



Road America
Sept 20 - 22, 2019
Drivers' Briefing Notes



1.0 THE CIRCUIT

- 1.01 The Control Line, used for timing purposes, is located in front of the Starter's Gantry.
- 1.02 Flag signals (Black, Black/White, etc.) will be given from the Starter's Gantry, Drivers' Left.
- 1.03 The Pit Lane speed limit for all sessions will be 50 kph.
- 1.04 When leaving the pits, competitors must not cross the solid line (drivers left). Drivers must follow the pit exit route and join in a safe manner. Equally, drivers on the track must not cross the solid line with any wheels.
- 1.05 If a driver encounters any mechanical problem, which might cause oil or water to be deposited on the track, the driver should leave the circuit when it is safe to do so and, in every case, keep clear of the racing line.
- 1.06 Teams and drivers are requested to review the track maps and familiarize themselves with the safety equipment locations and the safe haven points.
- 1.07 Flag points will be identified by the flag marshals at the start of the first session.

2.0 PRACTICE AND QUALIFYING

- 2.01 Access to the circuit for Practice and Qualifying is from the Assembly Area in the paddock. Cars will go straight from the Assembly Area into the Pit Lane.
- 2.02 At the end of the Practice and Qualifying sessions, competitors will pass the checkered flag, slow down, complete one full lap and then return to the pit lane. Competitors must go immediately to the paddock, without stopping in their pit boxes.
- 2.03 Any team wishing to check their car towards the end of the session must ensure that their car is in the pits and in its pit box before the checkered flag is displayed. Any team making such checks at the end of the session must do so swiftly and then release the car to the paddock promptly.
- 2.04 Any driver wishing to travel slowly to get a clear lap, must do so without hindering another competitor in any way whatsoever.
- 2.05 Weaving, using the full width of the track is not permitted.

3.0 RACES

- 3.01 Cars will be pre-assembled as before and then brought forward into the Pit Lane for the pre-start ceremonies. Once cars are assembled the countdown will begin.
- 3.02 Each race will have 1 Formation lap.



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- 3.03 The races will be a rolling start. At the end of the Formation Lap if the cars are formed correctly the Pace Car will switch off its lights and will enter the Pit Lane - the leading car will set the pace at **70-90kph**. All cars are to be in the correct formation. A Green Flag signifies the start of the race. Racing begins throughout the field at that time.
- 3.04 The Starter Official will meet with the drivers of the first two cars in each race in the pit lane before each race.
- 3.05 Any car that cannot maintain its position during the Formation Laps must fall back to the rear of the class. Gaps in the grid must not be filled by following cars.
- 3.06 A green flag will be shown at the front of the grid whereupon the cars will begin a formation lap(s) with the organizer's official car leading. During this lap all cars are to maintain their starting order **and position**. The formation must be kept as tight as possible. **All cars after the front row must be within 2 car lengths of the car in front and be alongside the car in the parallel grid position. Any car out of position will be deemed to have committed a False Start.**
- 3.07 Any move that is reactive to a following car or cars attempting to pass will be deemed as blocking. Maneuvers liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or other abnormal change of direction, are prohibited.
- 3.08 At the end of each race drivers will receive the checkered flag, continue at reduced speed, do a full lap of the circuit and then enter Pit Lane, proceeding directly to the paddock or Parc Fermé as instructed.

4.0 FLAGS

- 4.1 For complete flag signaling information and illustrations, consult the Flag Signals section of the Sporting Regulations.
- 4.2 Drivers are reminded that yellow flags are a warning of danger and mean that there is a car stopped beside or partly on the track. Drivers are to reduce speed and be prepared to change direction if necessary.

5.0 SAFETY CAR

- 5.1 The Safety Car will be deployed as required to neutralize the race while an incident is resolved, entering the circuit from the Pit Lane to pick up the lead car. All cars will gather in single file running order behind the Safety Car.
- 5.2 The Safety Car will be positioned in the Pit Lane.



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5.3 When the incident is resolved, the lights on the Safety Car will be switched off and the Safety Car will exit the circuit into the Pit Lane. All cars shall remain in single file and maintain 70 – 90 kph until the final corner. Once on the main straight, drivers may accelerate smoothly towards the Starter's Gantry where the Green Flag will be displayed. Racing resumes when the green flag is shown, however cars may not overtake until they have crossed the Control Line.

6.0 PIT STOPS

6.1 Teams may mark a dotted line (with tape) on the ground a maximum of one metre from the pit wall which will mark the zone in which team personnel and equipment may be in position before the start of the pit stop, and over which all personnel (except the Car Controller wearing a white arm band) and equipment must be in position before the car is allowed to leave at the end of the pit stop. In terms of the pit stop itself, this line has no meaning.

6.2 For the avoidance of doubt, prior to any car leaving its pit box, all crew (except the Car Controller wearing a white arm band) and equipment must be clear of the working area and be either behind the dotted line or over the wall.

6.3 SprintX - if the pit window is delayed it will still be opened for the full 10 minutes.

6.4 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, which ever shall occur soonest.