

2025-2026 SEASON TEAM MANAGERS BRIEFING NOTES

Pit lane procedures

- 1) If you make any changes to your cars overnight, please ensure you inform the scrutineers first thing in the morning.
- 2) Under no circumstances can teams place timing devices and/or beacon less than 3 metres from the official timing systems.
- 3) At any time, and including after the end of the race, any mechanic handling fuel must be fully equipped.
- 4) For all sessions, there will be no instruction given over the radio to access the working and the fast lanes, unless there is a situation which requires extra information. Unless instructed otherwise, cars will be allowed to enter the working lane 5 minutes before the session starts, and to the fast lane 3 minutes before the session starts.
- 5) As per Article 12.2.2 of the ALMS Sporting Regulations, any team member intervening or performing controls on the car must be wearing the appropriate armband. Three different armbands have been allocated to each entered car. The armbands must be worn around the upper arm.



- PIT LANE: the green armband needs to be worn to access the pit lane and to carry any type of operations on the car.
- TYRE & BRAKE: the blue armband needs to be worn to access the pit lane and to check the tyres and/or the brakes.
- RED: the red armband is to identify the only person allowed on the grid in case of a race suspension.

Race control

- 6) Please ensure you have your Pit Wall radio on 10 minutes before each session, and it should remain on until at least 10 minutes after the session. A radio test message will be done from Race Control approximately 5 minutes before the start of each session and will be notified via the monitors.
- 7) Please ensure you turn on your Discord 10 minutes before the start of the first session of each day, and that it is kept on for the remainder of the day. For any issues relating to Driver ID please message the Chief Timekeeper directly. Please note that Scrutineers and Stewards also have access to Discord and shall send messages to you if required.
- 8) Discord will be used in accordance with the following guidelines (which are not limitative):
 - Competitors' ID's must be labelled as follows: 'aa_bbbb_cccc', with aa= the car number, bbbb= the team name and cccc= TECH or TM
 - Private conversations outside of any identified 'individual' channel can only take place at the initiative of an official, who may choose to interrupt the conversation at discretion.
 - No regulatory inquiry from Competitors will be handled in private conversations. Any such inquiry from Competitor during a session must be dealt with during an in-person appointment, at the Officials' discretion.
 - Competitors can only report an incident once, following the principles published by Race Control at the beginning of the Competition.
 - Incident reports must be done by using the "Incident Report" button.
 - Any failure to comply with the above, or any other behaviour deemed inappropriate may result in temporary or permanent removal of the relevant user from the Discord Server.
- 9) Depending on the workload, answers to requests on Discord may take some time as priority will be given to what's happening on track.
- 10) A dedicated Discord channel will be available for teams to communicate between themselves on blue flags matters.
- 11) During the event, the only monitors you should rely on regarding official information are the timing pages generated by Alkamel.
- 12) Race control is limited to Team managers and drivers that are invited in the room.

On the grid

- 13) Grid access is only allowed to persons with the appropriate pass - all persons must be over the age of 16.
- 14) After the 3-minute signal, only one mechanic is allowed near the car.
- 15) After the 1-minute signal, nobody is allowed near the car. The doors of closed cars must be closed, and the team personnel must leave the grid. The engine is to be started by the driver without external assistance.

End of session procedures

- 16) Unless you have been selected to undergo scrutineering, Parc Ferme after the Qualifying sessions will be in the garages with cars on the ground and on the tyres they qualified on.
- 17) After qualifying, when under Parc Ferme conditions, teams are allowed only to check the tyre pressure, tyre temperature, remove the memory card and the driver may exit the car. No other work or checks may be completed.



- 18) Bear in mind that at the end of the qualifying session, you may only change tyres to push your car to scrutineering if specifically allowed by the Race Director.
- 19) After GT qualifying, those cars requested to go to Scrutineering must immediately be pushed via the pit lane (if required, in the opposite direction), into the Scrutineering garages/area. We must ensure this is done within the break between GT and LMP3 qualifying. GT Cars are not allowed to be lifted.
- 20) After LMP3 qualifying, those cars requested to go to Scrutineering must immediately be pushed via the pit lane (if required, in the opposite direction), into the Scrutineering garages/area. We must ensure this is done within the break between LMP3 and LMP2 qualifying. LMP3 cars are not allowed to be lifted.
- 21) After LMP2 qualifying, those cars requested to go to Scrutineering must immediately be pushed via the pit lane (if required, in the opposite direction), into the Scrutineering garages/area. LMP2 cars are not allowed to be lifted.
- 22) At the end of a session, Officials may ask a team to stop a determined car on track to simulate a medical intervention with extrication.

End of race procedures

- 23) Climbing on the debris fence on the pit wall at the end of the race is forbidden.
- 24) If the leader of the race is not fighting for position, it will be appreciated that he leaves the gap to the car in front to present the chequered flag.
- 25) At the end of the race, after your cars have taken the chequered flag, we do not expect them to overtake other cars.
- 26) The top car from each category will be required to be underneath the podium. This will be confirmed via the timing monitors and the pit wall radio.
- 27) The cars that are under the podium will be pushed to scrutineering by the team after the podium procedures and always under the supervision of a scrutineer.
- 28) The cars required to go to scrutineering will be informed via the timing monitors and the pit wall radio.
- 29) The presence of mechanics in Parc Ferme is always dependant on authorisation from the scrutineers.

Miscellaneous

- 30) We strongly advise that drivers are acquainted with the FIA anti-doping regulations: <http://www.fia.com/fia-race-true-e-learning.com>.
- 31) It is important you insure your drivers are well aware of the ISC and its Appendixes, especially Appendixes A, C, H and L.
- 32) It is important that teams immediately report any issues with radio communication with the car.



Gwen Bourcier
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