



GB3 Drivers Briefing

Zandvoort 15th – 18th May 2025

No phones allowed



The team!



Chairperson:
Greg Masters



Deputy RD:
Jon Provost



Scrutineer:
Alister Poulter



Driver Advisor:
Robert Jenkinson

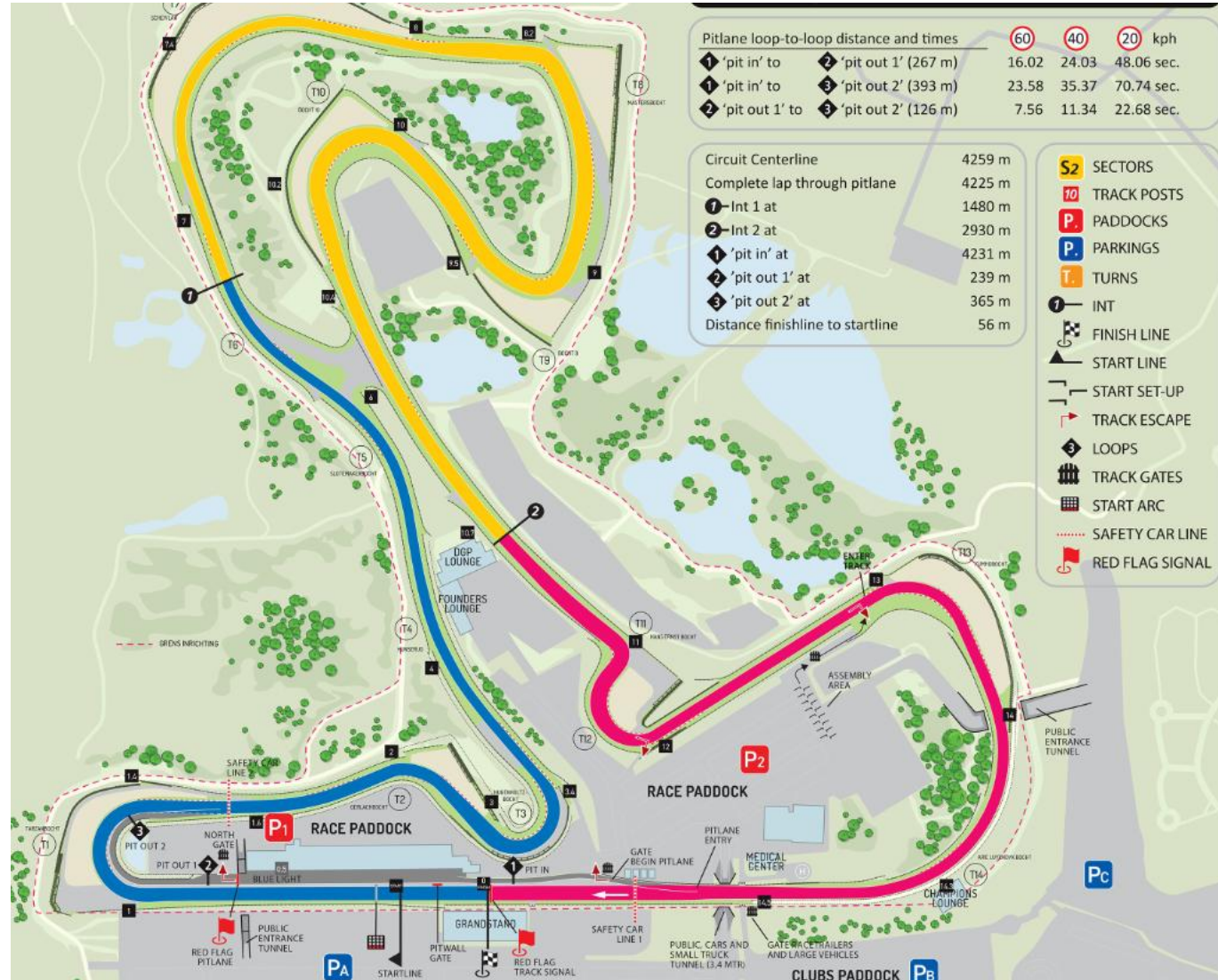


Coordinator:
Gemma Mole

Remember to thank a marshal!



Official Track Map



MSVR

Transfer map



Transfer to the circuit



Expect GB3 staff to line you up in order in the paddock.

Following the transfer map.

Await the marshals instructions to enter the circuit.

No practice starts

Going to to grid

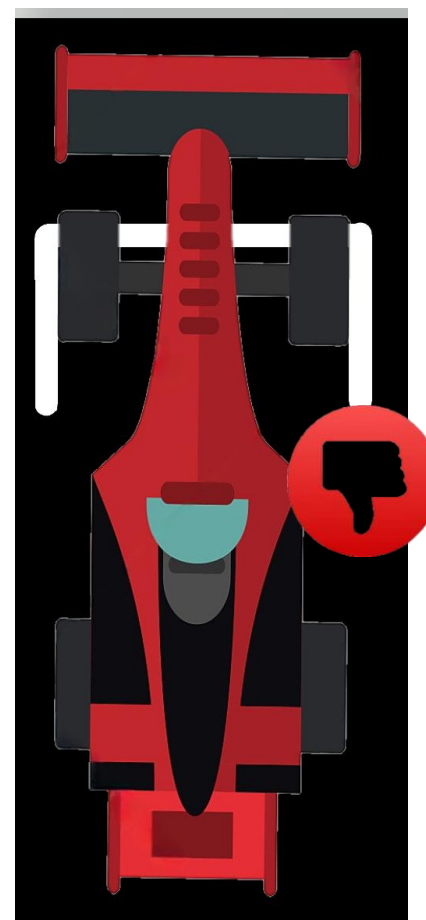
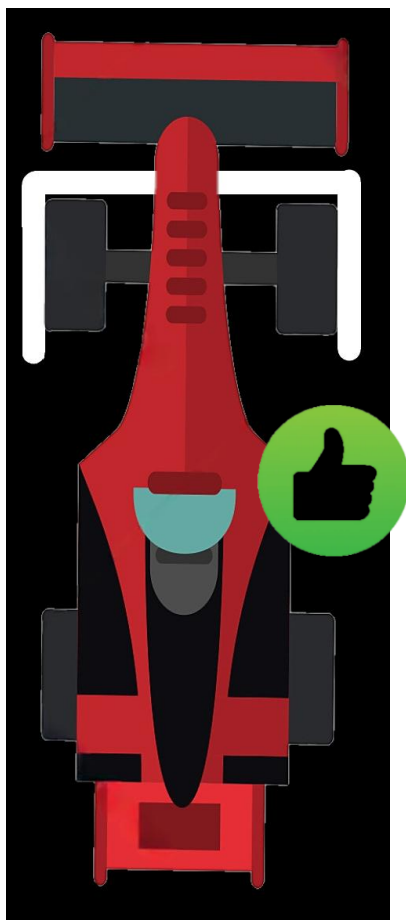


Green flag lap



- 1 min will start counting from the last car is on the grid
- 30 sec signal
- Green flag lap starts
- Coming back to the grid –
No weaving or wheelspin after crossing SC1

Grid position

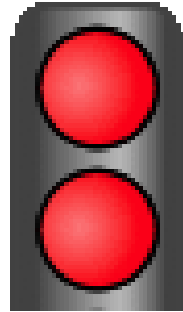


Race start

5 sec board

All lights ON

All lights OFF - GO



Pit Exit Blend Line

Stay right until the
end of the line.

Be aware the 60
zone goes all the
way to the corner of
T1



Practice starts



T1 escape route

If running wide on entry to T1, please use the escape route



T1 rejoin

Be aware when rejoining that cars can be exiting the pitlane at the same point.



T11-T12 rejoin



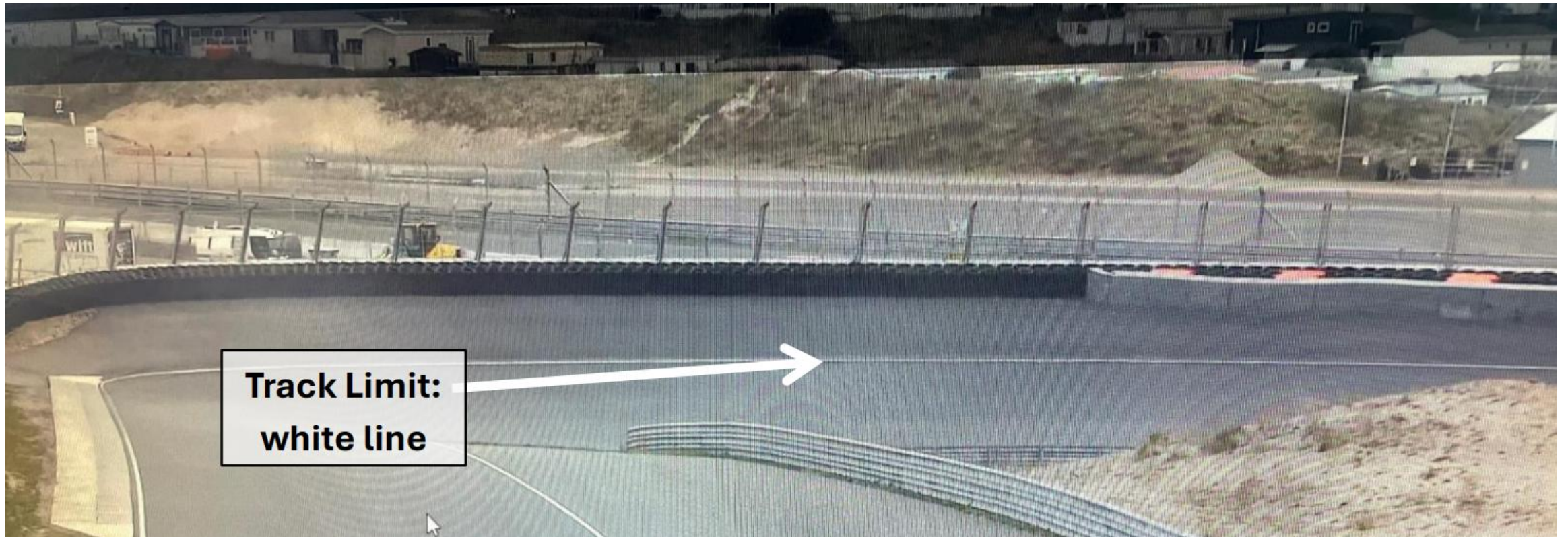
T14



Track Limits



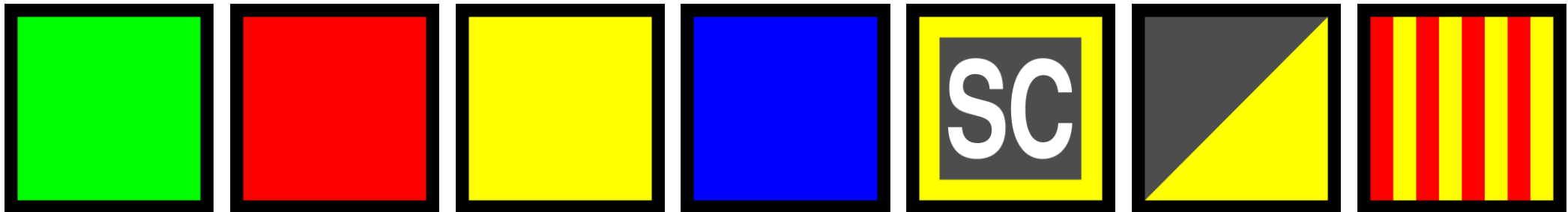
Track Limits T3



Flag Signals

FIA ISC Appendix H

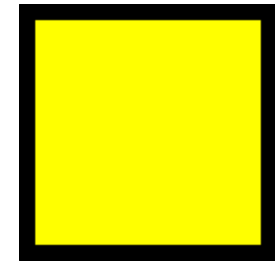
The most dangerous flag always prevails!



Yellow Flags

For the safety of our marshals SLOW DOWN.

SINGLE Waved Yellow Reduce your speed. do not overtake, and be prepared to change direction.



Single

DOUBLE Waved Yellow Double waved: Reduce your speed significantly, do not overtake, and be prepared to change direction or stop.



Double

Red Flags

Slow down immediately!

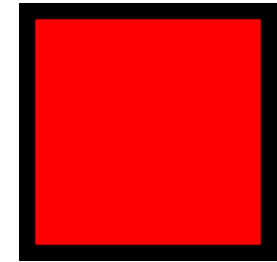
No overtaking!

During qualifying:

Go to the pits

During the race:

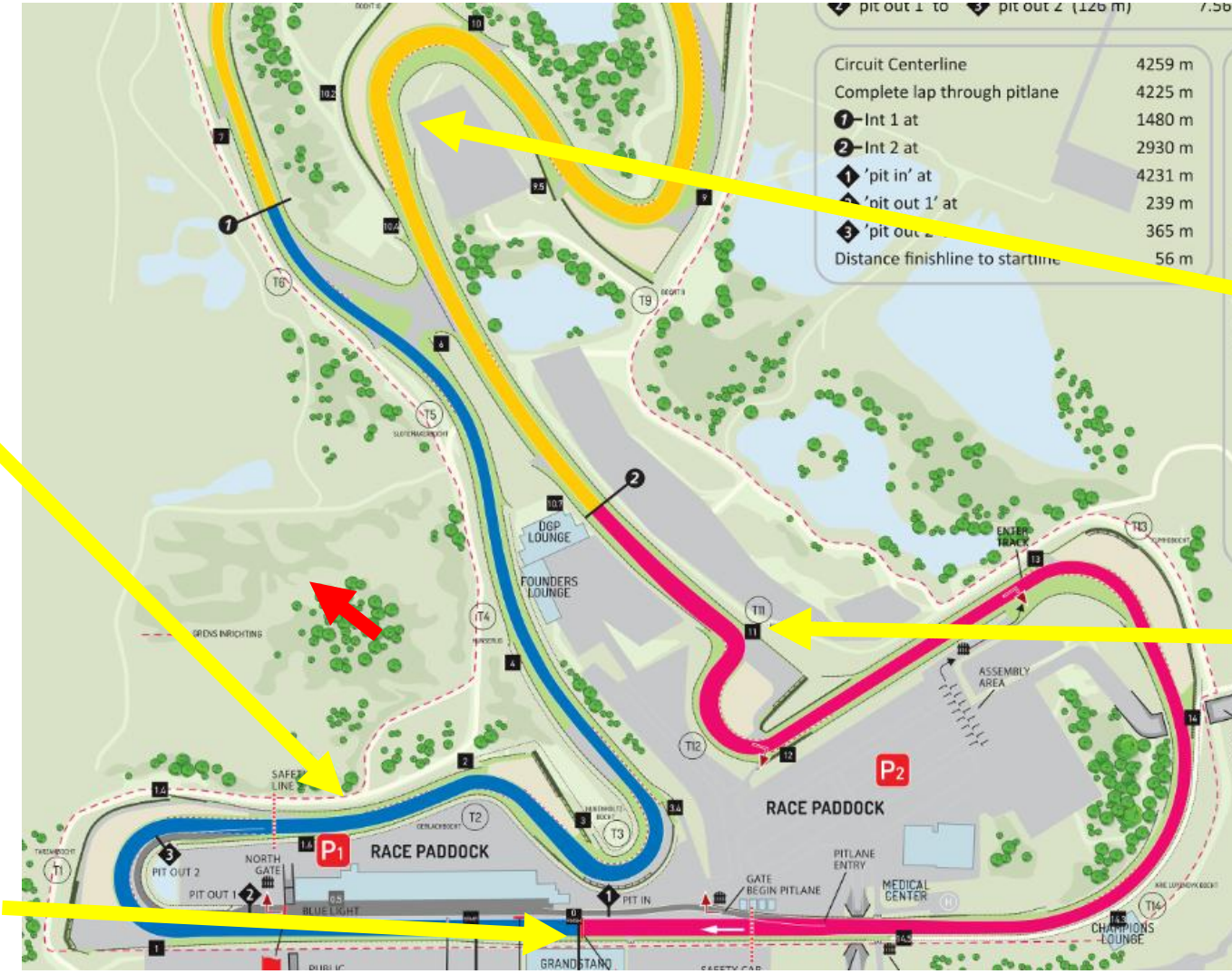
Go to the grid and stop in a single line



NO IN CAR MARSHALING



Safety Car Procedure



SC lights off

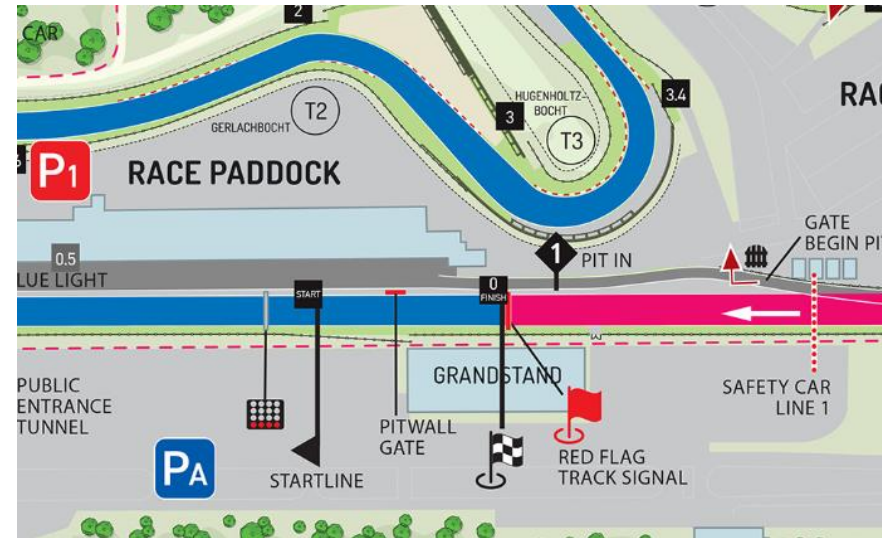
SC will deploy between T1 and T2

No weaving after going into T11

No overtaking before crossing The line

Safety Car Restart

No overtaking or overlapping until the Control Line



Contact



Avoidable contact will NOT be tolerated. Penalties may be applied in the event of any avoidable contact.

Crowding & Racing Room

FIA ISC Appendix L:

"However, manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited."

In the event that a fellow competitor has a significant amount of his car alongside yours you must leave him or her racing room.

We take into account various factors including relative car positions.

Radios

Race Control to All team radios will be enabled this weekend.

It will be used to advise all teams of safety matter when on track, in assembly or parc ferme.

When going to assembly, please make sure the system is connected correctly before leaving the awning.

There will be a radio check carried out prior to each session.

We will check each car individually by calling your car number in or approaching the assembly area. Please acknowledge with a thumbs up in the *"GB3 Official Notifications"* WhatsApp group

Driving standards guideline



2025 Driving Standards Guidelines v1

In reviewing incidents, the Stewards are assisted by the Driver Advisor in combination with the series regulations, FIA Regulations (the International Sporting Code (ISC), notably Appendix L, Chapter IV (The Code of Driving Conduct on Circuits)) and all evidence available to them.

The guidelines below are intended to provide a framework for analysing on-track incidents, but it must be noted that these are GUIDELINES, and not regulatory.

<https://docs.msv.com/GB3%20Driving%20Standards%20Guidelines%20-%20final.pdf>

Have a safe weekend

My door is always open!
Come to see me about ANYTHING!

Race fair!

Be safe!

GB3 Race Director – Ronnie Søgård Andersen
Ronnie@smpl.dk