

## 2026 season Drivers briefing notes – V1

### Pit lane procedures

- 1) According to Appendix L, Chapter IV, Art. 4.d and 6.c, the longitudinal solid line cannot be crossed by any part of a car entering or exiting the pits.
- 2) 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.
- 3) A The red/green lights at the Pit Exit must be respected at all times. You can only access the track when the green light is on. During the race the Pit Exit light will switch from red to green and will remain green from the moment the last car on track has taken the start and has passed the pit exit. It will be the responsibility of any driver entering the track to do so safely.
- 4) At the start or restart of any session, if you head to the Pit Exit before the light is green and you are the first car at the front of the queue, you must stop approximately 3 metres before the pit exit line/loop or/red line (whichever is first) painted at the Pit Exit.

### On track driving standards & incident procedures

- 5) Judges of Fact will be appointed to control sporting details from the regulations.
- 6) As soon as the Stewards reach a verdict, you will be informed via the timing monitors. If it is NFA or a penalty, it will be solely at the Stewards' good judgement.
- 7) During the Formation Laps and leading up to the start signal being given, any car observed to be out of position, proceeding either too slowly or fast, or demonstrating inappropriate behaviour, will be reported to the Stewards. This will also be noted on the timing monitors. From this moment onwards, the case - if there is one - will be totally beyond race control power.
- 8) Article 8.6.1.a of the International Sporting Code states "A false Start occurs when an Automobile is not positioned for the Start as follows: (...) For a rolling start, must not accelerate early or unevenly and must maintain its allocated grid position as it traverses the grid travelling within its lines or grid boxes until the Start signal is given.
- 9) FIA International Sporting Code, Appendix L, Chapter V, Article 3: "The driver of any car leaving the track due to not being able to maintain racing speed should do so in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to an exit point. Please make sure, in case of problem, that you leave the track immediately.
- 10) Track side panels
  - a. Track side panels will be used on most of the tracks visited.
  - b. Track side panels complement marshals' flags.
  - c. In case of discrepancy between track side panels, marshal flag or on-board marshalling display, the most restrictive flag will apply.
- 11) Yellow and double yellow flags – Appendix H ISC Art. 2.5.5.b
  - a. All drivers are reminded to pay special attention to flag signalling according to the Code.
  - b. 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 are shown, drivers must slow down and be ready to change direction.
  - c. If double yellow flags - including during a safety car neutralization- are shown, drivers must reduce their speed and be prepared to change direction and to 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.
  - d. Double yellows also mean marshals are working on track or trackside.
- 12) Behaviour on track
  - a. Blocking, whether intentional or not if observed, will be reported to the Stewards. Please use your mirrors, especially when not setting a fast lap.
  - b. Slower cars, when being lapped should keep to a constant racing line. Sudden changes of direction can lead to hazardous situations and accidents.
  - c. 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.
  - d. A reminder, before you re-join after an incident, please check the marshal posts to see if there is a FCY procedure, and if so, you must also respect the speed limits.
- 13) Track limits – Appendix L ISC Chapter IV Art. 2
  - a. Drivers consistently crossing the white line defining the edge of the track – whether gaining an advantage or not – may, in addition to lap times being deleted, be reported to the stewards.
  - b. During a free practice, warm-up or race, upon the 4 offence and subsequent(s) the driver will be reported to the stewards. The race is considered as one single session but the counter will be reset for solo drivers at the mandatory pitstop window.



## End of session

---

- 14) Incident procedures.
  - a. 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
  - b. 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
  - c. If you can continue, you may stay in the car should the marshals choose to hoist your car to a safe place.
  - d. If you cannot continue, 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.
  - e. 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 rejoining, to ensure all the gravel has fallen from your car off track.
  - f. 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.

## Starting procedure

---

- 15) Unless instructed otherwise in the dedicated Competition briefing, there will be 2 formation laps.
- 16) During the second formation lap, from the position indicated during the dedicated Competition briefing, drivers must assume grid position in a 2x2 formation.
- 17) The Leading Car will normally leave the track by pit entry. Front row drivers must then maintain a constant speed as it was imposed by the Leading Car, until the starting lights switch off.
- 18) If painted, drivers must drive through the grid boxes, in two parallel lines; no side movement is allowed before crossing the start line.
- 19) No overtake is allowed before crossing the Start Line.

## Red flag procedure

---

- 20) During a Free Practice or Qualifying session, If the red flag is shown, all cars must reduce their speed to 80kph until entering the Pit Lane. This is also the case if the red flag is shown whilst a FCY is in operation.
- 21) During a Red Flag procedure, the Race Director may announce over the radio that permission is given for drivers to increase speed smoothly and safely and to return to the pits as soon as possible, to enable the session to be restarted.
- 22) The location of the Red Flag Line will be advised by the Race Director in the briefing notes for each event.

## Safety car

---

- 1) 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.
- 2) All other cars should do their best to quickly and safely queue up behind the SC.
- 3) The marshal post(s) that have track intervention(s) will present double waved yellow flags and the SC Board.
- 4) During the SC operation, and once in line behind the SC, cars may weave in order to maintain 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 area Tire warming is not allowed.
- 5) The maximum distance between two consecutive cars is a 5 car-length gap.
- 6) 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.
- 7) At the end of the SC procedure, overtaking remains strictly forbidden (unless a car is undoubtedly slow) until you cross the Line.
- 8) 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."



## End of session procedures

---

- 9) After qualifying, when under Parc Fermé conditions, teams are allowed only to check the Tire pressure, Tire temperature and the Driver may exit the car. No other work or checks may be completed.
- 10) Bear in mind that at the end of the qualifying session, you may only change tires to push your car to scrutineering if specifically allowed.
- 11) Climbing on the debris fence on the pit wall at the end of the race is forbidden.
- 12) At the end of the race, after your cars have taken the chequered flag, do not overtake another car unless that car is clearly and unusually slow.



**Ronnie Søgård Andersen**  
Ligier European Series Race Director

**Barcelona, 09/04/2025**

**DRIVERS & TEAM MANAGERS BRIEFING – V1  
BARCELONA HEAT, 09 APRIL 2026**

Centre line	4.657 m
Int 1 at	1.627 m
Int 2 at	3.395 m
Start line Offset	128 m
Pole position	RHS
Grid formation between	T10 & T11
Red flag line	Start Line
Race director signaling place	The Line RHS
Entering pit lane respect white line at	LHS
Exiting pit lane respect white line at	LHS

Pit in to pit out	387,2 m
Lap by the pits	4.636 m
Pit Stop Reference Time (Art. 12.4.2)	110 seconds
Openings of the track	Orange
Scrutineering	Paddock – behind Gar. 1
Sporting regulations	V1.2
Latest Committee Decision	#03
SC turn off the lights	T9 - T10
Timetable	V3
Circuit Map	v2 5.012.2025 14:49

The stewards will issue Bulletin 1.

### Pit lane procedures

- 1) Pushing a car in the working area: the area starts at the beginning of the 60 kph speed limit at pit entry and ends at the line perpendicular to the pit exit lights.
- 2) Rotation to and from the ELMS pit lane is as per the transfer map (V1) your teams have received.
- 3) A pit stop of 110 seconds (pit entry loop – pit exit loop) is mandatory during the race (minus 5 sec for 2-driver crews).

### Race control

- 4) We will use FIA compliant digital lights red, green, blue and yellow lights around the track during sessions and the race to complement the flags. In case of discrepancy between physical flags and digital panels signals, the most restrictive signal must be obeyed.
- 5) Race Control is located on the first floor of Race Control Building.
- 6) Should you be called to the stewards, their office is located on the second floor of Race Control building.
- 7) Timekeeping is located on the second floor of Race Control Building
- 8) Race director's office is located on the first floor of Race Control Building

### On track driving standards & incident procedures

- 9) 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.
- 10) Track limits will be monitored at all times especially but not only at T9, T13 and T14.
- 11) Any track limit reported at T14 will entail with the loss of the current lap as well as the next lap.
- 12) Any car driving with the 4 wheels behind the white line at Turns 1 and 2, must then stay out of the track, and follow the escape road and rejoin at Turn 3 by driving on the LHS of the 2 bollards.

### End of session

- 13) The chequered flag will be presented at the Line, on driver RHS.
- 14) Parc Ferme after the qualifying sessions will be in the paddock under each team awning, unless your car has been chosen to undergo scrutineering. Selected cars must be pushed to scrutineering immediately. All other cars must proceed to their awnings immediately at the end of their category qualifying session. None of the cars are not allowed to be lifted.
- 15) Approximate opening time of parc ferme after qualifying for cars in their garage should be posted on the timing monitors 40 minutes after the end of qualifying.

### Race

- 16) When driving to the grid, drivers must always respect the instructions of the marshals and the LES staff when being positioned in the dummy grid.
- 17) 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.
- 18) During the formation laps, weaving to warm tires up is allowed until Turn 10, of the second formation lap. From this point onwards, drivers must assume their grid positions and no more weaving will be allowed.
- 19) Should there be a red flag during the race, the red flag line is deemed to be the start line.



## Safety car

---

- 20) The SC will be deployed at pit exit, and at the end of the procedure it will turn out the yellow lights at T9-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.
- 21) 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.
- 22) 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.

## End of the race

---

- 23) After the race, the top car from each class required for underneath the podium will be informed via the timing monitors and pit wall radio.
- 24) Cars selected for scrutineering will be noted via radio and timing monitors.
- 25) 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 to parc fermé, scrutineering for selected cars except the winning car of each category.
- 26) 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.
- 27) At all times drivers must follow the directions of the marshals. Extreme caution is required.

## General Information

---

- 28) Track Limit Infringements will be published on AIKamel Timing Feed [Circuit TV Feed Channel 6], and only on this page.
- 29) Any car being recovered from the track will be delivered to the Ligier European Series paddock.
- 30) The ELMS teams were asked to leave the pit wall structure for you. Please do not leave papers or debris behind.
- 31) Please acquaint yourself with the latest version of the International Sporting Code and its appendices:
  - a. International Sporting, published on 22.01.2025
  - b. Appendix A, published on 31.03.2021
  - c. Appendix C, published on 16.12.2021
  - d. Appendix H, published on 23.12.2024
  - e. Appendix L, published on 11.12.2024
  - f. Appendix M, published on 04.01.2022



**Ronnie Søgård Andersen**  
Ligier European Series Race Director

**Barcelona, 09/04/2025**