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2026 GT World Challenge Europe powered by AWS

Round 10 - Portimao

16 – 18 October 2026

TEAM MANAGER & DRIVER BRIEFING V2 (changes in light blue)

General Instructions

1. **GENERAL INFORMATION**
   - **1.1.** The Team Messaging App will only be used to send request forms. The request form can only be used if you are directly involved in an incident.
   - **1.2.** The SRO Grip App will be used to send summons, decisions and other urgent information.
   - **1.3.** Pit Lane Speed Limit is **50 KPH**
   - **1.4.** The Penalty Box is in front of the designated pit garage and is controlled by the relevant team
   - **1.5.** During **FCY** & **SC** Procedures, the In-car Marshaling System has priority
   - **1.6.** The **FAST LANE OPEN** signal may be given earliest 5 minutes prior the scheduled start of the session to allow cars to line up at Pit Exit
   - **1.7.** During all sessions, except during the race, in case of a Red Flag, all drivers are requested to stop in front of their garage and not in the Fast Lane
   - **1.8.** If Free Practice or Qualifying is suspended, Drivers are allowed to enter the Fast Lane once the Re-Start Time has been confirmed on the Official Timing Pages.
   - **1.9.** Any driver causing a Red Flag during Qualifying will have his best lap time deleted that the relevant driver has achieved so far
   - **1.10.** If an incident involves drivers from different categories, the driver from the higher-ranking category will be deemed to be at fault. Unless clear evidence shows the contrary
   - **1.11.** The Pit Gantry Cameras must be fully operational during All Sessions and Pit Stops. The teams are responsible for the correct Time Set on their cameras
   - **1.12.** The use of Lollipops is strongly recommended. No Team Personnel is allowed to stand in front of their car or any panel
   - **1.13.** At the beginning of each session (FP1, FP2, Q1, Q2 and Q3) the cars must be positioned in an angle of 45° with the front end in direction to the pit exit. Race and pit stop practice as well as any other work inside the garages (if permitted) are allowed
   - **1.14.** Insurance reports must contain the following information: Car #, team official name, session, date and time of the incident, location and driver

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1.15. All teams are required to use the QR Code for the Self Control Report to make sure that the GPS System and the Transponder is working.



1.16. The ISC requires drivers who are caught by another car about to lap him to allow the faster driver past at the first available opportunity. The Swiss Timing Marshalling System has been developed in order to ensure that the point at which a driver is shown blue flags is consistent, rather than trusting the ability of marshals to identify situations that require blue flags.
During the race, when the faster car is within 0,5 of the car about to be lapped blue flags will be shown to the slower car on the DID and the driver must allow the following driver to overtake at the first available opportunity.
If a driver does not respect the blue flag for more than 2 consecutive sectors, he will be reported to the stewards of the meeting.

2. FULL COURSE YELLOW (FCY) & SAFETY CAR (SC)

2.1. The FCY can be used during all session. Instructions will be given via the Team Radio and the official Timing Pages as follows: **FCY in 20 Seconds – 10 Seconds – 5, 4, 3, 2, 1, FCY**

2.2. The yellow Flags and Lights will be presented at the 10 second signal. From that moment overtaking is strictly forbidden.

2.3. Once FCY is announced, waved yellow flags and FCY boards will be shown at all marshal posts. From that moment onwards all drivers must be at a constant speed of 80 KPH and must proceed in a single file. Additionally, the FCY board and a waved yellow flag will be shown at the pit exit as well. If appropriate, double waved flags will continue to be displayed at the marshal post prior to an incident. During the FCY Procedure Pit Lane Entry and Exit will remain open. **Just for clarity, during FCY only the speed will be monitored and not the distance between the cars.** The FCY will be used for a minimum of 2 laps.
A FCY exercise will happen during the last 5 minutes of Free Practice 1 and 2.

2.4. Exceptionally, FCY might be used for a short period only. Instructions will be given via the Team Radio and the official Timing Pages as follows: **PIT LANE CLOSED – SHORT FCY in 20 Seconds – 10 Seconds – 5, 4, 3, 2, 1, FCY**.
A car will be considered to be committed to enter the pit lane once at least the front wheels having crossed the SC1 line using the pit entry road.

An information will be given on the team radio before the end of the FCY procedure saying: **RESTART ON SHORT NOTICE**. The end of this procedure will be announced with **GREEN FLAG** on the team radio and via the official Timing Pages. At this time, all FCY boards and waved yellow flags will be removed and replaced with green flags at all marshal posts.

2.5. Except during the first 3 laps of the race, a FCY Procedure may be declared before the SC will be deployed. The SC will enter the track to catch the leader. If necessary, it may overtake cars or use the green lights to signal cars between the SC and the race leader to pass the SC. Once the SC procedure will be declared, the SC will turn on its yellow lights and the FCY boards will be replaced with SC boards at all marshal posts. All cars must form in single line behind the SC no more than 5 cars lengths apart. Overtaking remains forbidden until the cars pass the line after the SC returned to the pits.

2.6. During the SC Procedure the Pit Exit remains open, except during the period when the SC passes the line until the last car of the group behind the SC will pass the Pit Exit.

2.7. The end of a SC procedure will be announced via Team Radio and the official Timing Pages as follows: **SC IN THIS LAP – SC LIGHTS OFF** (all flags and boards will be removed) – **GREEN.**

Event Specific Instructions

3. OFFICIAL COMMUNICATION

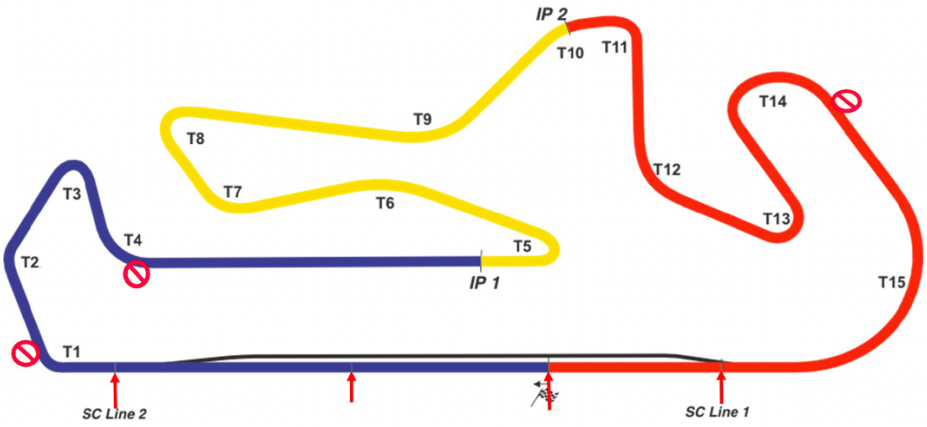
https://www.gt-world-challenge-europe.com/event/255/portimao- Click on **NOTICE BOARD**

3.1. Race Director Radio **RACE CONTROL 7** – 468.1875 - Radio Check between 10 to 15 minutes prior the 1st session of each day

3.2. To improve the communication between sporting and teams, we ask all team managers to send their questions regarding the event notes and/or sporting regulations no later than Friday 16:00 to sporting@sro-motorsports.com . A short meeting will be scheduled to answer all the questions.

4. CIRCUIT MAP

Circuit length: 4.653m
Start line offset: 268m
Int 1 at 1.616,4m
Int 2 at 2.977,2m
Pit IN to Pit OUT: 476,3m
SC Lights OFF at Turn 11
SC 1st Lap of Race at Turn 15 RHS



5. TRACK LIMITS

5.1. In accordance with Chapter V, Article 2c) of Appendix L of the ISC the white lines define the track edges. During the event, each time a driver fails to stay within the track limits, this will result in the following penalization.

5.2. Additional Track Limit Cameras will be positioned to monitor Exit Turn 1 LHS, Exit Turn 4 RHS, Exit Turn 5 RHS, Exit Turn 7 LHS, Exit Turn 14 LHS and Exit Turn 15 LHS

5.3. During Free Practice: Warning on Timing Pages up to Stop-Go-Penalty

5.4. During Qualifying: Each lap will be deleted. Additionally, each time a driver fails to respect track limits at the Exit of Turn 15, will result in that lap time and the immediately following lap time being invalidated.

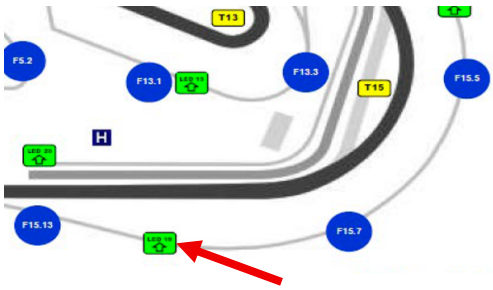
5.5. During Race: 1st to 4th Warning on Timing Pages
5th Black/White Flag
6th 30 Seconds Time Penalty
After 11th 75 Seconds Time Penalty
After 15th 150 Seconds Time Penalty
After 18th Reported to the Stewards

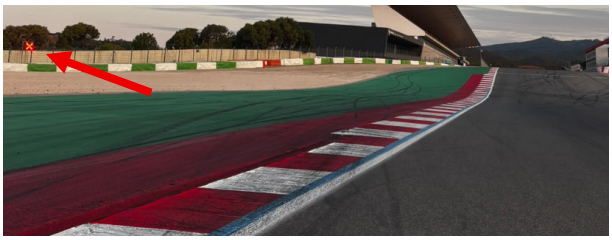
6. LINES AT PIT ENTRY AND PIT EXIT

6.1. In accordance with Chapter IV, Article 4 and 6 of Appendix L to the ISC drivers must follow the procedures at pit entry and exit.

6.2. For safety reasons drivers must keep to the right of the bollard at the pit entry when they are entering the pits.

6.3. TSP 19 at the Exit of Turn 15 on LHS is displaying the pit entry status.





7. PLACES TO REMOVE CARS FROM THE TRACK

7.1. Indicated by fluorescent orange paintings on the barrier

8. RACE PROCEDURES

8.1. No more weaving after entry Turn 12

8.2. Lining up from exit Turn 12

8.3. At Turn 15 all cars must be lined up and grouped for the rolling start. At the exit of Turn 14 the Leading Car will reduce its speed to 50 KPH and enter the Pit Lane after the exit of Turn 15. At the exit of Turn 15 the leader may increase its speed up to 110 KPH. All cars must drive over the grid boxes painted on the starting grid. Any driver outside the 2 x 2 formation before the light being switched to green will be penalized for a Jump Start

8.4. The start signal will not be given before the leader passes this location.



9. Sweepers

Two 4x4 with a FOD Boss are positioned in **Turn 4 and Turn 14**. Both may be used during each FCY or SC intervention. They are both equipped with a GPS transponder (**CT1 and CT2**) and will be visible on the track map.

10. Driving Standards

10.1. Especially during Qualifying, to help mitigate any differences in speed, cars on out or slow laps are requested to stay clearly offline where possible.

10.2. Any driver, having received the chequered flag after the end of Q1A, Q2A or Q3A, must proceed back to the pit lane without impeding any driver starting Q1B, Q2B or Q3B.

Niels Wittich

Race Director