



FIA EUROPEAN TRUCK RACING CHAMPIONSHIP **DRIVERS' BRIEFING NOTES – 2019 – Event 6 – Zolder**

Chairman of the Panel of the Stewards – Michal Marek (CZE)

International Steward- Peter Ord (NLD) National – Leo Seutens (BEL)

FIA Race Director – Tony Iddon (GBR)

Clerk of the Course – Pascal Vanhullebusch (BEL)

FIA Technical Delegate – Zoltan Balla (HUN)

SPECIAL CONDITIONS FOR THIS CIRCUIT

1. Official Notice Board – Race Control Tower and paddock
2. Start Line and Finish Line – Start Line is 9.5m before the Finish Line are in the same location
3. Pole position – This is located on the left side of the track.
4. Starting Lights - The race begins when the green light comes on.
5. Circuit – 4000 m.
6. Pit Lane Exit - Do not cross the line on the left of the pit exit when leaving the pits.
7. Pit Entry - Located before the final corner on the right.
8. Parc Ferme – Enter from the circuit after turn 2 on the right to enter the paddock/Parc Ferme.
9. Fire Point - If you have a fire do not enter the Paddock but proceed to the fire point located in the pit lane. A second point is also available and this is located half way round the track between the 2 chicanes and over the hill on the right.
10. Breakdown – If your truck is damaged or broken down please pull off the circuit in a safe location. Do not continue round the circuit causing damage or spilling oil which will affect the support races and the timetable.
11. Red Flag Line – This will be the Safety Car line at the pit entrance.
12. Penalty Markers – The type of markers used are plastic tubes.
13. Protest Fee – The protest fee for this event is 500 Euros and the Appeal Fee is 3000 Euros

Tony Iddon, FIA Series Race Director 12/09/19



SEASON 2019 - GENERAL BRIEFING NOTES

1. **Drivers' Equipment** – Drivers must wear appropriate clothing/safety equipment from leaving the paddock until they exit the vehicle.
2. **Speed Measuring Devices** – Equipment fitted by the FIA or its representatives for the verification of any technical or other points including instruments or equipment for the measurement of speed should not in any way be tampered with and may only be accessed by the FIA officials.
3. **Start Procedure – Countdown**

20 mins before start – pre grid and pit lane open.

10 mins before start – pit lane close.

05 mins before start – grid access closed. Competitors not on grid at this point must enter pit lane.

Pace truck and Green Flag Lap – The Pace Truck will lead the grid on the green flag lap. Pole position truck must maintain a position of not more than 20 metres behind the pace truck and all other trucks must maintain a position of not more than 5 truck lengths from the row in front.

At the end of the lap (provided the race director is happy with the formation of the grid – if not the pace truck will continue for a further lap) the pace truck will enter the pit lane.

Speed during the pace lap and prior to the start signal should be a minimum of 50 kph and a maximum of 70 kph. The Race Director may change the minimum speed according to the circuit and weather conditions. The pace truck will extinguish its flashing lights and the pole man will maintain the same speed. Accelerating or slowing down before the start signal will be considered as a false start and will be penalized accordingly. (Art 13 and 18 of the Sporting Regulations).

Start Procedure Art 13 (para 2) - Drivers must NOT cross the white lines delineating the track limits with any part of the truck until after the race start and until they pass the end of the pit wall unless otherwise published.

Article 13 also states that “**drivers during the Green Flag Lap must keep station according to the dummy grid spacing**”. This means both forward and sideways.

4. **Penalty markers** – Marshals are instructed to report all trucks that touch markers **and gain an advantage**. Marshals are also instructed to *report all trucks which consistently cross the white line with more than 2 wheels. They are also requested to report when a competitor gains an advantage corner cutting. This also includes crossing the white line at a point where a corner marker has been removed or is damaged.*

Warnings will be displayed on the TV monitors and team managers will be informed by radio which will have the same effect as flag signals.



5. **Driving Standards** – Competitors must study and be aware of the I.S.C. Chapter IV of Appendix “L” – The Code of Conduct on Circuits.
 - a) Anyone *leaving the circuit* (4 wheels outside the white lines) may only re-join when it is safe to do so and without gaining an advantage. If an advantage is gained it must be given back. Failure to give back may incur a drive through penalty.
Anyone re-joining in a dangerous manner causing another competitor to change his line/direction or hitting another competitor may be given a *DRIVE THROUGH* or requested to attend the Stewards for further penalties.
 - b) *Repeated changes of direction* – changes of direction to prevent another truck from overtaking will be reported to the Stewards. Only one change of direction is permissible.
 - c) *Slow Trucks* – Slow trucks are requested to maintain their line allowing other trucks to go round you
6. **Blue Flags and Mirrors** -. It is essential you use your mirrors and obey the blue flag signals.
7. **Pit Lane Speed Limit** – please obey the 60kph speed limit.
8. **Technical problems** – If you have a mechanical problem pull off in a safe location. *Do not continue round the circuit leaving oil or diesel on the circuit. This will affect other races. Any competitor proceeding round the track will be reported to the Stewards for disciplinary action.*
9. **Yellow flags** – Waved yellow flags are a signal of danger and when displayed, you are required to slow down to a speed not in excess of 70kph between the first yellow flag and the green flag. The onus is on you to ensure this is evident. Any driver achieving quick times under yellow flags will be referred to the Stewards. Under some circumstances waved yellow flags will be shown at two preceding posts with the one closest to the incident being double waved, this means “slow down and be prepared to stop”. *Overtaking* between the first yellow and the green flag is not permitted.
10. **Full Course Yellow.** – In certain circumstances and in the interest of safety full course yellows (FCY) may be used. Yellow flags and FCY boards will be displayed until the Race Director is happy with the situation on track. Speeds will be limited during this period to a maximum of 70kph. The maximum permitted sector times are attached to the briefing notes and overtaking is NOT permitted unless a vehicle slows dramatically or stops. Timing systems will not be stopped. Deliberate slow driving will be reported to the Stewards. 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. When the full course yellow situation finishes the FCY boards and yellow flags will be withdrawn and immediately replaced with green flags. The green flags will be displayed at the same moment at ALL posts around the circuit. At this moment racing will re-commence and overtaking will be permitted.



Red flag – When the red flag is shown be prepared to stop as there is great danger on the track and proceed slowly on the instructions of the marshals.

During practice: the trucks will reduce immediately their speed and they will drive to the Pit Lane with extreme caution.

During the race: the trucks will reduce immediately their speed and will stop at the red flag line.

Parce Fermé conditions will apply in race stop situations when less than two full laps have been completed and also when a race is stopped but less than 75% distance has been completed. The only exceptions are when the Technical Delegate authorizes as specified in App L Chapter 1V to the ISC.

11. **Parc Fermé** – Teams are reminded that only one team member in addition to the driver will be allowed in parc fermé. This person must remain outside parc fermé until requested to enter by the technical delegate or his representative. A second nominated team member or the same team member as previously mentioned may enter parc fermé briefly to download the data. Once downloaded that person must leave the area. It is not permitted to download or remove video or photographic images until parc fermé is opened.
12. **FIA Regulations** – The latest regulations are available on the FIA Website.
13. **Official Cameras Art 8.2) d** – These will be supplied by the promoter Competitors are reminded that it is forbidden to interfere with or open these instruments. The contents are the property of the FIA
14. **Incidents/Penalties Art 15.3) a - Drive-through penalty.** The driver must enter the pit lane and re-join the race without stopping. From the time the Stewards or Race Director notify a driver (on the monitors or in writing) of a drive-through penalty, the driver and his truck may not cross the Control Line more than twice before entering the pit lane. The Control Line is the Finish Line, a single line which crosses the track and extends across the pit lane at the same point on the circuit. A drive-through penalty cannot be taken on the final lap of the race.
15. **Team Members/Mechanics and Grid Procedure** - All team members must wear the team member armbands issued by the promoter. Any team member NOT wearing these may be removed from the pit lane. At the 10 Minute signal everyone except team technical and officials MUST leave the grid. ALL team technical staff must clear the grid at the ONE MINUTE SIGNAL.



16. **Rain Conditions**. In the event of a wet track the Race Director reserves the right to declare a wet race and the starting procedure will be as follows: -

The Pace Truck will start with Competitors behind and complete the normal green flag lap. At the end of this lap and if the Race Director considers it safe to continue the Pace Truck will extinguish its lights and enter the pit lane. For clarification the race will be deemed to start at the end of the green flag lap when competitors cross the line.

YELLOW FLAGS WILL CONTINUE TO BE SHOWN FOR THE WHOLE OF THE NEXT LAP and OVERTAKING IS FORBIDDEN. At the end of this lap and if the Race Director is happy with the conditions the yellow flags will be withdrawn and green flag displayed at this point when normal racing conditions will apply.

PLEASE NOTE - These briefing notes are by no means comprehensive and should be read in conjunction with the International Sporting Code, the Series Regulations, and the Supplementary Regulations for the event.

Tony Iddon - FIA Permanent Race Director

13/09/19

Sektor Times Full Course Yellow Zolder

		Strecke	60 kmh	65 kmh	70 kmh	75 kmh	80 kmh
Finish - Int. 1	Sektor 1	1364	1:21,840	1:15,545	1:10,149	1:05,472	1:01,380
Int. 1 - Int. 2	Sektor 2	1488	1:29,280	1:22,412	1:16,526	1:11,424	1:06,960
Int. 2 - Finish	Sektor 3	1148	1:08,880	1:03,582	0:59,040	0:55,104	0:51,660
		4000	4:00,000	3:41,538	3:25,714	3:12,000	3:00,000

		Strecke	60 kmh	65 kmh	70 kmh	75 kmh	80 kmh
Finish - Int. 1	Sektor 1	1364	81,840	75,545	70,149	65,472	61,380
Int. 1 - Int. 2	Sektor 2	1488	89,280	82,412	76,526	71,424	66,960
Int. 2 - Finish	Sektor 3	1148	68,880	63,582	59,040	55,104	51,660
		4000	240,000	221,538	205,714	192,000	180,000

		60 kmh
Pitlane	IN-OUT	290
		17,400

Check 60 km/h
17,4 sec
60,000 km/h (Schnitt)