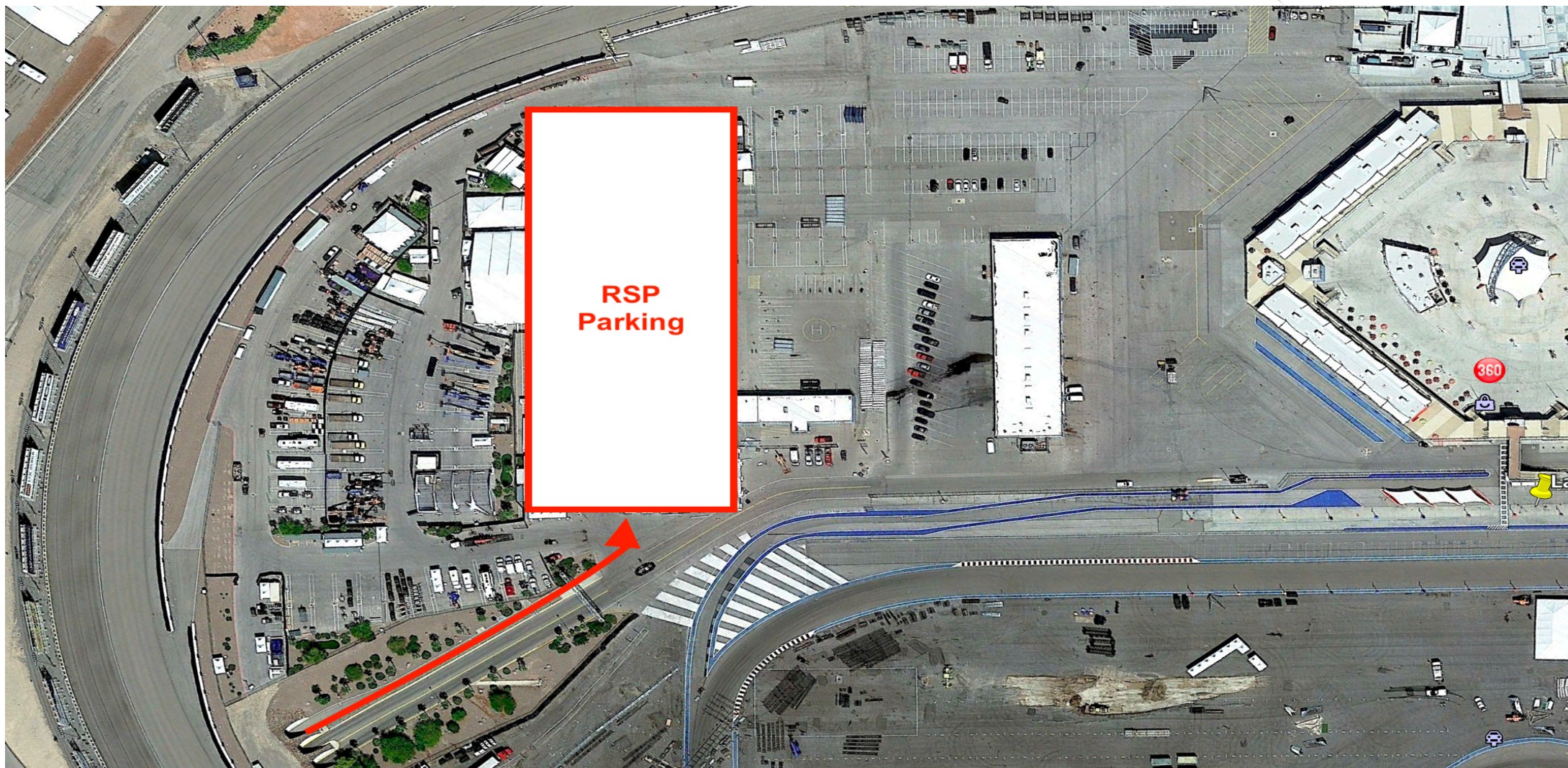
## **CREW CHIEF INFORMATION**



- **Paddock Speed Limit 15mph**
- Respect all FIRE LANES (keep your equipment in your own space)
- Teams must replace straps on the nitrogen bottles when collecting bottles
- Only cars with RSP Parking passes will be allowed in the paddock and must park in the RSP Parking area (\$1000 fine for violations)
- In the Pit Lane – crews must wear the proper attire – **No Shorts or Open Toe Shoes.**
- **All Transporters Must stay in the paddock until the end of the TC race on Sunday, Also the Car must be on display in the garage with the door open.**



## RSP PARKING





**BAROMETRIC PRESSURE**

934 mb





**To:** All Entrants

**Subject:** Camber Angles for Pirelli Tires

**Date:** October 17<sup>th</sup>, 2019

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Following analysis of data collected and received during road America and recent track tests. The following maximum camber limits shown below will be imposed. Measurements will be taken in accordance with the Scrutineering regulations for conformity.

**GT3**

Maximum Front -4.5 degrees

Maximum Rear -3.0 degrees

**GT4**

Maximum Front -4.5 degrees

Maximum Rear -3.5 degrees

**TCR TC TCA**

Front -5.0 degrees

Rear – No Maximum Value

- All **Carry Over Tires** must be scanned in at Pirelli before the first practice session
- Teams must only use allocated tires during the event
- Teams must have an updated Pirelli Tire Allocation form with them during all sessions



## ANNUAL INSPECTION



- Cars will be measured with tires set to 1.5 bar GT
- Teams must present all required documents  
(Safety Cage, Fuel Cell Certificates, and Homologation documents)
- Teams must bring any tools needed to inspect restrictors and install seals
- Present Fuel attendant gear for inspection
- Drivers must present their safety equipment and attend weigh-in before on track activities
- Drivers must perform an Egress Test

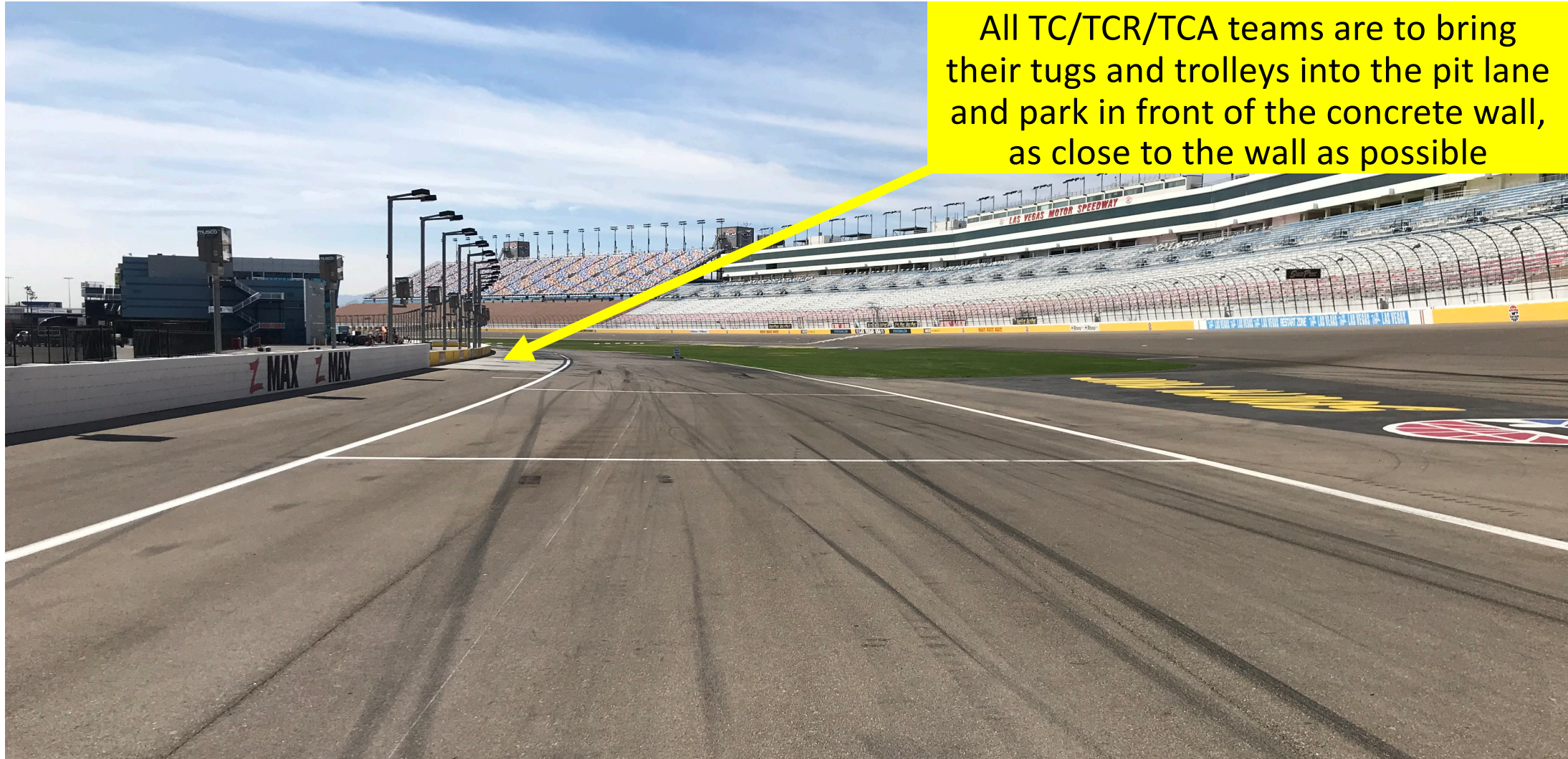


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## TC/TCR/TCA – Pit Lane Equipment



All TC/TCR/TCA teams are to bring their tugs and trolleys into the pit lane and park in front of the concrete wall, as close to the wall as possible



## **DATA DOWNLOAD**



- After **Practice 1 & 2, Qualifying, and Race 1 & 2**
- Data will be collected in the Parc Fermé Area
- After Practice 1 & 2 Data will be collected in the down load lanes
- A Team member must remain with the car at all times

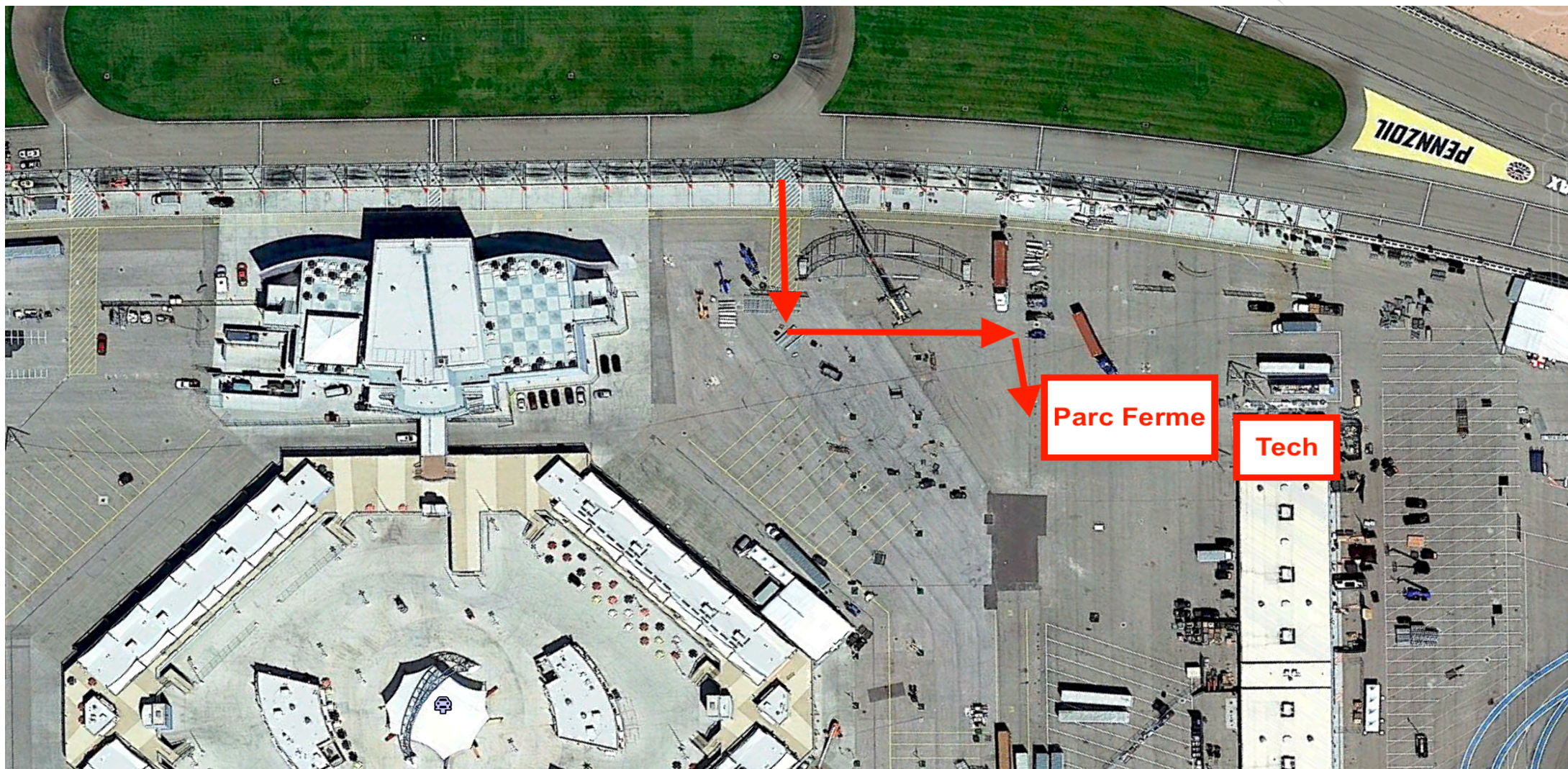


- **After Practice 1 & 2, Qualifying, and Race 1 & 2**
- All cars are to proceed directly to Parc Ferme
- All personnel are to remain outside of the Parc Ferme area unless directed by Technical Staff
- 1 Team member must be available to receive instructions for each car during this period



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## PARC FERME ROUTE





## LUMIRANK PANELS



- All teams are required to return the Lumirank panel in its bag at the end of their last race, here or Las Vegas.
- If you have misplaced the bag, plan to get it to SRO by Las Vegas or the team will be charged for the replacement cost.
- Email [joe@sro-motorsports.com](mailto:joe@sro-motorsports.com) with questions



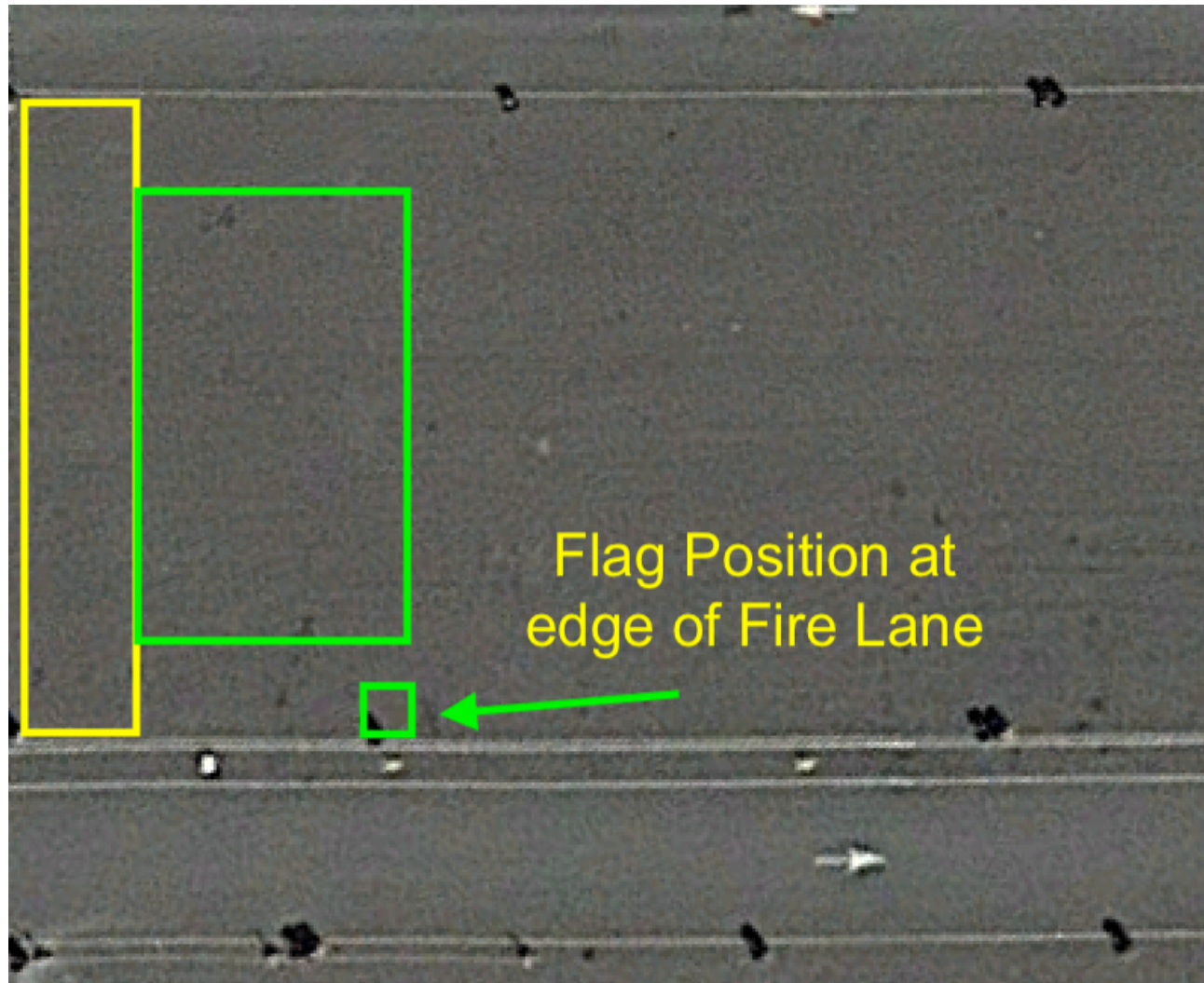
## PARC FERME TOP HATS

- SRO Technical will be instituting a new procedure for Parc Fermé
- Once cars enter Parc Fermé after Qualifying or a Race, Technical personnel will place TOP HATS on those cars required to go across the scales.
- Crews with the Top Hats will then be given further instructions for the tasks required for Technical Inspections, pump out, or scales.





**TEAM FLAG POSITION**



## Paddock Parking



- Phone: 531-777-2536
- Email: [todd@sro-motorsports.com](mailto:todd@sro-motorsports.com)
- Special requests must be made before the entry deadline
- All late entries will be placed in the paddock in an overflow area
- Any texts must have team name and car# before message



TODD **KETCHAM**  
TECHNICAL MANAGER

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# Las Vegas Catering

## **LEVY at Las Vegas Motor Speedway**

7000 Las Vegas Blvd. North | Las Vegas, NV 89115

Office: 702.632.8317 | Cell: 702.600.8873

[tpetrello@levyrestaurants.com](mailto:tpetrello@levyrestaurants.com)

[www.levyrestaurants.com](http://www.levyrestaurants.com)

- All food services will be provided Levy ( **no other services will be allowed** )

**Questions ?**



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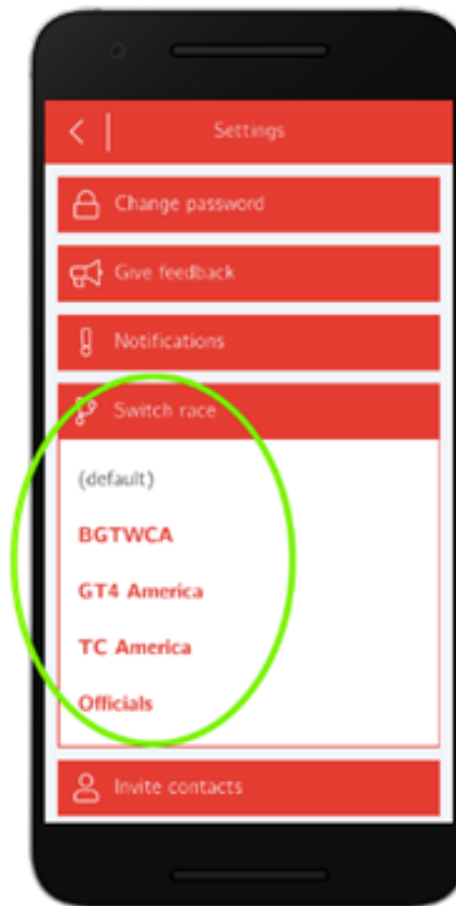


***DRIVERS BRIEFING***  
***Race Director - Peter Roberts***

## TEAM MESSAGING App

Android: <https://play.google.com/store/apps/details?id=com.minsh.pirelli>

iOS: <https://itunes.apple.com/app/blancpain-world-challenge-team/id1460353053>



## THE CIRCUIT - INFORMATION



Circuit length: 4044 m ( 2.512 mi)

Int 1 at: 1209 m (47598 in)

Safety Car: Pit exit

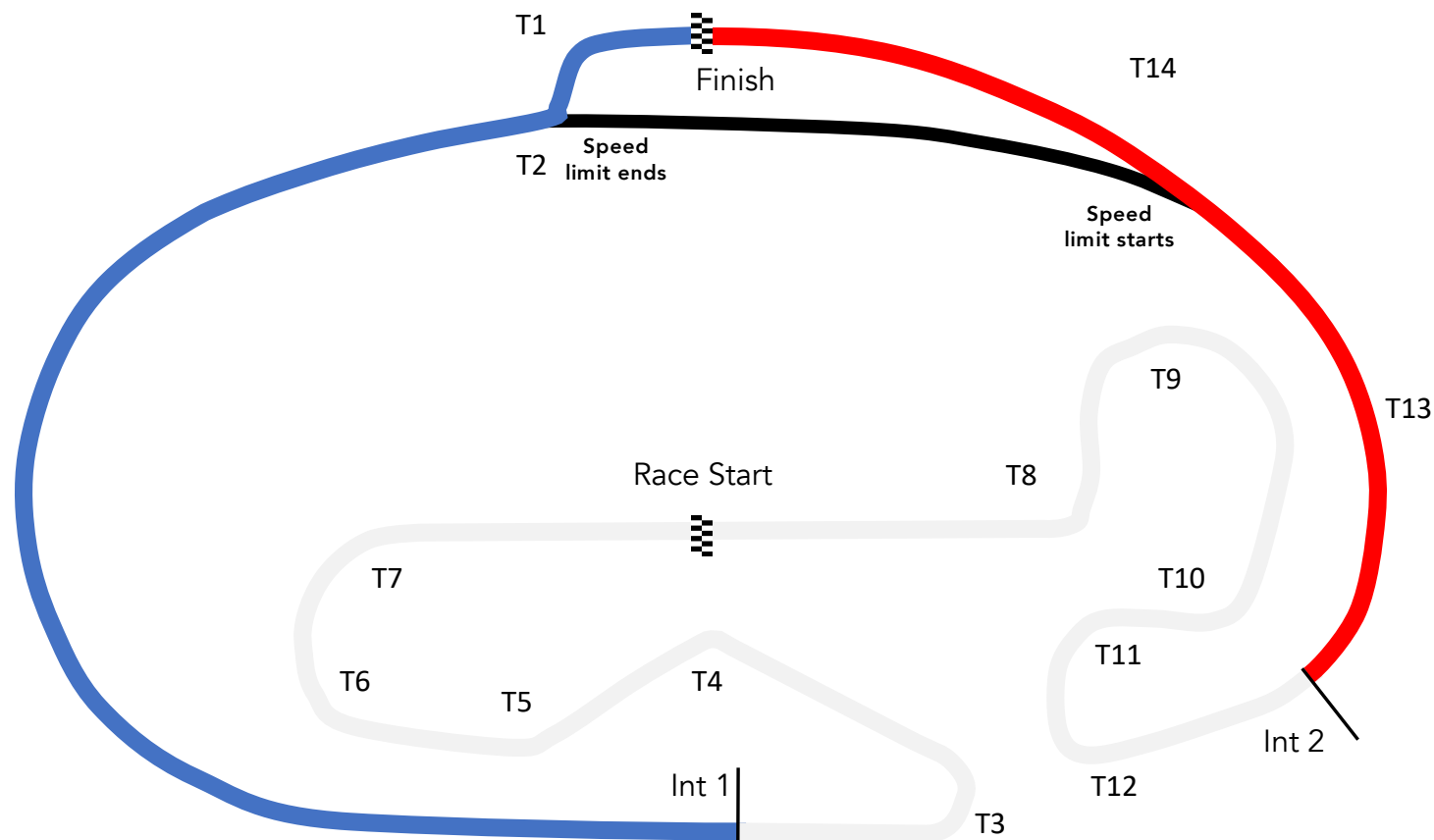
Start line offset: 0 m

Int 2 at: 2050 m ( 80708 in)

Safety Car Lights Out between T2 & T3.

Pole position: Left

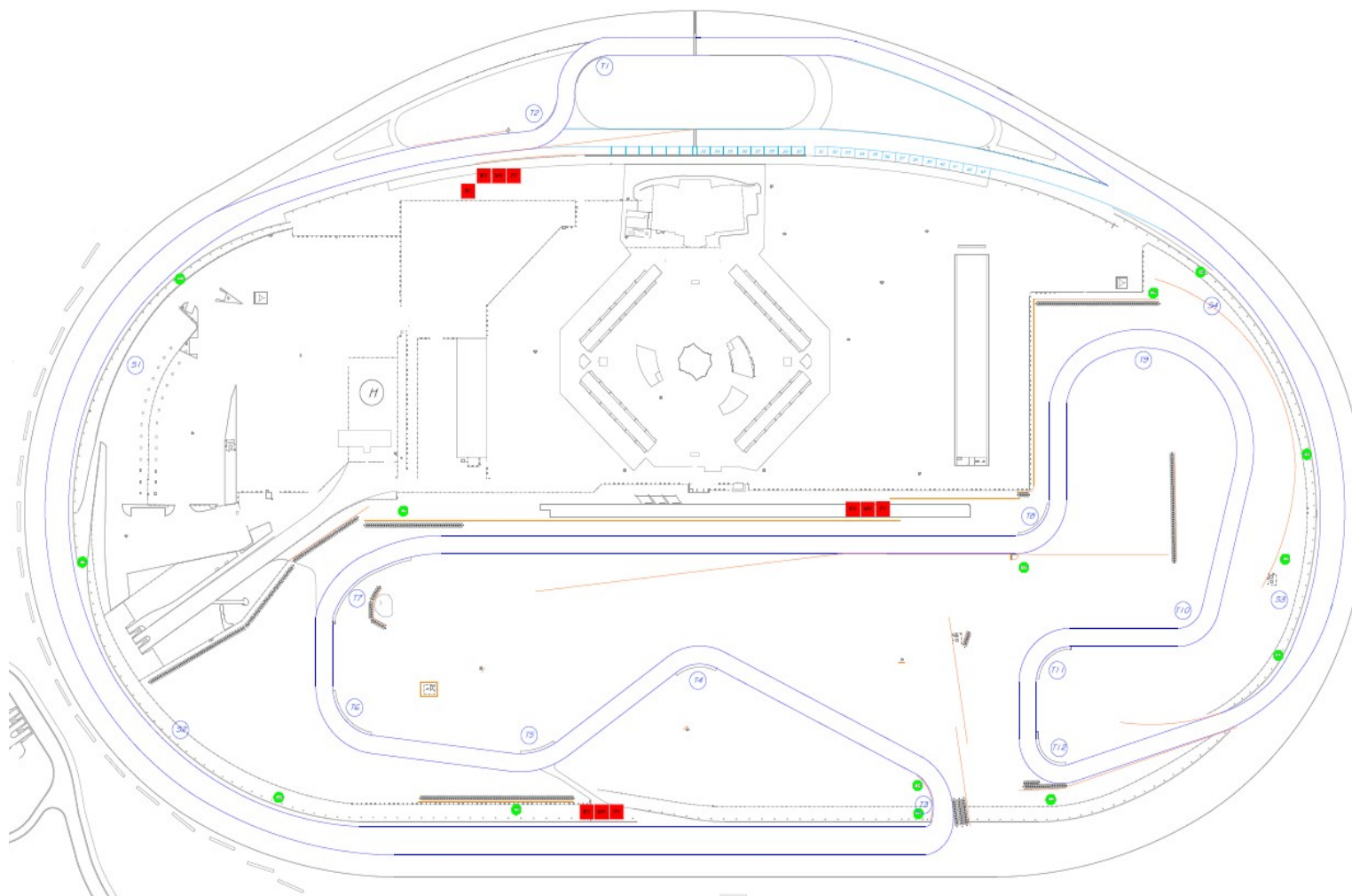
Pit In to Pit Out: 340 m ( 13385 in)





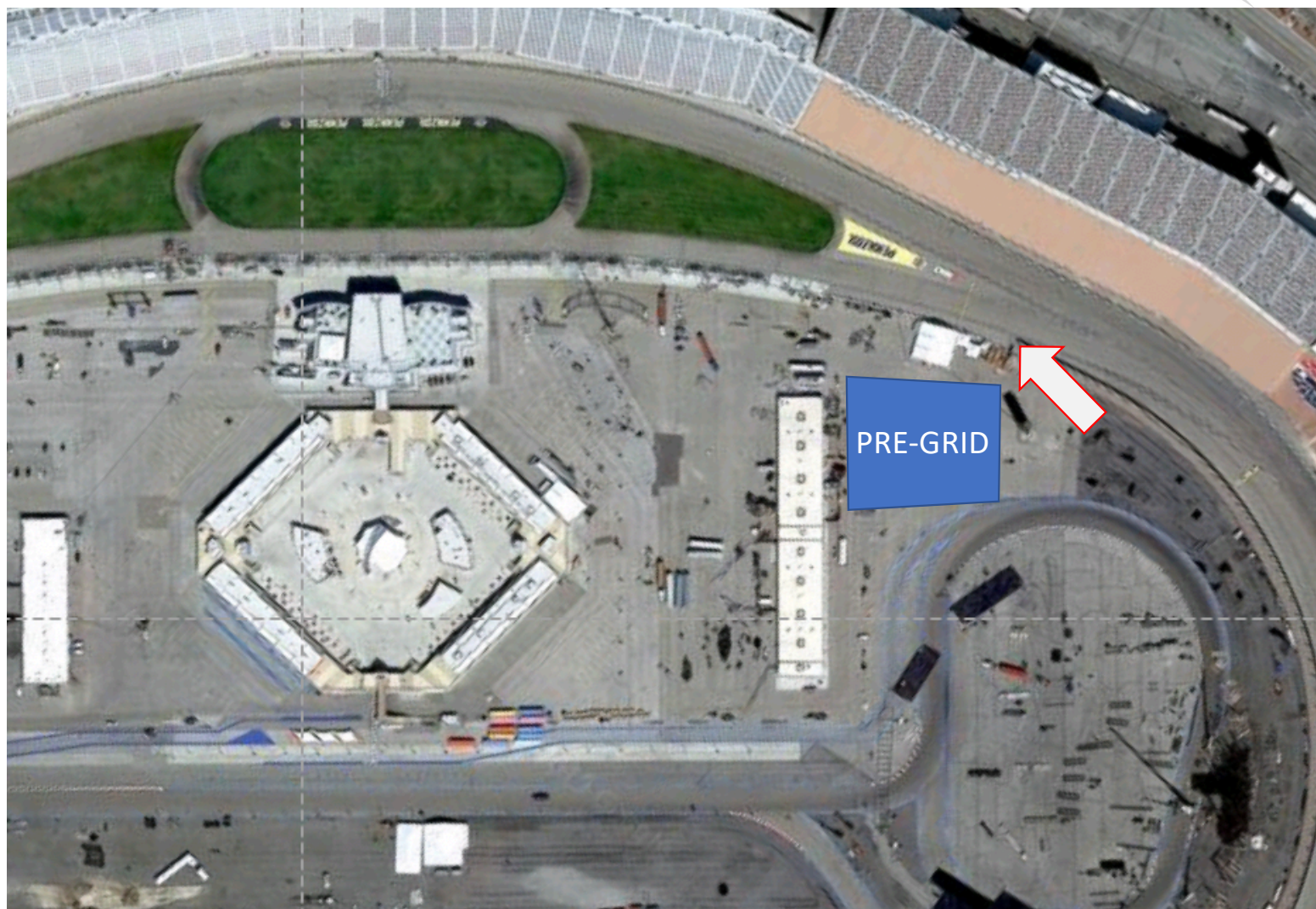
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## THE CIRCUIT - LOCATION OF EMERGENCY SERVICES



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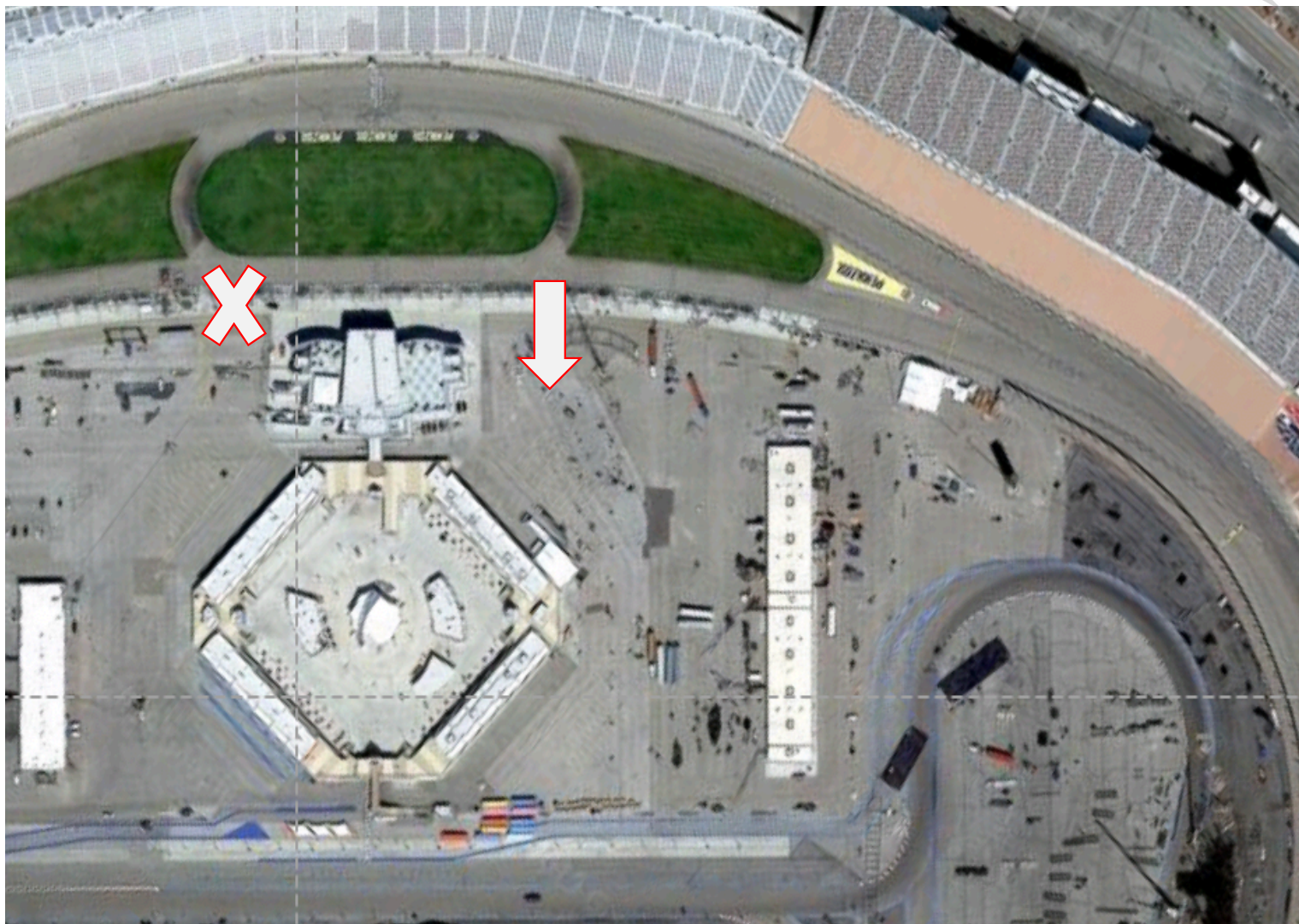
## ENTERING THE CIRCUIT





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## LEAVING THE CIRCUIT





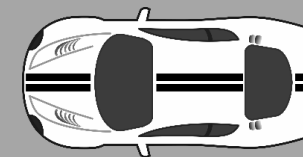
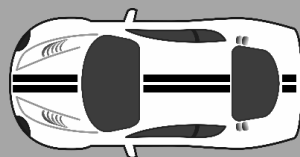
## **THE CIRCUIT - PIT LANE**



- Teams may mark a dotted, taped (not painted) line on the ground a maximum of one metre from the pit wall to mark the zone in which team personnel and equipment may be in position before the start of the pit stop.
- Prior to any car leaving its pit box, all crew and equipment must be clear of the working area and be either behind the dotted line or over the wall – the only exception being the Car Chief wearing a white arm band (article 36.2 refers) who may remain in the pit box to release the car.

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## ALL SESSIONS AND PIT STOPS



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## THE CIRCUIT - PIT EXIT





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## THE CIRCUIT - PIT EXIT





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## THE CIRCUIT - PIT EXIT



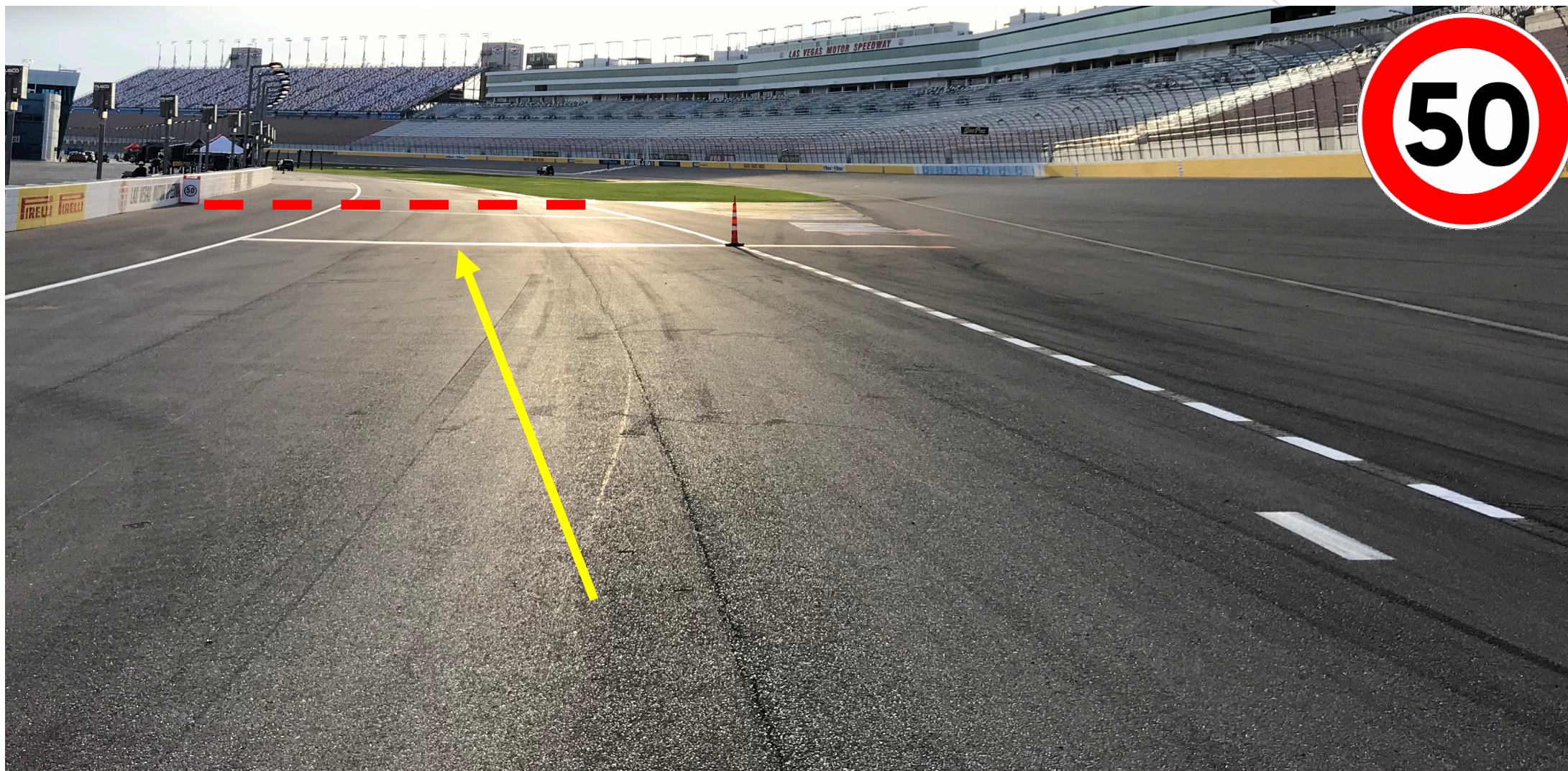
**Pit Lane Exit  
Blend Line  
Cross with caution  
after the bollard**





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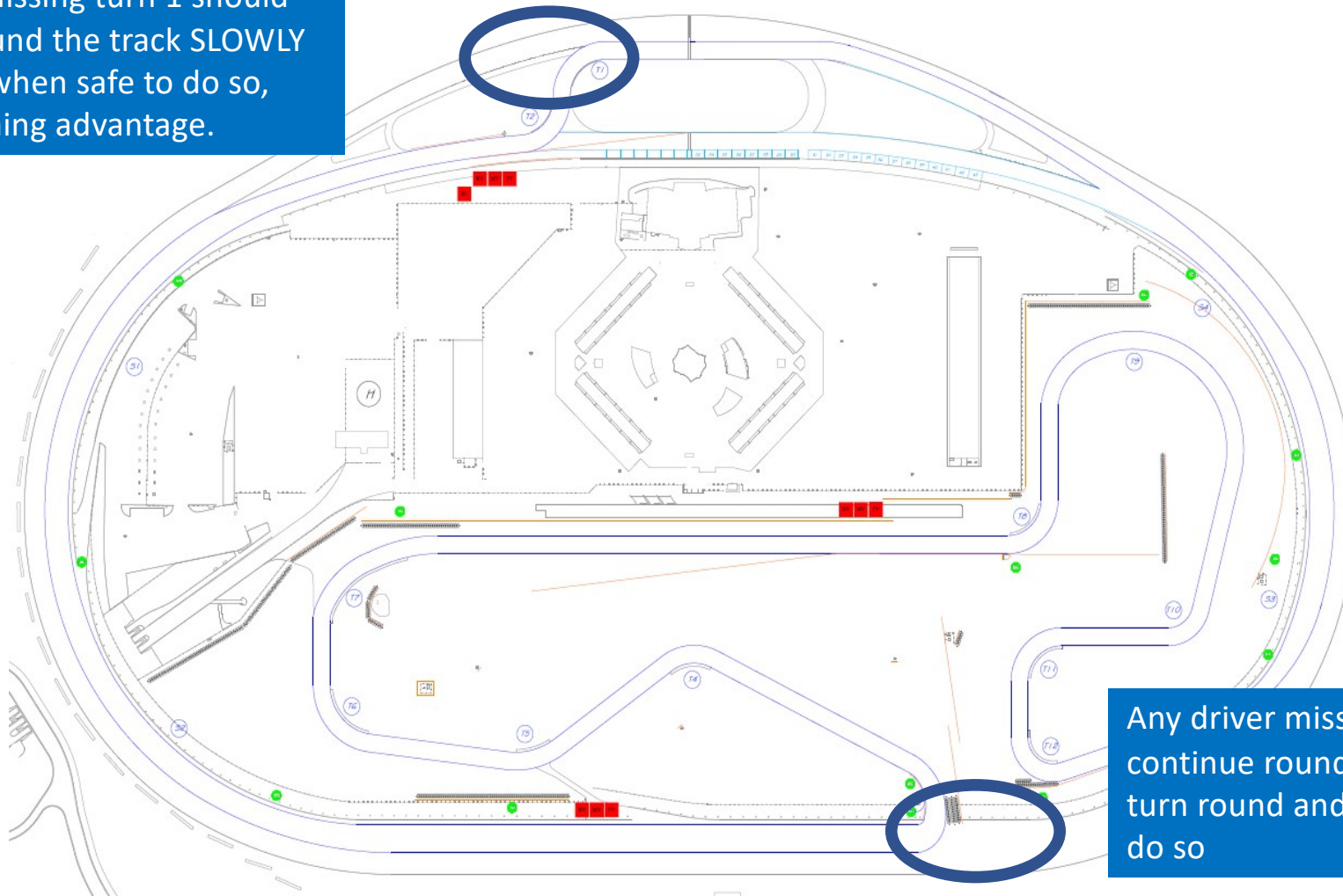
## THE CIRCUIT - PIT ENTRY





## THE CIRCUIT - REJOINING THE CIRCUIT

Any driver missing turn 1 should continue round the track SLOWLY and re-join when safe to do so, without gaining advantage.

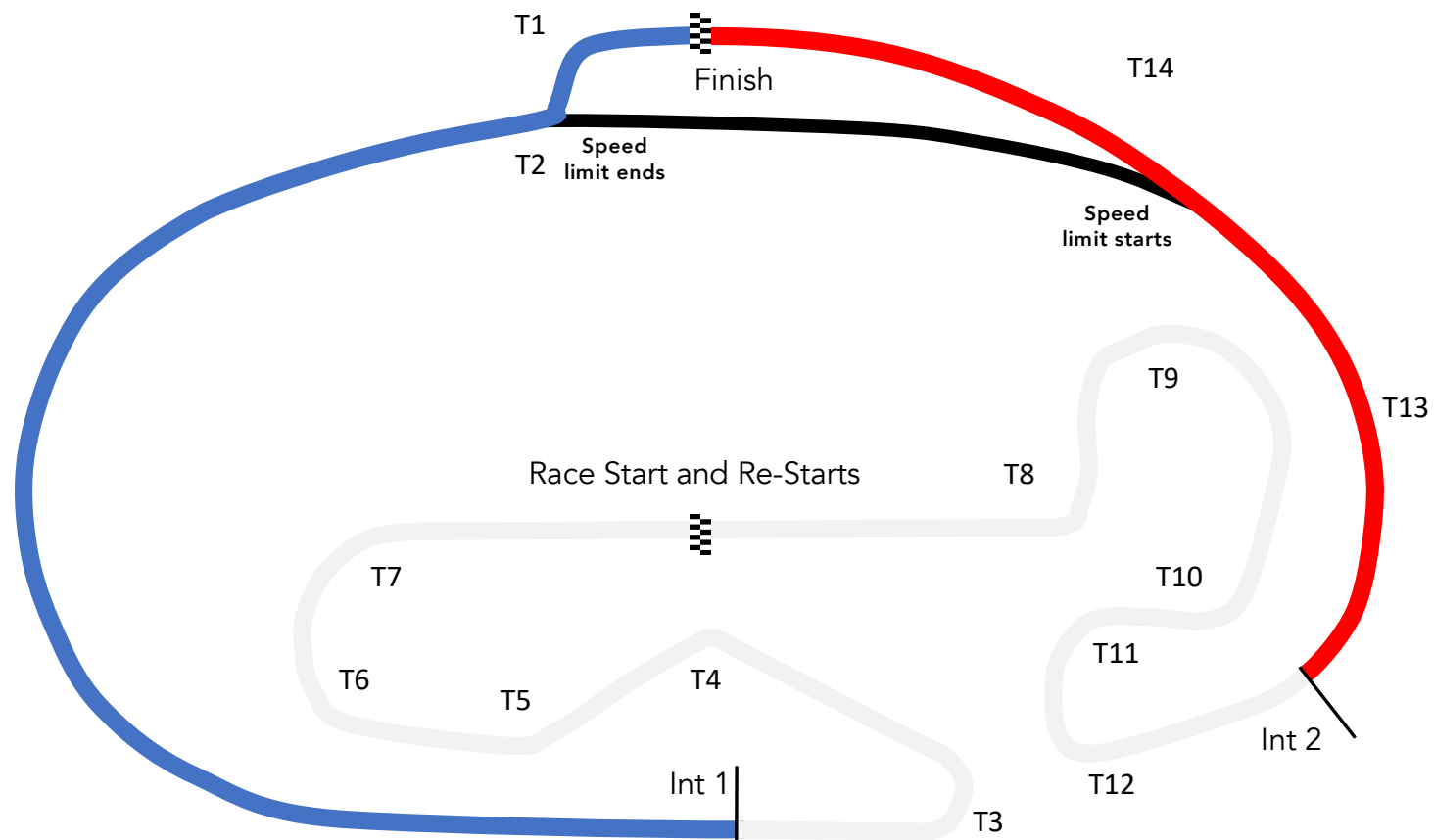


Any driver missing turn 3 should not continue round the track but should turn round and re-join when safe to do so



***START PROCEDURE***

## THE CIRCUIT – RACE STARTS



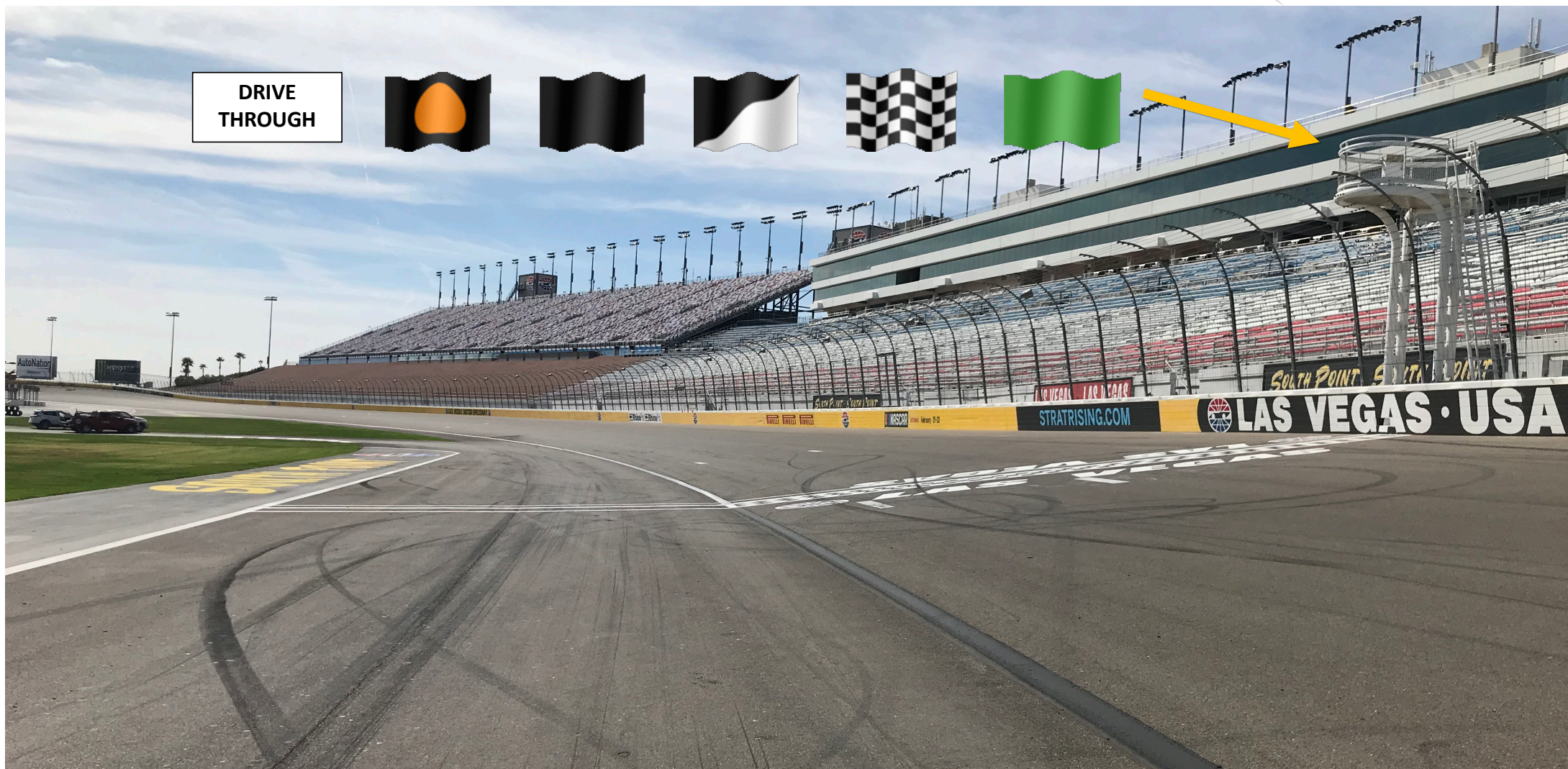


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## CONTROL LINE AND FLAG POINT



DRIVE  
THROUGH





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## RACE START



## START PROCEDURE



The race starts will be on the straight between turns 7 & 8.

There will be one full Formation Lap and then the race start will be on the next part lap.

The Safety Car will leave the circuit at turn 3 (going straight on).

At this time, the pole man is in charge of the speed

- All cars at constant speed 80 - 90 Km/hr, maintain grid position – 2 parallel lines
- Constant speed – maintain distance with the car in front
- Remain in 2 lines until Green Flag
- Green Flag = Race Start for all cars

NOTE: Safety Car restarts will also be on the straight between turns 7 & 8.



## Practice and Qualifying

Should any car fail to take the chicane but instead goes straight on, the previous lap time will be reviewed and may be deleted by the Stewards. The driver should abort the next lap.

## Race Finish

It is acknowledged that the Control Line is in a braking area. Accordingly, it has been decided that at the Checkered Flag, all drivers are to take the flag and proceed straight ahead, without taking the chicane.



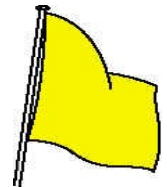
***SAFETY CAR & RED FLAG***

## **SAFETY CAR PROCEDURE**



### **Position**

The Safety Car will be positioned in the pit lane.



### **Full Course Yellow**

Unless there is a serious incident (in which case the Safety Car will be immediately deployed) a Full Course Yellow will be called and then the Safety Car will be dispatched in front of the leader.

### **Resumption of Race**

The Starter will wave a Green Flag to signify the resumption of the race.

Cars must not move out of formation until the start signal is given.

Overtaking is not permitted until you have crossed the Control Line.



## RED FLAG PROCEDURE

Slow down (80 Km/hr) – No overtaking - enter the pit lane

Free practice: Cars go to pit box

Qualifying: Cars go to pit box

Race: Cars to line up at pit exit in the fast lane

Officials will confirm final order

Parc-Fermé conditions

Restart behind Safety Car





***SPRINTX PIT WINDOW***

# **SprintX**

## **Driver Change Minimum Pit Time**

### **69 seconds**

This minimum time also applies to all series if  
changing tyres wet to dry or dry to wet



## **SPRINTX – DRIVER CHANGE**



- If the pit window is delayed it will still be opened for the full 10 minutes.
- Should there be a FCY / Safety Car period of significant length immediately before the pit stop window, the Race Director may decide to open the pit window under the FCY and retain it open for the full 10 minutes or until all competitors have completed their pit stops, whichever shall occur soonest.



***TRACK LIMITS***



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## TRACK LIMITS





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## TRACK LIMITS



**Drivers may go onto the red/white kerbs and blue areas,  
but not with all 4 wheels beyond.**



## TRACK LIMITS



**Do not go below the white line near the inner concrete wall.  
This is a Safety Zone**





**INFORMATION**

The Stewards Office is located on the top floor of the Race Control building which is on the outside of the track. This cannot be accessed with a golf cart or scooter. Access is either from the main roads or through the pedestrian tunnel.





***DRIVING STANDARDS***

## **DRIVING STANDARDS**



- Respect your fellow competitors and provide each other with 'room to race'.
- In Practice and Qualifying, if you are not trying to set a fast lap, get out of the way !
- If you are on a slow lap or if your car has a problem, be predictable, do not move suddenly.
- Think of the consequences of your actions.



# Questions ?