

Drivers' Briefing Notes

Event: Kennol Grand Prix de France Historique
Date: 8 – 9 – 10 May 2026
Subject: Drivers' Briefing Notes for the Masters Racing Legends,
Masters Endurance Legends 1 and Masters Group C
From: The Race Director
To: All Competitors
CC: The Chairman of the Stewards

CIRCUIT INFORMATION*

Lap length : 5.822m
Direction : Clockwise
Pole position : Left hand side
Pitlane Length (between the timing loops) : 541m
Start Line offset : 111m after the Finish Control Line
Race Control Signalling Area : Main Straight, Right hand Side (at Finish Control Line) by LED-Display

Drive-Through time by driving 60km/h in pit lane : 32,5 sec
Pit Exit : End of Main Straight, track right. Respect the blue light and yellow arrow at Pit Exit.

Speed limit in pit lane : 60 km/h
Assembly Area : *Not applicable*. All Free Practice and Qualifying Sessions will start from the pit lane, directly from the pit boxes.

Penalty Area : Between Pit Garage 6 & 7
SC line 1 : Near the Pit Entry at T15
SC line 2 : At the Main Straight, after the Pit Exit
SC Standby position : Pitlane (Pit Exit)
SC during formation lap : Shortcut T13

**See attached plan*

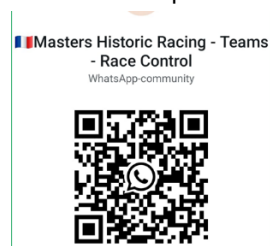
REGULATIONS - Modifications and Reminders

Competitors and drivers are reminded that it is their responsibility to read the FIA International Sporting Code and it's appendices, Series and Event Regulations and also to be familiar and comply with them.

Art. 01 These notes are to be read in conjunction with the PowerPoint Presentation published on the Official Notice Board after the drivers briefing.

Art. 02 Masters Race Information

We have set up a Whats App group for competitor, team and general queries for the weekend.



Art. 03 Alcohol Tolerance

Alcohol tolerance is 0. Checks may be made from three hours before and up to 30 minutes after every session in accordance with FIA ISC Appendix A. Please also visit the FIA Anti-Doping Campaign 'Race True' website – <https://www.fia.com/education> and familiarise yourself with FIA ISC Appendix B regarding anti-doping.

Art. 04 Parc Ferme

After Qualifying and Races, cars must be brought to Parc Fermé in the paddock behind the podium. Under Parc Fermé conditions, no work may be done on the cars unless explicitly approved by the Masters Technical Delegate. Any breach may be reported to the Stewards and could lead to disqualification or exclusion.

Art. 05 Rolling Start Procedure

Competitors may **start all sessions**, including races **from their Garage**. Please note the following for the races. Once the Pit Lane opens, cars may leave their pit garage proceed directly onto the track to the starting grid. It is **important** that teams **only proceed on track when their session is active**. Cars have 5 minutes to enter the track, after which, at the 5-minute signal, the pit lane light will turn red.

- Note that at the 5-minute signal all cars must be on race tyres and on the ground.
- After the 5-minute board, the grid must be cleared.
- At the 2-minute board, engines must be started.
- By the 1-minute board, the last mechanic must leave the grid. The formation lap will start with the green flag, with all cars following the Leading Car.

As the field approaches Turn 11, the Leading Car will slow to form a 2x2 grid. It will then exit after Turn 14, and cars should maintain their speed (between 70-90 km/h) towards the Start line.

The race begins when the red lights go off (red-on / red-off), at which point drivers must accelerate immediately and follow the YELLOW START PROCEDURE, as outlined in the drivers' briefing PowerPoint and Article 06 of these briefing notes.

Art. 06 Yellow Start Procedure:

- Cars must accelerate as soon as the start signal is given – NO OVERTAKING.
- As soon as the Start Line is crossed by the pole position car the second-place car must fall-in behind the first-place car in SINGLE FILE into T1 and each following car must accordingly do the same (place 4 behind place 3, place 6 behind place 5, etc) until the exit of T2 where on the left hand side of the track a green light panel will be shown at which point you may start overtaking.
- Cars must remain in single file until arriving perpendicular to the green flag /panel after T2 at left hand side.

Art. 07a Mandatory Pit Stop - Masters Group C

- i. Minimum total time for the Mandatory Pit Stop measured between the Pit IN timing line and Pit OUT timing line, including 60-seconds stationary, is 92 seconds.
- ii. The Pit Stop must occur by crossing the Pit IN timing line between 15.0 and 25.0 minutes of the Race time (i.e. not before 15m 00secs.000 and not after 24m59secs.999). The Mandatory Pit Stop duration is measured from the Pit IN timing line to the Pit OUT timing line.
- iii. It is forbidden to change any tyres during the mandatory pit stop, unless a tyre is damaged and authorisation is given by a Masters Scrutineer.
- iv. If a driver change occurs during the pit stop, the engine must be stopped before the driver exits the car and can only be restarted once the new driver is seated with belts fastened.

07b Mandatory Pit Stop Masters Endurance Legends 1

Refuelling Procedure for Endurance Races

- i. The pit window will be one (1) hour during which time two (2) mandatory stops of five (5) minutes duration each must be completed.
- ii. The pit window will open twenty five (25) minutes after the Race start and remain open for sixty (60) minutes.
- iii. Refuelling may only take place in the working area of the pit lane directly in front of the team's allocated garage or as set out in the final instructions for the Event and may only be carried out by team members wearing the mandatory fire retardant clothing
- iv. If more than one dump churn is being used to refill the car, two people, suitably dressed in the mandatory fire retardant clothing may alternate in the procedure, with only one person with a fuel dump churn being in the working zone at any one time. Empty and/or partially filled churns must be placed back in the storage area and at no point may they be thrown on the ground or left in the working zone.
- v. For the duration of the refuelling procedure, the car must be electrically connected to earth via a flexible grounding cable. The cable must be electrically and mechanically connected to either the circuit earthing points located outside the garage in the pit-lane or bolted to the steel structure of the pit building
- vi. **Fuelling Equipment** ATL style fuel dump churns of maximum 25 litres capacity each, fitted with a filling hose with a maximum length of 500 mm and a self sealing push / pull fuel tank connection in accordance with FIA Appendix J, Article 252.9.6 In addition to the dump churn, the fuel tank must be vented by way of a closed loop hose back to the dump churn. It is strictly forbidden to pressurize the fuel dump churn at any time. The use of refuelling towers is strictly forbidden.
- vii. **Fuel Storage** A maximum of three (3) pre-prepared twenty five (25) litre dump churns may be stored at the front of the garage but must be behind the working line of the pit lane. The storage of fuel in the pit lane is strictly forbidden
- viii. **Safety Equipment** Teams must supply at least one (1) 6kg (minimum) fire extinguisher per Car. Circuit fire extinguishers may not be used for this purpose.
- ix. The refueller, vent man and fireman must be dressed in flame retardant clothing complying with FIA Standard 8856-2000. Clothing must comprise of balaclava, boots, gloves and overalls.
- x. This clothing must be presented to the scrutineers at the time of kit inspection for sign-off.
- xi. **Refuelling Personnel** The refuelling team must consist of a maximum of three (3) people per Car in the working zone at any one time. One (1) (mandatory) person holding the fire extinguisher, one to refuel the car and a vent person for those cars which have a separate vent system
- xii. **Mandatory 5 Minute Pit Stop Procedure** Driver 1 enters the pit lane and crosses the timing loop. Driver stops the car in the working lane and turns off the engine. Driver 1 exits the car and closes the door (even if no driver change is taking place). Before refuelling can start, a flexible grounding cable must be attached to any metal element on the car. This grounding cable must remain connected to the car throughout the refuelling procedure and may only be removed when refuelling has been carried out. Throughout the refuelling process the fireman must be standing close to the refueller and be ready to operate the fire extinguisher in the event of a fuel spillage causing a fire
A maximum of 75 litres is allowed per refuelling pit stop.

Once the refuelling process is complete, the Driver may enter the car and fit seatbelts. Assistance may be given by a mechanic During the driver change, any work including tyre changing may take place When all work is complete, the Driver may start the engine, exit the pit box area and proceed to the pit exit but must respect the mandatory 5 minute stop time.

xiii. It is strictly forbidden to add fuel to any Car on the grid or at any other time during a Competition other than when the Car is in the garage or during the official Endurance Race pit-stop.

Art. 08 Starting Driver

If a car is shared, teams must notify a Masters Team member of the starting driver at least 90 minutes before the race.

GENERAL NOTES

Technical problems

If you have a mechanical problem, pull off in a safe location.

Do not continue around the circuit with the risk of leaving oil on the track. This will compromise the safety of all other competitors.

If stopped on the track and unable to continue or instructed by officials, drivers must move behind the first line of protection immediately if it is safe to do so. The Car must be in neutral (unless on an incline) with the steering wheel in place.

Accident

After a heavy accident, stay in your car (except in case of Fire). Do not attempt to leave it on your own. Wait for the arrival of the doctor and, if necessary, the extrication team. We will take care of you.

CODE OF DRIVING CONDUCT

All drivers must respect the provisions of [Appendix L](#) to the [FIA International Sporting Code](#), Chapter IV relating to the driving conduct on circuits, respect all other drivers across all classes, and ensure they read the [Masters Code of Conduct](#). [Update link](#)

EVENT SPECIFIC NOTES

Fire Point : If you have a fire do not attempt to enter the Paddock/Pitlane but proceed to the closest fire point at the track.

Protest Fee & Appeal : For International Grids, the protest fee for this event is 500 Euros and the Appeal Fee is 17500 Euros.

Live Timing : <https://www.its-live.net/live/gphf1/2026/gphf2026>

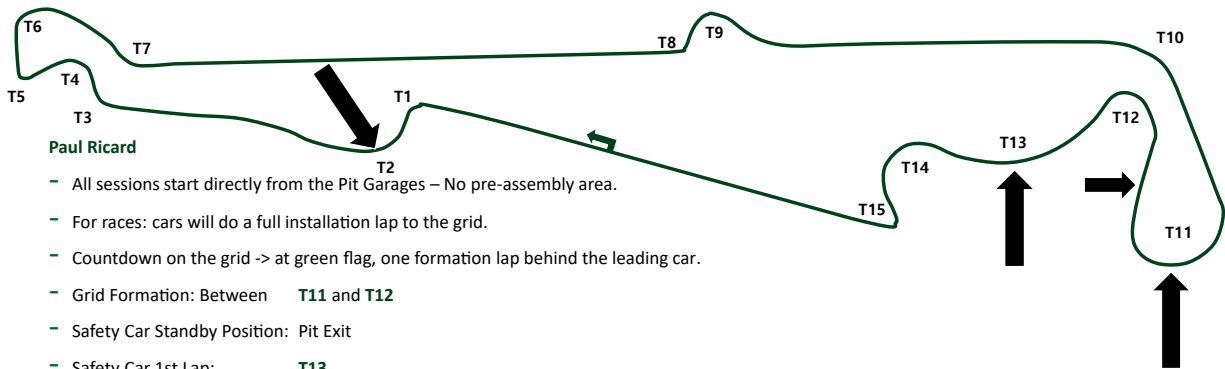
Podiums: Podiums will be awarded directly after races. Cars taken to the Parc Ferme area and must follow Officials instructions. Podium drivers will be taken to the podiums from Parc Ferme. Awards will be presented as per the published series regulations.

Bas Hennink

Race Director Masters Historic Racing

KNAF: 27538

Starting Procedure



Paul Ricard

- All sessions start directly from the Pit Garages – No pre-assembly area.
- For races: cars will do a full installation lap to the grid.
- Countdown on the grid -> at green flag, one formation lap behind the leading car.
- Grid Formation: Between **T11** and **T12**
- Safety Car Standby Position: Pit Exit
- Safety Car 1st Lap: **T13**
- Safety Car Lights Out: Latest before **T11**
- Yellow Start Procedure: Green light panel Left Hand Side after T2

masters House of icons

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