

## DRIVERS BRIEFING ABU DHABI, 9-11 FEBRUARY 2024

Centre line	5,281 m
Int 1 at	1,176 m
Int 2 at	3,524 m
Start line at	110 m
Pole position	LHS
Grid formation	T9
Red flag line	Start Line
Race director signalling	RHS
Entering pit lane respect white line at	LHS

Exiting pit lane respect white line at	RHS
Pit in to pit out	355 m
Lap by the pits	5,291 m
Minimum pit stop time	100 seconds
SC turn off the lights	Exit T8-T10
Scrutineering	Garages 1-2
Sporting regulations	V1
Timetable	V15

The stewards will issue Bulletin 1.

### Pit lane procedures

- 1) According to Appendix L, Chapter IV, Art. 4.d the longitudinal solid line cannot be crossed by any part of a car entering or exiting the pits.
- 2) All the times the red/green lights at pit exit must be respected, you can access the track only when the pit exit light is green it will be the drivers' responsibility to enter the track safely.
- 3) Maximum speed in the pit lane is 60 Kph. This limit is to be respected from the moment you cross the pit entry loop until you cross the transversal white line at the pit exit where the 60 Kph end limit boards are placed.
- 4) At the start or restart of any session, if you head to pit exit before the light is green, please stop 3 meters before the transversal white line at Pit Exit.
- 5) 2 mandatory pit stop of 100 seconds (pit entry loop – pit exit loop) are mandatory during the race before 3 hours 44 minutes and 59.999 seconds (crossing pit entry loop).
- 6) At the beginning of the qualifying sessions, access to the working lane and then the fast lane will be on race control instructions only. No car should access either lanes before race control instructs to do so.

### Race control

- 7) The circuit has track side Digital Panels. The information displayed on these panels will complement the marshals signalling. In case of discrepancy, yellow or red will always prevail irrelevant of its origin. Race Director Signalling will also be done with Digital Panels.
- 8) Indication that pit lane entry is closed (in example during a FCY or during the first 3 laps of a safety car procedure) will be displayed on the digital panel located at MP15.5 / T15, on the left hand side.
- 9) Should you be called to Race Control, please use the Entrance behind Race Control Building (paddock side). Access via the door marked "Race Control".
- 10) Should you be called to the Stewards, or to visit the Race Director's Office, please use the same entrance, and they are on the same floor as Race Control on Ground Floor.

### On track driving standards & incident procedures

- 11) Drivers must respect other drivers across all categories.
- 12) At all times, please respect the other drivers on track. Once you are on a slowdown lap please ensure that you are using your mirrors.
- 13) Double yellows also mean marshals are working on the track or trackside.
- 14) At the end of a Full Course Yellow procedure, all the cars must be in a line one behind another until the end of the countdown.
- 15) Slower cars, when being lapped should keep to the constant racing line. Sudden changes of direction can lead to hazardous situations and accidents. Please use your turning lights.
- 16) In case of an accident, it is very important that you signal to the marshals that you are OK. A 'thumbs up' will be the OK that is understood.
- 17) If it rains, painted areas and AstroTurf adjacent to the track will always entail less grip than the asphalt, kerbs included. Track verges always take longer to dry than the track surface.
- 18) Drivers must use the track at all times. For avoidance of doubt, the white lines defining the track edges are considered to be part of the track, but the kerbs are not. Furthermore, a driver will be judged to have left the track if no part of the car remains in contact with the track. Should a car leave the track for any reason the driver may re-join, however this may only be done when it is safe to do so and without gaining any advantage.
- 19) Drivers consistently crossing the white line defining the edge of the track, with or without gaining an advantage may receive a penalty.
- 20) Track limits will be monitored at all times especially but not only at T1, T15 and T16. During Qualifying, when a driver is reported by judges of fact for abusing track limits, he/she may have his/her lap time in question deleted immediately. Should that happen on drivers' left-hand side at T16 exit, it will result in the lap time achieved being deleted in the lap in question and the immediately following lap.
- 21) The dotted white line across the support category pit lane exit at the entry of T9 on the right hand side is the track edge line.
- 22) FIA International Sporting Code, Appendix L, Chapter IV, Article 3: "The driver of any car leaving the track because of being unable to maintain racing speed should signal the intention to do so in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to a point of exit." Please make sure, in case of problem, that you leave the track immediately.
- 23) A yellow line has been painted in the runoff surface of T6. Unless a car has a justifiable reason or is judged as being forced out of the track, the following principles will apply to any car that crosses the yellow line with four wheels:
  - a. It is the driver's responsibility to re-join the track in a safe way, and without gaining any advantage.
  - b. A driver fighting for a position, the driver will come out behind.
  - c. A driver side by side, the driver will come out behind.
  - d. A driver defending in front will come out behind.



- e. A driver attacking by the outside that goes wide, will come out behind.
  - f. A driver alone that crosses the yellow line must reduce the gap to the car behind, clearly indicating that there is no gain. This must be done before Intermediate 2.
  - g. The stewards can apply the penalties foreseen or any other available to them by the ISC.
- 24) If you encounter any technical/mechanical issues especially leaking of fluid, you must leave the track quickly and safely, stay clear of the racing line. If possible, please stop your car on the right side opening of the track/runoff area.

## End of session

- 25) Parc Ferme after the qualifying sessions will be in the garages unless your car has been chosen to undergo scrutineering. Selected cars must be pushed to scrutineering immediately. None of the cars are allowed to be lifted.
- 26) The chequered flag will be presented at the Line, on driver RHS.

## Race

- 27) When driving to the grid, drivers must always respect the instructions of the marshals and the ALMS staff when being positioned in the dummy grid.
- 28) When going to the grid, if you wish to warm up your tires, you may weave on the following conditions: that it is safe to do so, that you do not obstruct or block any car behind you. A driver when alone, may use the full width of the track but once he is caught up by another driver, he must give way.
- 29) There will be 2 formation laps.
- 30) During the formation laps, weaving to warm tires up is allowed until the last formation lap, Turn 9. From this point onwards, drivers must assume their grid positions and no more weaving will be allowed.
- 31) Slower cars when being lapped should keep to the race line, as this makes it easier and more predictable for the overtaking car.
- 32) Should there be a red flag during the race, the red flag line is deemed to be the start line.

## Safety car

- 33) Once the Safety Car procedure is deployed, the leader should slow down significantly (approximately 80Kph will be fine). All cars on track will do their best to safely queue up behind the SC. Under SC there is no speed limitations, the speed will be dictated by the SC. You are required to drive safely and close all the gaps to the cars in front of you.
- 34) The SC procedures will be in accordance with Art. 2.10 from Appendix H of the International Sporting Code and Art. 14.6 of the 2023-2024 Asian Le Mans Series Sporting Regulations. The SC will be deployed at pit exit, and at the end of the procedure it will turn off the yellow lights between T8 and T10 and will exit the track by the pit entry. Be reminded that at the restart, overtaking is strictly forbidden until you cross the Line.
- 35) During the SC operation, and once in line behind the SC, cars may weave in order to minimize the loss of tire temperature, except in the area or areas affected by debris or people working on the track, where all cars must line up. In this/these area/s tire warming is not allowed.
- 36) From the moment RC announces "Prepare for the Pass Around" weaving is not allowed and all cars eligible will move to the right-hand side, all others will remain in single file behind the SC. Once the cars are in 2 lines RC will announce "Start the Pass Around", here the line of cars on the right will overtake the line of cars on the left. Once RC informs that Pass Around has been concluded, cars in line behind the SC may resume weaving to help with tire temperatures.
- 37) According to Article 2.10.8 from Appendix H to the FIA International Sporting Code, double waved yellow flags will be displayed at the post prior to the incident, meaning that marshals and intervention personnel are exposed.
- 38) Be reminded that it is not allowed to overtake the safety car besides situations listed in article 14.6.2. It is therefore not allowed to overtake the safety car before the Safety Car Line 1 when race resumes. Once the Safety Car has switched off its lights, it's up to the leader to dictate the pace. It is therefore his responsibility to leave a sufficient gap with the Safety Car to not overtake it once approaching Safety Car Line 1.
- 39) If at any given moment the SC has to bring the field by the pit lane, for your help we will inform via the timing monitors that the SC will bring all cars by the pit lane, and with a sign board at the right-hand side at T14.

## End of the race

- 40) After the race, the top car from each class required to stop under the podium will be informed via the timing monitors and pit wall radio.
- 41) If you are the leader and are not fighting for position on the last lap of the race, please leave space to the car in front, as this will be a huge help for the presentation of the chequered flag.
- 42) The cars that are under the podium will be pushed back to scrutineering by the team after the podium procedures, under the surveillance of a scrutineer. Please ensure mechanics stay after the podium ceremony to assist with this procedure.
- 43) Cars selected for scrutineering will be noted via radio and timing monitors.
- 44) After taking the chequered flag, all cars will do a deceleration lap. After the deceleration lap, all cars will enter the pit lane and will go either to parc fermé, or to scrutineering for selected cars or underneath the podium for the winners of each category.
- 45) At all times drivers must follow the directions of the marshals. Extreme caution is required.
- 46) Make sure you're up to date with the latest versions of the FIA International Sporting Code and its annexes [\[https://www.fia.com/regulation/category/123\]](https://www.fia.com/regulation/category/123):
- a. International Sporting Code – published on 14.12.2023
  - b. Appendix H – Published on 21.12.2023
  - c. Appendix L – Published on 22.12.2023

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Yas Marina Circuit, 08/02/2024

