

**1. PIT LANE PROCEDURES**

- 1.1 Maximum speed in the Pit Lane is 60 kph. This limit is to be respected from the moment you cross the Pit in loop, located on the transversal white line at the 60 kph marker boards, until you pass the pit out loop, located on the transversal white line at the pit lane speed limit end boards.
- 1.2 Cars in the Fast Lane have priority over those leaving the Working Lane.
- 1.3 At all times, the red/green lights at pit exit must be respected (Article 5, Chapter IV of Appendix L to the ISC), you can only access the track when the green light is on. However, during the race, the pit exit light will remain green from the moment the last car on track has finished lap one and passed by pit exit (except during SC procedures or race suspension) and it will be the drivers' responsibility to enter the track safely.
- 1.4 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. Normally the scrutineering bay will be at Pit Entry. Drivers must respect the signals of the scrutineers to stop.

**2. ON TRACK DRIVING STANDARDS & INCIDENT PROCEDURES**

- 2.1. At all times, please respect other drivers across **all** class categories. Don't forget that the driver you are overtaking also is entitled to stay on the track. Voluntary blocking, if spotted will be sanctioned. Once you are on a slowdown lap please ensure that you are using your mirrors.
- 2.2. All drivers are reminded to bear in mind the text from Article 2.5.4 of Appendix H to the ISC about flag signals. Pay special attention to Article 2.5.5 b) of Appendix H to the ISC concerning yellow flags.
- 2.3. Yellow flags mean danger – please reduce your speed. Overtaking is forbidden from the first yellow flag you pass through until pass over the green flag. WHEN YELLOW FLAGS – INCLUDING SAFETY CAR BOARDS – 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.
- 2.4. Double yellows also mean marshals or recovery vehicles are working on track or trackside.
- 2.5. Appendix H states in article 2.5.5.b) states:  
*“...During free practice and qualifying, it must be evident that a driver has not attempted to set a meaningful lap time; this means the driver should abandon the lap (this does not mean he has to pit as the track could well be clear the following lap).*
- 2.6. Blue Flags will be used for overtaking during the sessions and lapping during the race.
- 2.7. 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.**
- 2.8. 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.**
- 2.9. Please acquaint yourselves with the text of Chapter IV of Appendix L to the ISC relating to driving conduct on circuits, special attention should be pay to the following two points:
  - 2.9.1. In Art. 2 c) states:

*“Drivers must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt, the white lines defining the track edges are considered to be part of the track but the kerbs are not.*

*Should a car leave the track for any reason, the driver may rejoin.*



*However, this may only be done when it is safe to do so and without gaining any lasting advantage. A driver will be judged to have left the track if no part of the car remains in contact with the track.”*

2.9.2. In Art. 2. d) states:

*“Causing a collision, repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) will be reported to the Stewards and may entail the imposition of penalties up to and including the disqualification of any driver concerned.”*

- 2.10. If you consistently cross the white line defining the edge of the track, – whether gaining an advantage or not – Stewards may decide to delete any lap(s) from any session or a **‘drive through’**, a **‘stop & go’** penalty or any other penalty available to the stewards.
- 2.11. 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 / zig-zags your car OFF TRACK before re-joining, to ensure all the gravel has fallen from your car off track.
- 2.12. 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.
- 2.13. If you **CAN CONTINUE** after an accident, you may stay in the car, wait for the marshals to hoist your car to a safe place, to then re-join. You must not benefit from marshals assistant to restart the engine.
- 2.14. If you have a crash or technical issues and you **CANNOT CONTINUE**, do not stay inside your car talking to your team by radio. This can lead to unnecessarily deploying of medical services or may even result in a Red Flag. You must leave the car as soon as it is safe to do so and help in the recovery operations. Please leave the car in neutral and the steering wheel in position as per Article 9.1.3. point 5. The driver should help in the recovery operations.
- 2.15. It is not permitted to drive any car unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time either on the track, pit entry road or pit lane exit road.
- 2.16. If at any moment, especially at the start of the race or after a Safety Car or FCY procedure, you encounter technical or mechanical problems you should leave the racing line immediately.
- 2.17. Bear in mind that AstroTurf / kerbs / track verges take longer to dry than the track.
- 2.18. Judges of Fact will be appointed to control sporting details from the regulations.

### **3. STOPPING OF PRACTICE, QUALIFYING OR WARM-UP SESSION**

- 3.1. Remember that as per Art. 14.1.2 of the Asian LMS Sporting Regulations, during all Free Practice or Qualifying or Warm-up sessions whenever a red flag is declared, we expect all cars must immediately and safely reduce their speed to a maximum of 80 kph and proceed with extreme caution to the pits. This is also the case if we go to a red flag whilst a FCY is in operation during a free practice, qualifying or warm up session.

### **4. QUALIFYING SESSION**

- 4.1. During qualifying, any driver on a slowdown lap must make his best endeavours to not obstruct other drivers. Any behaviour judged as incorrect by me will be reported to the Stewards.

### **5. START OF RACE PROCEDURES**

- 5.1. Please take note of the Pit lane open times, as stated in the schedule, otherwise your car will have to start from the pit lane and will not be allowed to join the race until the last car in the field has covered its first lap.



- 5.2. If you are delayed leaving your position after all cars crossed the Start Line, you may not overtake another moving car and must start the race from the back of the grid. In case your car is able to move before the last car crossed the Start Line, you may overtake to regain your position as long as you can regain your position before crossing Intermediate Line 2 otherwise you have to start from the back of grid. If the intervention car is in front of you when you reach Intermediate Line 2, you must enter pit lane and start from the end of the pit lane after all cars completed their first racing lap.
- 5.3. At the start of the race, if in my opinion the positioning, the speed or the behaviour of any car is not correct in the moments preceding the start, I will inform via the timing monitors that I am reporting it to the Stewards.

From this moment onwards, the case – if there is one – will be totally beyond of my power.

As soon as the Stewards reach a verdict, I will inform via the timing monitors. If it is no further action (NFA) or a penalty, it will be solely at the Stewards' good judgement.

## **6. FULL COURSE YELLOW**

- 6.1. If the Race Director deems it suitable, a Full Course Yellow (FCY) procedure will be used during the Events as per Article 14.5 of the Asian LMS Sporting Regulations.
- 6.2. Marshals will have yellow flags and FCY boards.
- 6.3. Once under FCY, cars will slow down safely, but quickly, to **80 kph maximum** and remain in single file, maintaining their distance to the car in front and the car behind. Overtaking is strictly prohibited under FCY.
- 6.4. If you are driving within a Full Course Yellow, the Pit Lane entry and exit remain open. The 80 kph speed limit also applies on the pit lane entry and exit roads.
- 6.5. If you caused a FCY please do not speed once you re-join the track.
- 6.6. Once it is confirmed that a FCY is to be removed, teams will be advised via Timing Monitors and Pit Wall Radio. Before the track goes green, all cars must remain in single file. When the FCY ends, all marshal posts will display a waved green flag. At this moment it is back to racing 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.

## **7. SAFETY CAR**

- 7.1. The Safety Car procedures will be in accordance with Article 2.10 from Appendix H of the ISC and Article 14.6 of the Asian LMS Sporting Regulations. Safety Car will be deployed at Safety Car line 1.
- 7.2. Once the Safety Car is deployed, we expect the leader to slow down to the speed between **70 kph to 90 kph**, all cars to compact the line behind the Safety Car. Safety Car will then dictate the speed, cars must not fall more than five car lengths apart. You are required to drive safely and close all the gaps to the cars in front of you.
- 7.3. Pit Entry will be closed during the first three laps of the Safety Car. Details procedures about accessing to the pits are listed in Art. 14.6.5 of the Asian LMS Sporting Regulations.
- 7.4. During the use of the SC, normally the Pit Exit will close as the SC approaches **Pit Entry/Safety Car Line 1** and should open as the last car in the line behind the Safety Car crosses **Safety Car Line 2**.
- 7.5. During the SC operation, and once in line behind the SC, cars may "zig zag" in order to maintain tyre temperature. Tyre warming is not allowed in the area(s) affected by debris or marshal(s) or recovery vehicle(s) working on the track, where all cars must line up.



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- 7.6. 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. In this case all cars must come following the SC by the Pit Lane.
- 7.7. In order to avoid the likelihood of accidents before the Safety Car returns to the pits, from the point at which the lights on the car are extinguished, drivers must proceed at a pace which involves no erratic acceleration, braking, or any other manoeuvre which is likely to endanger other drivers or impede the restart.
- 7.8. At the end of the SC procedure, overtaking remains strictly forbidden (unless a car is undoubtedly slow) until you cross the Line.
- 7.9. 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."*
- 7.10. Please ensure that you adequately warm up your tyres and brakes at the end of a Safety Car or FCY procedure.

## 8. **PASS AROUND**

- 8.1. During the pass around procedures zigzagging is not allowed.

## 9. **SUSPENSION OF THE RACE**

- 9.1. Should there be a red flag during the Race, the red flag line will be advised on the Drivers and Team Managers Briefing notes for each event. When the signal to suspend the race is given, overtaking is prohibited, the pit entry and exit will be closed, and all drivers must drive their cars slowly to the red flag line, where they will line up in single file with the Safety Car placed in front of the cars.
- 9.2. All cars are under Parc Fermé rules. No repairs or interventions to the carts that are either in the pits or on the grid. Except with the authorization from Race Control and under the supervision of Scrutineer, these are restricted to; the connection of an external battery, starting the engine for temperature control and covering the car if it is raining.
- 9.3. If it is decided to authorise tyre change, this must be carried between 10 to 5 minutes before race resumes. Wheels must be resting on the ground by the 3 minutes board displayed on the grid.

## 10. **END OF RACE PROCEDURES**

- 10.1. If you 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.
- 10.2. At the end of the race, after you have taken the chequered flag, we do not expect you to overtake other cars.
- 10.3. Climbing on the debris fence on the pit wall at the end of the race looks very nice on TV but I regret informing that it is illegal and dangerous.
- 10.4. Co-drivers of the top 3 cars in each class must go to the podium and TV interviews immediately after the chequered flag.

  
**Eduardo Freitas**  
Asian Le Mans Series Race Director

Dubai, 8 February 2021



OFFICIAL TYRE SUPPLIER



OFFICIAL FUEL SUPPLIER