

2021 DRIVERS' SEASON BRIEFING NOTES

Pit lane procedure

- 1) 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.
- 2) At all times the red/green lights at Pit Exit must be respected, 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 procedure) and it will be the drivers' responsibility to enter the track safely.
- 3) At the start or restart of any session, if you head to Pit Exit before the light is green, you must stop 3m before the red line/pit exit loop line painted at the Pit Exit or before RFID.
- 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.

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, we will inform via the timing monitors. If it is NFA or a penalty, it will be solely at the Stewards' good judgement.
- 7) At the start of the race, if in our opinion the positioning, the speed or the behaviour of a(the) car(s) is(are) not correct in the moments preceding the start, we will inform via the timing monitors that we are reporting it to the Stewards.
- 8) From this moment onwards, the case - if there is one - will be totally beyond of our power.
- 9) We will be using the onboard marshalling system in regulatory conditions. Please ensure you give feedback to your teams as soon as possible should you have any issues with it.
- 10) Bear in mind that Astroturf / kerbs / track verges take longer to dry than the track.

11) Yellow and double yellow flags – Appendix H ISC Art. 2.5.5.b

- All drivers are reminded to pay special attention to flag signalling according to the Code.
- 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 - INCLUDING DURING SAFETY CAR - 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.
- Double yellows also mean marshals are working on track or trackside.
- Yellow, double yellow and blue flags will also be presented on your on-board Marshalling System, as well as other flags and short text messages.

12) Behaviour on track

- Drivers must respect other drivers across all FIA WEC categories.
- Voluntary blocking, if spotted, will be sanctioned. Once you are on a slowdown lap please ensure that you are using your mirrors.
- Blue Flags will be used for overtaking during the sessions and lapping during the race.
- 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.
- 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.
- A reminder, before you re-join after an incident, please check the marshal posts & your onboard display to see if it is a FCY or Slow Zone procedure, and if so, you must also respect the speed limits.

13) Track limits – Appendix L ISC Chapter IV Art. 2.

- Drivers consistently crossing the white line defining the edge of the track – whether gaining an advantage or not - may receive a “drive through”, a “stop and go” penalty or any other penalty available to the Stewards.

14) Incident procedures

- 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.
- 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.
- If you can continue, you may stay in the car should the marshals choose to hoist your car to a safe place.
- 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. The driver should help in the recovery operations.
- 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.
- 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.



Red flag – 2021 FIA WEC Sporting Regulations Art. 14.2

- 15) A reminder if we go to a red flag during a free practice, qualifying or warm up session, cars must be at a maximum of 80kph until arriving to Pit Lane. 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.
- 16) In a session, during a Red Flag procedure, the Race Director may ask the cars to pick up the pace once passed the incident to bring all cars in the pit lane quicker.
- 17) The Red Flag line will be advised by the Race Director in the briefing notes for each event.

Full course yellow – 2021 FIA WEC Sporting Regulations Art. 14.5

- 18) If the Race Director deems it suitable, a Full Course Yellow (FCY) will be declared.
- 19) Marshals will have yellow flags and FCY boards, and your onboard marshalling system will show FCY.
- 20) Once under FCY, cars will slow down safely, but quickly (5 seconds tolerance may be given), to 80km/h and remain in single file, maintaining their distance to the car in front and the car behind until the end of the procedure. Overtaking is strictly prohibited under FCY.
- 21) If you are driving within a Full Course Yellow, the Pit Lane entry and exit remain open.
- 22) If you caused a FCY please do not speed once you re-join the track.
- 23) Once it is confirmed that a FCY is to be removed, teams will be advised via Timing Monitors and Pit Wall Radio. When the track goes green, all Marshal Posts will display a waved green flag, and your car's Marshalling system will show a Green flag. At this moment it is back to racing if you can see a Marshal with a green flag, 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.

Safety Car – Appendix H ISC Art. 2.10 – 2021 FIA WEC Sporting Regulations Art. 14.6

- 24) As the SC procedure is deployed, we will require that the race leader slows down significantly in order to group up all cars that are on track in a single line. The Pit Entry Closed light will be switched on and remain on for the first three SC laps.
- 25) During the SC operation, and once in line behind the SC, cars may "zig zag" in order to maintain tyre 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 tyre warming is not allowed. During the Pass Around procedure, zig-zagging is not allowed.
- 26) The maximum distance between two consecutive cars is a 5 car-length gap.
- 27) 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.
- 28) If the Race Director chooses so, and if safety conditions allow, once all cars are lined up behind the SC, the Pass Around will be announced via the monitors and radio.
- 29) The line of cars which are not eligible to do the Pass Around must stay on the left behind the Safety Car. Cars eligible for the Pass Around will move to the right of the track.
- 30) When the Race Director decides, a message will be announced allowing cars to start overtaking the line and do the Pass Around lap. It is up to the Team Manager to know if a car is eligible or not to do the Pass Around.
- 31) Car(s) that do the Pass Around are allowed an increase of speed, but may not overtake amongst themselves, and must safely re-join the back of the line of cars behind the SC. Extreme caution is required in the area(s) affected by whatever caused the SC to be deployed.
- 32) Cars that benefit from the Pass Around must respect the Pit Entry Closed light, irrelevant of their number of laps completed behind the Safety Car.
- 33) At the end of the SC procedure, overtaking remains strictly forbidden (unless a car is undoubtedly slow) until you cross the Line.
- 34) 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."
- 35) A reminder of Article 14.6.5. of the FIA WEC Sporting Regulations concerning the "Neutralisation of the race: Safety Car": During the first three laps of the safety car, the pit entry will be closed. Any car entering the pits during these first three laps shall be allowed to refuel for only 5 seconds and/or replace a (the) damaged tyre(s), on the condition that after the third lap, or as soon as the pit entry opens the car comes back in again for a normal pit stop.

Slow zones – 2021 FIA WEC Sporting Regulations Art. 14.7

- 36) The start of a SLOW zone (SZ) will be defined with SZ marker board, along with a Marshal with a 'SLOW' board and double waved yellow flags. The notification of Next SLOW will begin at the marshal post preceding the Slow Zone. Overtaking is prohibited once your car passes the marshal post with a single waved yellow flag and Next Slow board prior to the SZ, as per ISC Appendix H Article 2.5.5.b.



End of session/race procedures

- 37) After qualifying, when under Parc Fermé conditions, teams are allowed only to check the tyre pressure, tyre temperature, remove the Memory Card and the Driver may exit the car. No other work or checks may be completed.
- 38) At the end of qualifying, cars may only be pushed into the garage at the chequered flag if they were not called to the scrutineering garage.
- 39) Bear in mind that at the end of the qualifying session, you may only change tyres to push your car to scrutineering if specifically allowed.
- 40) At the end of the race, after you have taken the chequered flag, we do not expect you to overtake other cars.
- 41) The winning car from each class will be required to go underneath the podium.
- 42) All drivers of the cars in the top 3 of each class must immediately go to the podium after the chequered flag and follow instructions of the WEC organization.
- 43) Once the winning car from each class are parked under the podium, we will do a pre-podium procedure with the winning crew of each category, next to the cars, before going to the podium. Winning drivers of each category are requested to come as quickly as possible to this area after the chequered flag and to follow the instructions of the WEC organisation.

Anti-doping

- 44) Please visit the FIA Anti-Doping Campaign 'Race True' website – <http://www.fia.com/fia-race-true-e-learning>.
- 45) Please acquaint yourself with the Appendix C of the International Sporting Code.


Eduardo Freitas
FIA WEC Race director

Spa-Francorchamps, 28/04/2021

2021 TEAM MANAGERS' SEASON BRIEFING NOTES

Pit lane procedure

- 1) No device for warming the tyres or keeping them up to temperature is allowed elsewhere other than in the outside area situated immediately to the rear of the garage.
- 2) Under no circumstances can teams place timing devices and/or beacons less than 3 metres from the official timing systems.
- 3) Any tyre manufacturer or brakes support worker working over the 2.5m line must always be in full safety gear as per the regulations. If there is an infringement, a penalty will be applied on the relevant car.
- 4) At any time, and including after the end of the race, any mechanic handling fuel must be fully equipped.
- 5) Your tyres used during sessions should be made available for the scrutineers if required.
- 6) Before the start of your qualifying session, cars may not enter their working area until advised by the Race Director.
- 7) During the Parc Fermé after the qualifying session, as per Art. 10.2.1. of the FIA WEC Sporting Regulations, teams are only allowed to check tyres pressure, tyres temperatures and to remove the USB data logger for the car.
- 8) If you make any changes in your cars overnight, please ensure you inform the scrutineers first thing in the morning.
- 9) Please remove all markings from the pit lane working area at the end of the Event.
- 10) Full season armbands must be used in the arms at all times – Tyre/Brake technicians (blue), pit lane (green), red flag (red).
- 11) The ADC armband is worn by officials appointed by the Stewards. The antidoping regulations should also be enforced by the teams. Once a driver has been selected to be submitted to the control, the team cannot refuse any access to the official, irrelevant of where the driver is going.

Race control

- 12) Please ensure you have your Pit Wall radio on 10 minutes before each session and that it remains on for at least 10 minutes after the end of each session. A radio test message will be given from Race Control approximately 5 minutes before the start of each session and will be notified via the monitors. If you do not hear the test radio message, please inform us via Discord or advise your ACO Pit Lane Marshal. As per Art. 4.1.9. of the FIA WEC Sporting Regulations, listening to the Race Control radio is mandatory for all competitors during all competitions.
- 13) Please ensure you turn on your Discord 10 minutes before the start of the first session of each day, and that it is kept on for the remainder of the day. Each day a thread message will be sent prior to the first session from Race Control and from the Chief Timekeeper. For any issues relating to Driver ID please message the Chief Timekeeper directly. Please note that Scrutineers/FIA Technical and Stewards also have access to Discord and shall send messages to you if required.
- 14) If any team experiences problems (in the garages or at the pit wall) with the video feed from the circuit, I must be informed immediately via Discord or advise your ACO Pit Lane Marshal.
- 15) During the event, the only monitors you should rely on concerning official information are the timing pages generated by Alkamel.

On track driving standards & incident procedures

- 16) Teams must monitor the position of the car and inform the drivers of faster traffic approaching from behind.
- 17) Slower cars when being lapped should keep to a constant racing line. Sudden changes of direction can lead to hazardous situations and accidents. Please tell your drivers who are being lapped to use their turning lights. They indicate to show the side of the track they are staying on.
- 18) If a car has to stop for a Technical reason, the ACO scrutineer will only release your car when he is satisfied with the repairs.
- 19) A reminder, before your car rejoins after an incident, please advise drivers whether they are within a FCY or Slow Zone procedure, and to check the marshal posts & their onboard marshalling display, they must also respect the speed limits.

20) Track limits – Appendix L ISC Chapter IV Art. 2

- Drivers consistently crossing the white line defining the edge of the track – whether gaining an advantage or not - may receive a “drive through”, a “stop and go” penalty or any other penalty available to the Stewards.

21) Incident procedure

- If your driver has an accident and/or your car cannot continue the session or race, please do not continue to speak with him on the radio for a long period of time. This can lead to unnecessarily deploying of medical services or may even result in a Red Flag.
- If your car can continue, your driver may stay in the car should the marshals choose to hoist your car to a safe place to then re-join.
- If your car cannot continue, your driver must leave the car as soon as it is safe to do so and help in the recovery operations. Please remind your driver to leave the car in neutral and the steering wheel in position. The driver should help in the recovery operations.
- As per Art. 6.6.3 of the FIA WEC Sporting Regulations, if the medical light signal turns on after an accident, the driver must be examined by the event medical services without delay.



- If your car enters a gravel/run off area and he can manage to re-join, please remind him to ENSURE he stays out of the racing line to avoid dropping gravel/dirt on the line. Please tell him to make 1-2 brake-tests / zig-zags of the car OFF TRACK before re-joining, to ensure all the gravel has fallen from your car off track.
- If at any moment, especially at the start of the race or after a Safety Car / FCY procedure, your car encounters technical or mechanical problems, advise your driver to leave the racing line immediately.

Red Flag – 2021 FIA WEC Sporting Regulations Art. 14.2

- 22) If we go to a red flag during a free practice, qualifying or warm up session, the maximum speed is 80kph until arriving to Pit Lane. 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.
- 23) In sessions, during a Red Flag procedure, the Race Director may ask the cars to pick up the pace once passed the incident to bring all cars in the pit lane quicker.
- 24) The Red Flag Line will be advised by the Race Director in the briefing notes for each event.

Slow zones – 2021 FIA WEC Sporting Regulations Art. 14.7

- 25) The start of a SLOW zone (SZ) will be defined with SZ marker board, along with a Marshal with a 'SLOW' board and double waved yellow flags. The notification of Next SLOW will begin at the start of the marshal post preceding the Slow Zone. Overtaking is prohibited once your car passes the marshal post with a single waved yellow flag and Next Slow board prior to the SZ, as per ISC Appendix H Article 2.5.5.b.

Full course yellow – 2021 FIA WEC Sporting Regulations Art. 14.5

- 26) Marshals will have yellow flags and FCY boards, and your car's onboard marshalling system will show FCY.
- 27) Once under FCY, drivers are requested to slow down safely, but quickly (a 5 seconds tolerance may be given), to 80km/h and remain in single file, maintaining their distance to the car in front and the car behind until the end of the procedure. Overtaking is strictly prohibited under FCY.
- 28) During a Full Course Yellow, the Pit Lane entry and exit remain open.
- 29) If your driver caused a FCY please remind him not speed once he re-joins the track.
- 30) Once it is confirmed that a FCY is to be removed, teams will be advised via Timing Monitors and Pit Wall Radio. When the track goes green, all Marshal Posts will display a waved green flag, and your car's onboard marshalling system will show a Green flag. At this moment it is back to racing if your driver can see a Marshal with a green flag, no matter where your car is in the sector. Should your driver 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.

Safety car – Appendix H ISC Art. 2.10 – 2021 FIA WEC Sporting Regulations Art. 14.6

- 31) How the first 3 Safety Car laps will be counted:
 - a. Once the SC is deployed on the monitors, the pit entry closed light will be activated, all cars will slow down.
 - b. The first time the Safety Car passes the Control Line on track, it will be considered to have completed the first SC Lap. This will also apply to all cars behind him as they cross the Control Line on track.
 - c. The second time the Safety Car crosses the Control Line on track it will be considered to have completed his second SC lap. This will also apply to all cars behind him as they cross the Control Line on track.
 - d. The third time the Safety Car crosses the Control Line on track it will be considered to have completed his third SC lap. This will also apply to all cars behind him as they cross the Control Line on track.
 - e. If the Safety Car has to bring all cars by the Pit Lane during its first 3 laps, then the counting of laps will be done as the Safety Car and all other cars cross the Pit Lane exit loop.
 - f. Any car coming in during the first 3 SC laps must come back in for a full pit stop straight after the Pit Entry is open as per Art. 14.6.5. of the FIA World Endurance Championship Sporting Regulations.
 - g. A car may only enter the pits for repairs or fuel, without restrictions, after it has completed 3 complete laps behind the SC.
 - h. If the SC is withdrawn from the track during the first 3 laps, and for the purpose of Art. 14.6.5. of the FIA World Endurance Championship Sporting Regulations, the SC will enter the Pit Lane, all yellow flags will be replaced by green flags, and all cars will cross the Control Line on track with the green flag and green lights on. Only after they may enter the Pit Lane without penalty. During this period, and until the last car crosses the Control Line, the Pit Entry Closed light will remain activated.
 - i. For the purpose of driving time infringements during the first 3 laps of the SC procedure, the stewards will analyse on a case by case basis.
- 32) If the Race Director chooses to have a Pass Around, this will be as soon as all cars are in line and will be announced via the monitors and radio. Whether a car is eligible or not to do the pass around is up to his Team Manager to decide and let the driver know.
- 33) The line of cars which are not eligible to do the Pass Around must stay on the left behind the Safety Car. Cars eligible for the Pass Around will move on the right of the track. **During the Pass Around procedure, zig-zagging is not allowed.**
- 34) **Cars that benefit from the Pass Around must respect the Pit Entry Closed light, irrelevant of their number of laps completed behind the Safety Car.**



On the grid

- 35) Grid access is only allowed to persons with the appropriate "GW" season pass, Grid Walk sticker attached to lanyard or team mechanics in fireproof overalls and all persons must be over the age of 16.
- 36) Tyre changes are allowed up until the 3 minutes board.
- 37) After the 1-minute signal, nobody is allowed near the car. The doors of the cars must be closed, and the team personnel must leave the grid. The engine is to be started by the driver without external assistance.
- 38) As per Art. 11.1.5. of the FIA WEC Sporting Regulations, you cannot start the engine of the car during the national anthem.

End of session procedures

- 39) Parc Fermé after the Qualifying sessions will be in the Pit Lane, inside each team allocated garage with cars on the ground and on the tyres, they qualified on, unless you have been selected to undergo scrutineering.
- 40) After GTE qualifying, those cars requested to go to Scrutineering must immediately be pushed down Pit Lane (if required, in the opposite direction) into FIA Scrutineering garages. We must ensure this is done within the break between GTE and Hypercar/LMP2 qualifying. Cars may not be lifted and must be pushed on their qualifying tyres.
- 41) After Hypercar and LMP2 qualifying, those cars requested to go to Scrutineering must immediately be pushed down Pit Lane (if required, in the opposite direction) into FIA Scrutineering garages.
- 42) **At the end of your qualifying session, cars may only be pushed into the garage at the chequered flag if they were not called to the scrutineering garage.**
- 43) **Bear in mind that at the end of the qualifying session, you may only change tyres to push your car to scrutineering if specifically allowed by a Race Official.**
- 44) At the end of a session I may ask a team to stop a determined car on track to simulate a medical intervention with extrication. This will be done via the messaging system.
- 45) As per Art. 1.3.3. of the FIA WEC Sporting Regulations, it is up to each competitor to ensure that their car is electrically safe at all times. Consequently, at all times during the event, the car must either have the ERS operating light illuminated (green light) or have a distinctive sign (green hat) visible to all. This sign cannot be removed until the ERS operating light is green.

End of race

- 46) At the end of the race, after taking the chequered flag, we do not expect drivers to overtake other cars on track.
- 47) The winning car from each class is required to go underneath the podium. These cars required to go underneath the podium and those also required to undergo Scrutineering will be informed via the timing monitors and pit wall radio. Please ensure one mechanic is available to the scrutineers for each car. The presence of mechanics inside Parc Fermé is always dependant on authorisation from the scrutineers.
- 48) Drivers of the cars in the top 3 of each class must immediately go to the podium after the chequered flag and follow instructions of the WEC organization.
- 49) Once the winning car from each class are parked under the podium, we will do a pre-podium procedure with the winning crew of each category, next to the cars, before going to the podium. Winning drivers of each category are requested to come as quickly as possible to this area after the chequered flag and to follow the instructions of the WEC organisation.

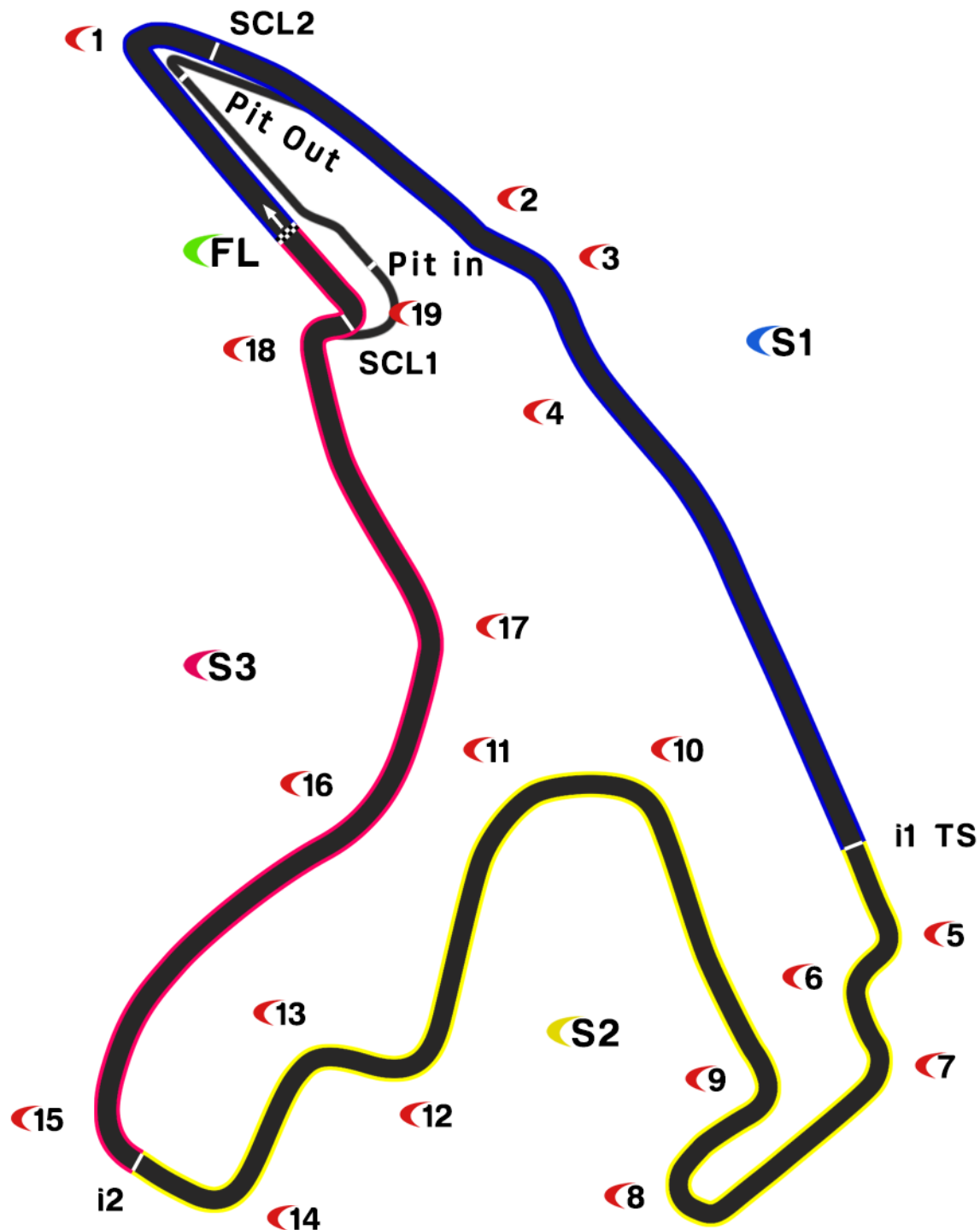
Anti-doping

- 50) Please visit the FIA Anti-Doping Campaign 'Race True' website – <http://www.fia.com/fia-race-true-e-learning>.
- 51) Please acquaint yourself with the Appendix C of the International Sporting Code.

Eduardo Freitas

FIA WEC Race director

Spa-Francorchamps, 28/04/2021



FIA WORLD **ENDURANCE**
CHAMPIONSHIP



Centerline: 7.003,9 m.
Start Line Offset: 122 m.
i1 at 2.243,5 m.
i2 at 5.112,7 m.
Pit in at 6.918,9 m.
Pit In to Pit Out= 386,6 m.
Lap by the Pits= 6.955,6 m.

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