

## 2025-2026 SEASON DRIVERS BRIEFING NOTES

### Pit lane procedures

- 1) Maximum speed in the Pit Lane is 60 km/h. This limit is to be respected from the moment you cross the Pit In loop, located on the transversal white line at the 60 km/h marker board, until you pass the Pit Out loop, located on the transversal white line at the Pit Lane speed limit end board.
- 2) At all times the red/green lights at Pit Exit must be respected, you can only access the track when the green light is on. However, during the race, after the start, the Pit Exit light will remain green from the moment the last car on track crosses Safety Car Line 2 and it will be the drivers' responsibility to enter the track safely, except a Safety Car has been deployed or the race has been suspended.
- 3) At the start or restart of any session, if you head to Pit Exit before the light is green, you must stop approximately 3 metres before the pit exit line/loop or/red line (whichever is first) painted at the Pit Exit.
- 4) Be advised that at any time during an Event (free practice, qualifying, warm up or race), the scrutineers may decide to stop a car in scrutineering. Drivers must respect the signals of the scrutineers to stop.
- 5) 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.
- 6) Cars in the fast lane always have priority over cars leaving the working lane.

### On track driving standards & incident procedures

- 7) Judges of Fact will be appointed to control sporting details from the regulations.
- 8) As soon as the Stewards reach a verdict, you will be informed via the timing monitors. Whether it is NFA or a penalty, it will be solely at the Stewards' good judgement.
- 9) At the start of the race, if the positioning, the speed or the behaviour of a(the) car(s) is(are) not correct in the moments preceding the start, you will be informed via the timing monitors that the alleged infringement is being reported to the Stewards.
- 10) From this moment onwards, the case - if there is one - will be totally beyond race control power.
- 11) Bear in mind that AstroTurf / kerbs / track verges take longer to dry than the track.

#### 12) Yellow and double yellow flags – Appendix H ISC Art. 2.5.5.b

- All drivers are reminded to pay special attention to flag signalling according to the Code.
- Yellow flags mean danger - please reduce your speed. Overtaking is forbidden from the first yellow flag until you pass the green flag. WHEN YELLOW FLAGS - INCLUDING DURING SAFETY CAR - ARE SHOWN, DRIVERS MUST SLOW DOWN. IF DOUBLE YELLOW FLAGS ARE SHOWN THEY MUST REDUCE SPEED AND BE PREPARED TO CHANGE DIRECTION OR STOP. It is the onus of each driver to prove to us that in fact you have slowed down, the best way for this is by having a clear slowdown in the relevant sector time.
- Double yellows may also mean that marshals are working on track or trackside.
- Under FCY, VSC, SC or Red Flag procedures, Double yellow flags will be waved at Marshals Posts preceding the location of the accident / intervention, it is to be respected.

#### 13) Behaviour on track

- Drivers must respect other drivers across all ALMS categories.
- Voluntary blocking, if spotted, will be sanctioned. Once you are on a slowdown lap please ensure that you are using your mirrors.
- Blue Flags will be used for overtaking during the sessions and lapping during the race.
- Slower cars, when being lapped should keep to a constant racing line. Sudden changes of direction can lead to hazardous situations and accidents. Please use your turning lights to indicate which side of the track you are using.
- During Qualifying Sessions, on a slow lap, drivers must make their best efforts to ensure they are not impeding other drivers who may be on a fast lap, even if that entails moving out of the racing line.
- Faster cars when lapping slower cars please ensure that the car in front of you is aware of your intentions, especially if you are intending to do it in the middle of a turn.
- A reminder, before you re-join after an incident, please check the marshal posts to see if there is a FCY or VSC procedure, and if so, you must also respect the speed limits.

#### 14) Track limits – Appendix L ISC Chapter IV Art. 2.

- Drivers consistently crossing the white line defining the edge of the track – whether gaining an advantage or not - may receive a “drive through”, a “stop and go” penalty or any other penalty available to the Stewards.
- **During a free practice, warm-up or race, the procedure will be as follows: on the 4<sup>th</sup> offence the driver will receive a warning flag, on the 5<sup>th</sup> offence and subsequent(s) the driver will be reported to the stewards.** The race is considered as one single session.

#### 15) Incident procedures

- 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.
- If your car has a crash and/or your car cannot continue, do not stay on the radio to your team. This can lead to unnecessarily deploying of medical services or may even result in a Red Flag.



- If you can continue, you may stay in the car should the marshals choose to hoist your car to a safe place.
- If you cannot continue, you must leave the car as soon as it is safe to do so and help in the recovery operations. By regulations, you must leave the car in neutral and the steering wheel in position.
- If you enter a gravel/run off area and you can manage to re-join, please stay out of the racing line to avoid dropping gravel/dirt on the line. Please make 1-2 brake-tests / weave with your car OFF TRACK before re-joining, to ensure all the gravel has fallen from your car off track.
- If at any moment, especially at the start of the race or after a Safety Car / FCY procedure, you encounter technical or mechanical problems you should leave the racing line immediately.

### Red flag – ALMS Sporting Regulations Art. 14.2 – 14.3

- 16) A reminder if a red flag is deployed during a free practice, qualifying or warm up session, cars must be at a maximum of 80kph until reaching the Pit Lane. This is also the case if a red flag is deployed whilst a FCY is in operation during a free practice, qualifying or warm up session.
- 17) During a Red Flag procedure, the Race Director may ask the cars to pick up the pace once passed the incident to bring all cars in the pit lane quicker.
- 18) The Red Flag line will be advised by the Race Director in the briefing notes for each event.

### Full course yellow – ALMS Sporting Regulations Art. 14.5

- 19) If the Race Director deems it suitable, a Full Course Yellow (FCY) will be declared.
- 20) Marshals will wave yellow flags and show FCY boards.
- 21) Once under FCY, cars will slow down safely, but quickly (a 5 seconds tolerance may be given), to 80km/h and remain in single line, maintaining their distance to the car in front and the car behind until the end of the procedure. Overtaking is strictly prohibited under FCY.
- 22) During the race, pit entry is closed from the moment the time of deployment of the FCY has been announced; pit exit remains open.
- 23) During Free Practices, cars will be allowed to pit as normal under FCY.
- 24) If you caused a FCY please do not speed once you re-join the track.
- 25) Once it is confirmed that a FCY neutralisation is to be lifted, teams will be advised via Timing Monitors and Pit Wall Radio. When the track goes green, all Marshal Posts will wave a green flag. From this moment onwards, racing resumes if you can see a Marshal with a green flag, no matter where your car is in the sector. Should you see a Marshal with a yellow flag, this flag must be respected as there may have been an incident immediately before/after the FCY procedure was called to end.

### Virtual Safety Car – ALMS Sporting Regulations Art. 14.7

- 26) Once Virtual Safety car is deployed:
  - Yellow flags will be waved around the track and VSC boards will be presented in the marshal posts.
  - VSC will be displayed on the onboard marshalling system.
  - All cars to slow down to 80 km/h (a 5 seconds tolerance may be given)– overtaking is forbidden.
  - Pit entry remains open.

### Safety Car – Appendix H ISC Art. 2.10 – ALMS Sporting Regulations Art. 14.6

- 27) As the SC procedure is deployed, we will require that the race leader slows down significantly (Approx. 80Kph) in order to group up all cars that are on track in a single line. The Pit Entry Closed light will be switched on and remain on for the first three SC laps.
- 28) All other cars should do their best to quickly and safely queue up behind the SC.
- 29) The marshal post(s) that have track intervention(s) will present double waved yellow flags and the SC Board.
- 30) During the SC operation, and once in line behind the SC, cars may weave in order to maintain tyre temperature, except in the area or areas affected by debris or people working on the track, where all cars must line up. In this area tyre warming is not allowed.
- 31) The maximum distance between two consecutive cars is a 5 car-length gap.
- 32) During the use of the SC, the Pit Exit will normally close as the SC is passing SC Line 1 and will open once the last car in line has passed SC Line 2.
- 33) If the Race Director chooses so, and if safety conditions allow, once all cars are lined up behind the SC, the Pass Around will be announced via the monitors and radio.
- 34) The eligibility for Pass Around will be established based on the last passing on a Sector Loop before Race Control announces 'Prepare for Pass Around'. If the leader of a category is in the pit lane at the moment the message 'Prepare for Pass Around' is announced, then the eligibility is based on the next car from the category that was physically behind the leader on track in circulating order at the time the leader entered the pit lane.
- 35) 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 line behind the SC on the left-hand side. 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.

- 36) Car(s) that do the Pass Around are allowed an increase of speed, but may not overtake amongst themselves, and must safely rejoin the back of the line of cars behind the SC. Extreme caution is required in the area(s) affected by whatever caused the SC to be deployed.
- 37) Cars that benefit from the Pass Around must respect the Pit Entry Closed **status**, irrelevant of their number of laps completed behind the Safety Car.
- 38) It is up to the Team Managers to know if their car is eligible or not to do the Pass Around.
- 39) At the end of the SC procedure, overtaking remains strictly forbidden (unless a car is undoubtedly slow) until you cross the Line.
- 40) Article 2.10.17 from Appendix H to the ISC states: "If the safety car is still deployed at the beginning of the last lap, or is deployed during the last lap, it will enter the Pit Lane at the end of the lap and the cars will take the chequered flag as normal without overtaking."

## PIT ENTRY BEHAVIOR – ALMS Sporting Regulations Art. 12., Art. 14

- 41) Regarding the pit entry closed light, in case of failure of the hardware system, Race Control will inform the Competitors immediately via radio and message on the timing monitor.
- 42) For the purpose of Articles 14.5.2 (FCY) and 14.6.5 (SC), the pit entry closed light system is considered as a help for the driver.
- 43) During the Safety Car procedures, it is the Competitors' responsibility to count the laps as detailed in Article 14.6.7.
- 44) However, for the purpose of Article 12.1.1 if the light is activated, the light must be respected at any moment.

## Start – ISC Art. 8 – ALMS Sporting Regulations Art. 11

- 45) There will be 2 formation laps.
- 46) During the second formation lap, from the position indicated during the briefing of each event, drivers must assume grid position and position themselves in 2x2 formation.
- 47) From that moment onwards, front row drivers must keep the same speed as the leading car.
- 48) The leading car will exit the track by pit entry. Front row drivers must then maintain a constant speed until the starting lights switch off.
- 49) Drivers must keep a constant gap to the car in front.
- 50) A gap will be tolerated between categories. It must be kept to a maximum of 5 cars length.
- 51) Drivers must drive through the grid in 2 parallel lines, and no lateral movement is allowed before crossing the start line.
- 52) When start lights switch off, front row drivers may accelerate and following cars may follow their speed.
- 53) No overtake is allowed before crossing the start line.

## End of session/race procedures

- 54) After qualifying, when under Parc Fermé 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.
- 55) 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.
- 56) Climbing on the debris fence on the pit wall at the end of the race looks very nice on TV but it is illegal and dangerous.
- 57) At the end of the race, 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.
- 58) At the end of the race, after you have taken the chequered flag, we do not expect you to overtake other cars.
- 59) The top car from each category will be required to stop underneath the podium and will be confirmed via the timing monitors and the pit wall radio.
- 60) 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.



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