



TEAM MANAGERS BRIEFING NOTES

TEST DAY – AUGUST 15th 2021

Pit lane procedures

- 1) Under no circumstances can teams place timing devices and/or beacons less than 3 meters from the official timing systems.
- 2) Team managers must ensure that after a driver change, the correct driver is displayed on the monitor. If you encounter any problems with your ID transponder, please inform the Chief timekeeper via the private Discord message immediately.
- 3) No device for warming the tyres or keeping them up to temperature is allowed elsewhere than in the outside area situated immediately to the rear of the garage.
- 4) 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.
- 5) At any time, any mechanic handling fuel must be fully equipped.

Race control

- 6) Should you be called to Race Control, please use the entrance on the parking side of the module sportif building and go to level 1. Access Race Control corridor (track side) via the door after the podium door.
- 7) Should you be called to the Stewards, or to visit the Race Director, please use the same entrance to the Module Sportif.
- 8) Please ensure your Discord system 10 minutes before the start of each session.
- 9) Please ensure you have your pit wall radio on from at least 10 minutes before each session until 10 minutes after the last car enters the pit lane at the end of the session. A pre-session radio message will be given from Race Control and this will be notified via the timing monitors. If you do not hear the test radio message, please inform us via Discord or advise your ACO Pit Lane Marshal.
- 10) Please note that scrutineers, technical, stewards and chief timekeeper also have access to Discord and shall send messages to you when required. Please ensure there is someone from the team constantly monitoring Discord.

On track driving standards & incident procedures

- 11) Teams must monitor the position of the car and inform the drivers of faster traffic approaching from behind.
- 12) Slower cars when being overtaken 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 overtaken to use their turning lights. They indicate the side of the track they are staying on.**
- 13) Please acquaint yourselves with the text of Chapter IV from Appendix L, especially concerning driving standards, and the following two points:
 - Appendix L to the ISC Chapter IV Art. 2.c) states: *Drivers must use the track at all times. For the avoidance of doubt, the white lines defining the track edges are considered to be part of the track, but the kerbs are not. Should a car leave the track for any reason, and without prejudice to d) below, the driver may re-join. However, this may only be done when it is safe to do so and without gaining any advantage. A driver will be judged to have left the track if no part of the car remains in contact with the track. Slowing down in the relevant sector is a way to show me that you have not improved.*
 - Appendix L to the ISC Chapter IV Art. 2.d) states: *Repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) will be reported to the stewards and may entail the imposition of penalties up to and including the disqualification of any driver concerned.*
- 14) 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, including deleting lap times.
- 15) Track limits cameras are installed in MP3 (Dunlop) MP 6 (Tertre Rouge) and MP 33 (Karting).
- 16) Track limits will be now directly notified by Discord. Only the warning flag will be displayed on the monitors.
- 17) Make sure your drivers know how to engage reverse gear.
- 18) Should your car have a technical issue, it may be called in immediately.
- 19) If a car has to stop for a technical reason, the ACO scrutineer will release your car only when he is satisfied with the repairs.
- 20) If your driver has an accident and cannot continue the session, 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.
- 21) 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.
- 22) 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. Cars will be returned to the rear of Module Sportif as soon as it is possible to do so. Teams may then collect their car with skates and return to their garage.
- 23) 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.**
- 24) A reminder, before your car re-joins after an incident, please advise drivers whether they are within a slow zone procedure, and to check the marshal posts and their onboard marshalling display, they must also respect the speed limits.
- 25) If at any moment, especially after a slow zone or SC procedure, your car encounters technical or mechanical problems, advise your driver to leave the racing line immediately.
- 26) If we go to a red flag during a practice, qualifying or warm up session, cars must be at a maximum of 80kph until arriving to the pit lane. The Race Director may release this obligation to specific cars, and if so, this will be advised via the timing monitor and pit wall radio.



- 27) Should there be a yellow or double yellow flag at MP 25, it will always be pre-signalled yellow at MP 24 (Indianapolis).
- 28) Any driver exiting MP32 that has to use the runoff area once the car has crossed the blue line on drivers RHS with the 4 wheels that driver must remain to the right of the blue line and will re-join the track on RHS at MP33.

Next slow & slow zone

- 29) The circuit is divided into 9 zones.
- 30) Once you arrive at the marshalling post preceding a zone, if it is displayed 'Next Slow', it means that the zone that starts after this marshal post is under 'Slow zone regulation'. Cars will slow down as per regular yellow flag, and overtaking is strictly forbidden. The next slow alerts you that at the next marshal post (start of the zone), your car must be at 80kph. At the start of the zone, a marshal will have a 'Slow 80kph' board, and you must have slowed to 80kph and must stay in single file. Overtaking is strictly prohibited under both Next Slow and Slow Zone.
- 31) Marshals will have a single yellow flag and a yellow 'Next Slow' board at the marshal post preceding a slow zone, and double yellow flags and an orange 'Slow 80kph' board at the start of the zone. The light panels will be showing NS and SZ on the light panels respectively.
- 32) You should not break abruptly to 80Kph as you pass the 'Next Slow' boards. You are required to slow gradually within the MP that has the next slow.
- 33) At the end of a Slow procedure, the light panels will go green for 5 seconds, and your on-board marshalling system will clear (Note: there is no 'green' flag on the on-board system when a slow zone ends).

Safety car

- 34) The SC procedures will be in accordance with Art. 2.10 from Appendix H of the International Sporting Code and Art. 14.6. of the 24H Le Mans Supplementary regulations.
- SC A will enter/exit at MP 35
 - SC B will enter/exit MP 27
 - SC C will enter/exit at MP 13
 - When SC A is passing MP 27, on the SC in lap, he will turn off his lights and so will SC B and SC C.
- 35) Under SC procedures, the speed limit is controlled by the SC that your car is following, there is **no 80kph speed limit** imposed.
- 36) During the SC operation, and once in line behind the SC, cars may 'zig-zag' in order to minimise the loss of tyre temperature, except in the area(s) affected by debris or people working on the track, where all cars must line up. In this/these area/s tyre warming is not allowed.
- 37) While the SC is in operation, cars may only re-join the track when the green light at the end of the pit lane is on.
- 38) At the end of the SC procedure, pit exit will only go green after the last car in line behind SC A has passed SC Line 2.
- 39) In order to avoid the likelihood of accidents before the SC's return to their exit area, from the point at which the lights on the car area extinguished, drivers must proceed at a pace which involves no erratic acceleration, braking, or any other manoeuvre which is likely to endanger other drivers or impede the restart.
- 40) At the end of the SC procedure, once the green flags are waved, overtaking is only allowed after each competition car has crossed its safety car line: SCA the "line", SCB the line at the exit of Arnage (MP27) and SCB the line at (MP13).
- 41) Bear in mind we use 3 Safety Cars. We strongly recommend that when the SC turns off the roof lights, you keep to a good speed. Slowing down at this point may be judged as dangerous driving or unsporting behaviour.
- 42) 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. In this case all cars must follow the SC by the pit lane. At pit exit the SC will pass on the right of the RFID, as well as all cars following the SC.

Regulation & other information

- 43) The current 24H Le Mans Supplementary Regulations are V4. The current version of the team detailed timetable is V2.
- 44) Scooters, golf carts and trolleys in the paddock are not allowed to be left outside of your allocated space. Any vehicle will be towed or removed if found.
- 45) Permanent offices for any questions outside of sporting requirements can be found on the ground floor of Race Control tower at module sportif. For any queries relating to sporting issues, please see the official competitors' liaison, 1st floor of race control tower at module sportif.

Eduardo Freitas

FIA WEC Race Director

Le Mans, 14/08/2021





DRIVERS BRIEFING NOTES

TEST DAY – AUGUST 15th 2021

Centre line	13.625,7 m	Pit in at	13.486,9 m
Int 1 at	1.899,09 m	Pit out at	394 m
Int 2 at	7.670,63 m	Pit in to pit out	533,5 m
Top speed at	3.764 m	Loop 400 at	249,2 m
Porsche in at	11.475,05 m	Lap by the pits	13.608 m
Porsche out at	12.504,4 m	Ford in at	13.277,4 m
Pole position	Left	Ford out at	13.469,78 m
Start line offset	144,12 m	Pit entry closed light repeater	In front of Box 26
Red flag line	At the Michelin totem	Safety car A turn off lights	MP 27 (Arnage)
Race director signalling place	RHS in front of RC	Scrutineering	Welcome
Entering pit lane respect	Left	Repeater of RD signalling	MP 27 (Arnage)
Exiting pit lane respect	Left until well crossing SC Line 2	Sporting regulations	V4
Openings of track	Orange	Timetable	V2

Pit lane procedures

- 1) Maximum speed in the Pit Lane is 60 kph. This limit is to be respected from the moment you cross the Pit in loop, located on the transversal white line at the 60kph marker boards, until you pass the pit out loop, located on the transversal white line at the pit lane speed limit end boards.
- 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 except during SC procedures or race suspension, 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 painted at the pit exit before the RF ID system.
- 4) Please note that the RF ID system will be set up at pit exit. Please do not wait inside the RF ID system zone if you are lining up before the session starts or restarts.

Race control

- 5) Should you be called to Race Control, please use the entrance on the parking side of the module sportif building and go to level 1. Access via the door after the podium door.
- 6) Should you be called to the Stewards, or to visit the Race Director, please use the same entrance.

On track driving standards & incident procedures

- 7) Drivers must respect other drivers across all class categories.
- 8) At all times, please respect the other drivers on track. Voluntary blocking, if spotted, may be sanctioned by stewards. Once you are on a slowdown lap, please ensure that you are using your mirrors.
- 9) All drivers are reminded to pay special attention to flag signalling according to the Code.
- 10) 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 safety car boards – are shown, drivers must slow down. **If double yellow flags are shown, you must reduce speed and be prepared to change direction or stop.** It is the onus of each driver to prove us that in fact you have slowed down, the best way for this is by having a clear slowdown in the relevant sector time.
- 11) Double yellows may also mean marshals are working on track or trackside.
- 12) At all times on track, whether it is a flag or a light panel, **yellow** shall prevail.
- 13) Should there be a yellow or double yellow flag at MP 25, it will always be pre-signalled at MP 24.
- 14) Blue flags will be used for overtaking.
- 15) Slower cars when being overtaken 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.**
- 16) 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.**
- 17) We will be using the on-board marshalling system in regulatory conditions. Please ensure you give feedback to your teams as soon as possible should you have any issued with it.
- 18) 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.
- 19) Bear in mind that AstroTurf / kerbs / track verges take longer to dry than the track.
- 20) 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.



- 21) 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.
- 22) If you can continue, you may stay in the car should the marshals choose to hoist your car to a safe place.
- 23) 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.
 - In the case of being recovered from the gravel at MP 20 (Mulsanne corner), we will place you on the asphalt at the roundabout and you should go around the roundabout to shake out the gravel before re-joining.
- 24) 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.
- 25) A reminder, before you re-join after an incident, please check the marshal posts and you onboard display to see if it is a Slow Zone procedure, and if so, you must also respect the speed limits.
- 26) If at any moment, especially after a Slow Zone procedure, you encounter technical or mechanical problems you should leave the race line immediately.
- 27) If we go to a red flag during a practice, qualifying or warm up session, cars must be at maximum of 80kph until arriving to pit lane. The race director may release this obligation to specific cars, and if so, this will be advised via the timing monitor and pit wall radio.
- 28) Please acquaint yourselves with the text of Chapter IV Appendix L, especially concerning driving standards and the following two points:
 - a. Appendix L to the ISC, Chapter IC, Art. 2.C) states: *drivers must use the track at all times. For the avoidance of doubt, the white lines defining the track edges are considered to be part of the track, but the kerbs are not. Should a car leave the track for any reason, and without prejudice to 2(d) below, the driver may re-join. However, this may only be done when it is safe to do so and without gaining any advantage. A driver will be judged to have left the track if no part of the car remains in contact with the track. Slowing down in the relevant sector is a way to show me that you have not improved.*
 - b. Appendix L to the ISC, Chapter IV, Art. 2.d) states: *Repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) will be reported to the stewards and may entail the imposition of penalties up to and including the disqualification of any driver concerned.*
- 29) 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 & go’ penalty or any other penalty available to the stewards, including deleting lap times.
- 30) Track limits cameras are installed in MP 6 (LHS exit kerb T8/Tertre rouge) and MP 33 (exit RHS turn 27/Karting).
- 31) Judges of fact will be appointed to control sporting details from the regulations.
- 32) Any driver being recovered at the gravel bed from MP20, will be recovered to the side of the roundabout at Mulsanne. Once cleared to go by the marshals on the spot, the driver will do $\frac{3}{4}$ around the roundabout (bake testing and zigzagging), in order to leave within the possibility’s all gravel before re-joining the track at MP20.
- 33) Any driver exiting MP32 that has to use the runoff area once the car has crossed the blue line on drivers RHS with the 4 wheels that driver must remain to the right of the blue line and will re-join the track on RHS at MP33.

Next slow & slow zone

- 34) The circuit is divided into 9 zones.
- 35) Once you arrive at the marshalling post preceding a zone, if it is displayed ‘Next Slow’, it means that the zone that starts after this marshal post is under ‘Slow zone’ regulations. Cars will slow down as per regular yellow flag, and overtaking is strictly forbidden. The next slow alerts you that at the next marshal post (start of the zone), your car must be at 80kph. At the start of the zone, a marshal will have a ‘Slow 80kph’ board, and you must have slowed to 80kph and must stay in single file. Overtaking is strictly prohibited under both Next Slow and Slow Zone.
- 36) Marshals will have a single yellow flag and a yellow ‘Next Slow’ board at the marshal post preceding a slow zone, and double yellow flags and an orange ‘Slow 80kph’ board at the start of the zone. The light panels will be showing NS and SZ on the light panels respectively.
- 37) You should not break abruptly to 80Kph as you pass the ‘Next Slow’ boards. You are required to slow gradually within the MP that has the next slow.
- 38) At the end of a Slow procedure, the light panels will go green for 5 seconds, and your on-board marshalling system will clear (Note: there is no ‘green’ flag on the on-board system when a slow zone ends).

Safety car

- 39) The SC procedures will be in accordance with Art. 2.10 from Appendix H of the International Sporting Code and Art. 14.6 of the 24H Le Mans supplementary regulations.
 - a. SC A will enter/exit at MP 35
 - b. SC B will enter/exit at MP 27
 - c. SC C will enter/exit at MP 13
 - d. When SC A is passing MP 27, on the SC in Lap, he will turn off his lights and so will SC B and SC C.
- 40) While the SC is in operation, competing cars may enter the pit lane, but may only re-join the track when the green light at the end of the pit lane is green.
- 41) At the end of the SC procedure, pit exit will only go green after the last car in line behind SC A has passed SC Line 2.
- 42) In order to avoid the likelihood of accidents before the SC’s return to their exit area, from at which the lights on the car are extinguished, drivers must proceed at a pace which involves no erratic acceleration, braking, or any other manoeuvre which is likely to endanger other drivers or impede the restart.



- 43) At the end of the SC procedure, once the green flags are waved, overtaking is only allowed after each competition car has crossed its safety car line: SCA the “line”, SCB the line at the exit of Arnage (MP27) and SCB the line at (MP13).
- 44) Bear in mind we use 3 Safety Cars. We strongly recommend that when the SC turns off the roof lights, you keep to a good speed. Slowing down at this point may be judged as dangerous driving or unsporting behaviour.
- 45) 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. In this case all cars must follow the SC by the pit lane. At pit exit the SC will pass on the right of the RFID, as well as all cars following the SC.

Regulation & other information

- 46) The current 24H Le Mans Supplementary regulations is version 4.
- 47) Please acquaint yourselves with Appendixes A, C, L, H & S.
- 48) Please ensure you know how to use reverse gear in your car.

Anti-doping

- 49) Please visit the FIA Anti-Doping Campaign ‘Race True’ website – <http://www.fia.com/fia-race-true-e-learning>.

Eduardo Freitas

FIA WEC Race Director

Le Mans, 14/08/2021





REPLAY





PART 1

TRACK & PIT LANE



CIRCUIT MAP

24h
E MANS

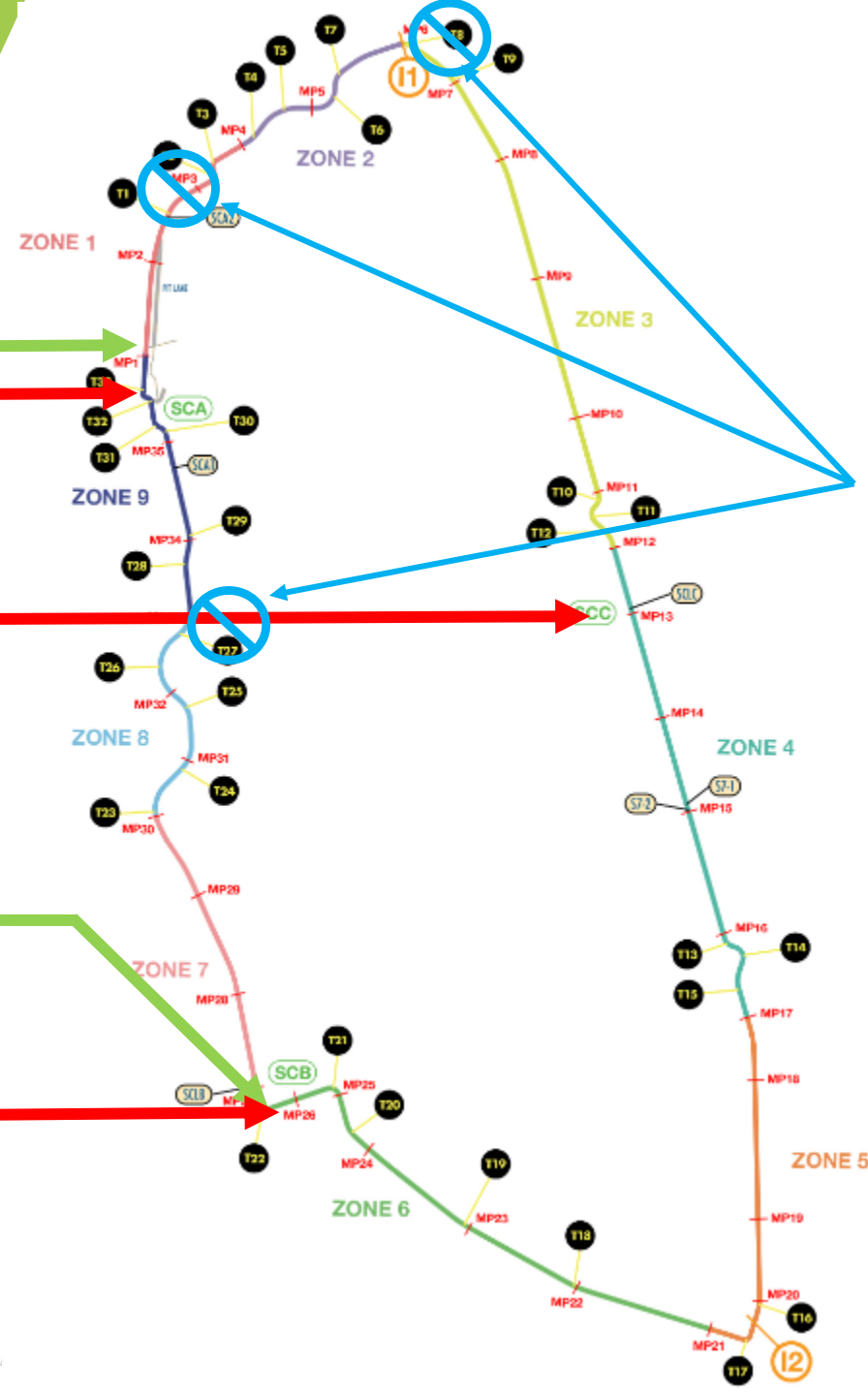
CONTROL LINE / RD SIGNALLING
SC ENTERS / LEAVES THE TRACK

SC ENTERS / LEAVES THE TRACK

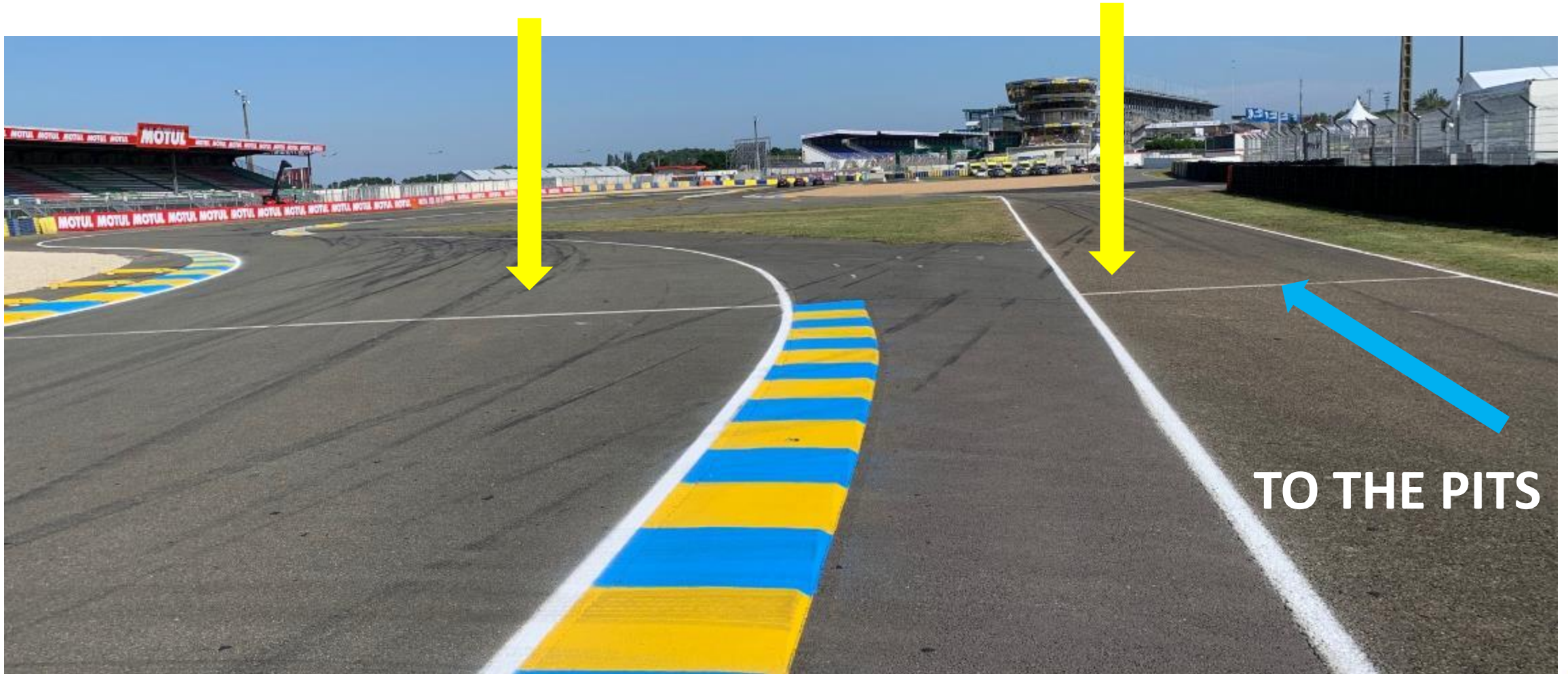
RD SIGNALLING REPEATER

SC ENTERS / LEAVES THE TRACK

Track limits







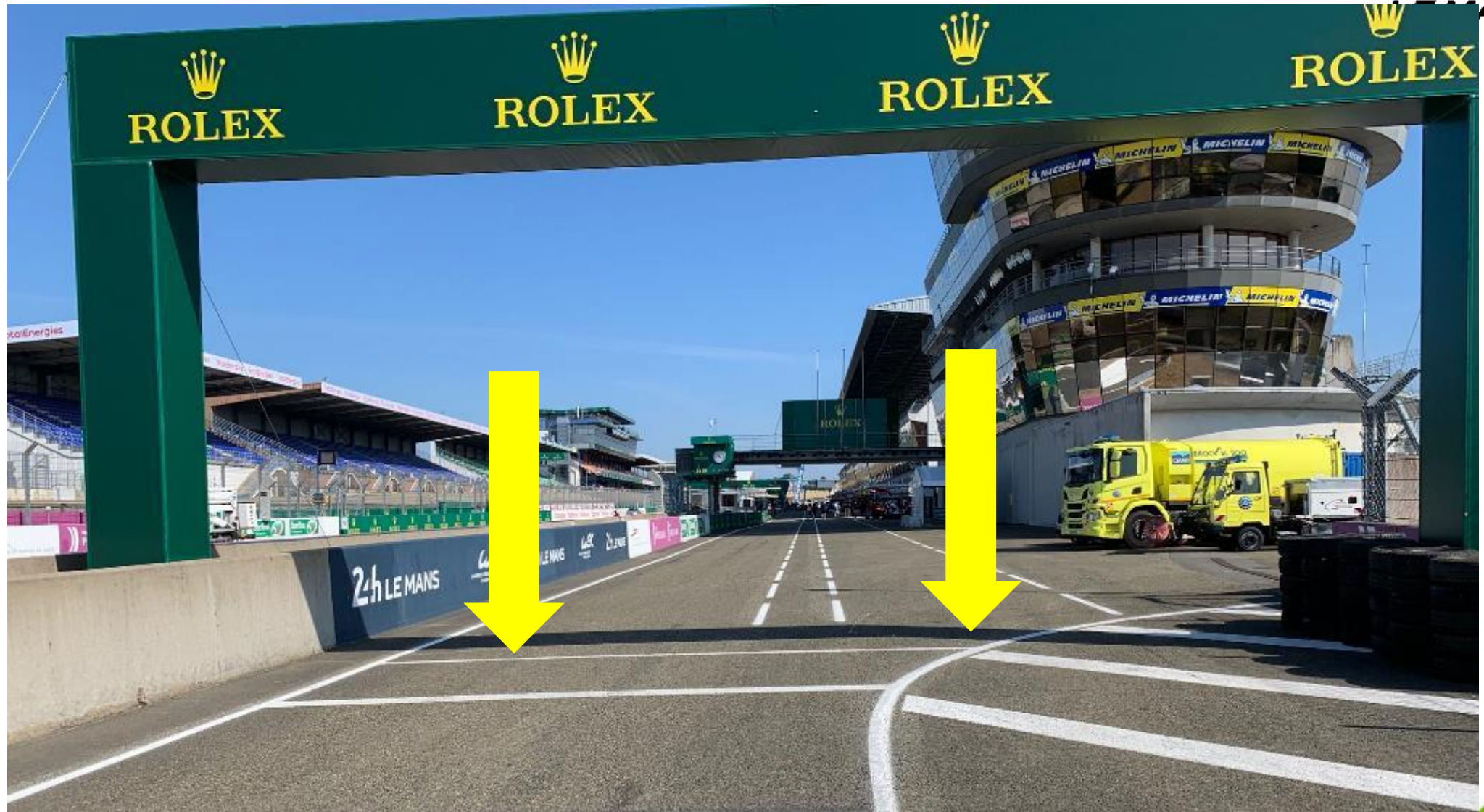
PIT ENTRY LOOP



**60KPH PIT LANE SPEED
LIMIT STARTS HERE**



ROLEX
to
ROLEX

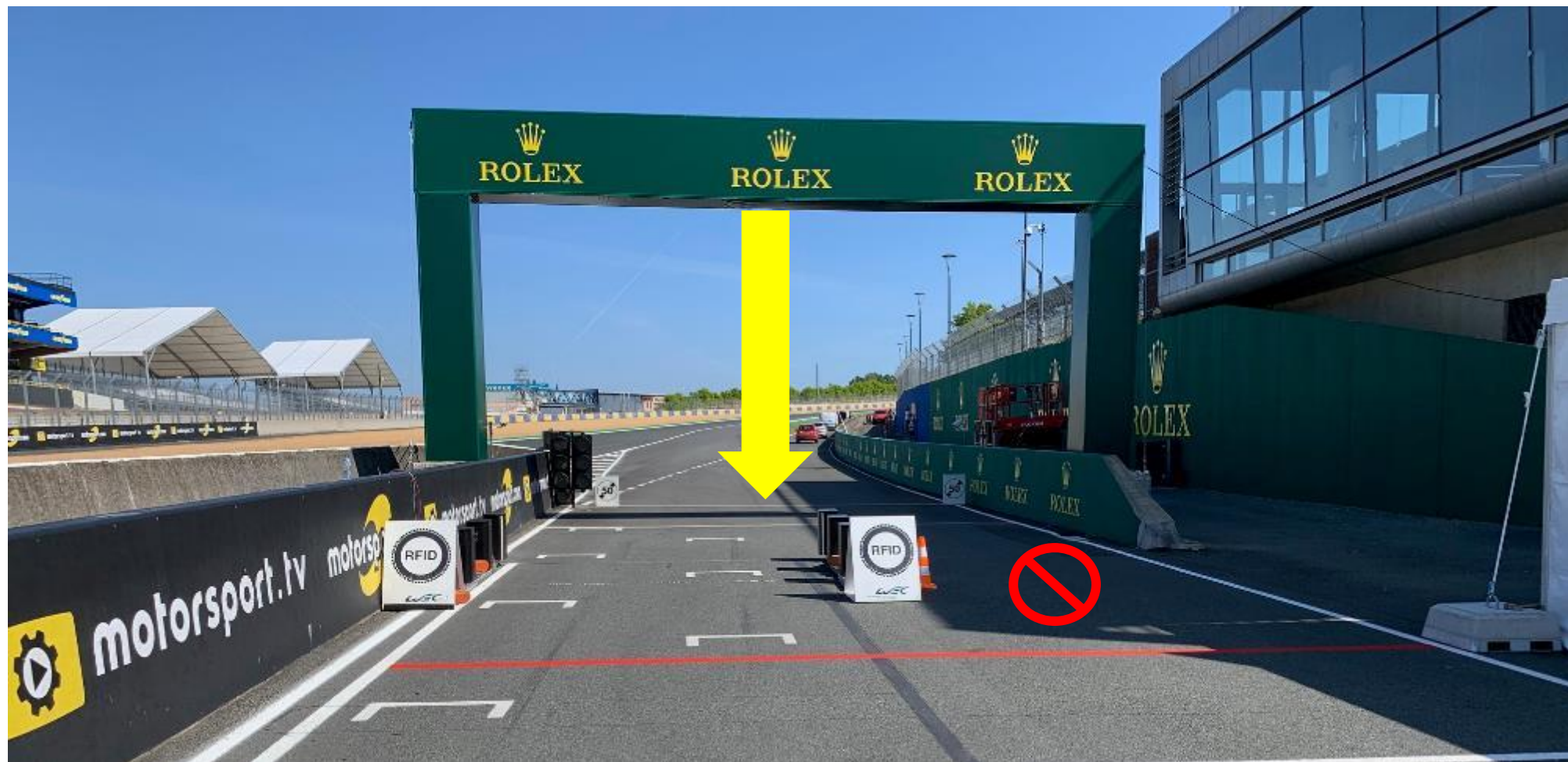


TRAFFIC LIGHT TO INDICATE DRIVERS THEY HAVE TO STOP TO THE TENT ON THE RHS UNDER THE PODIUM

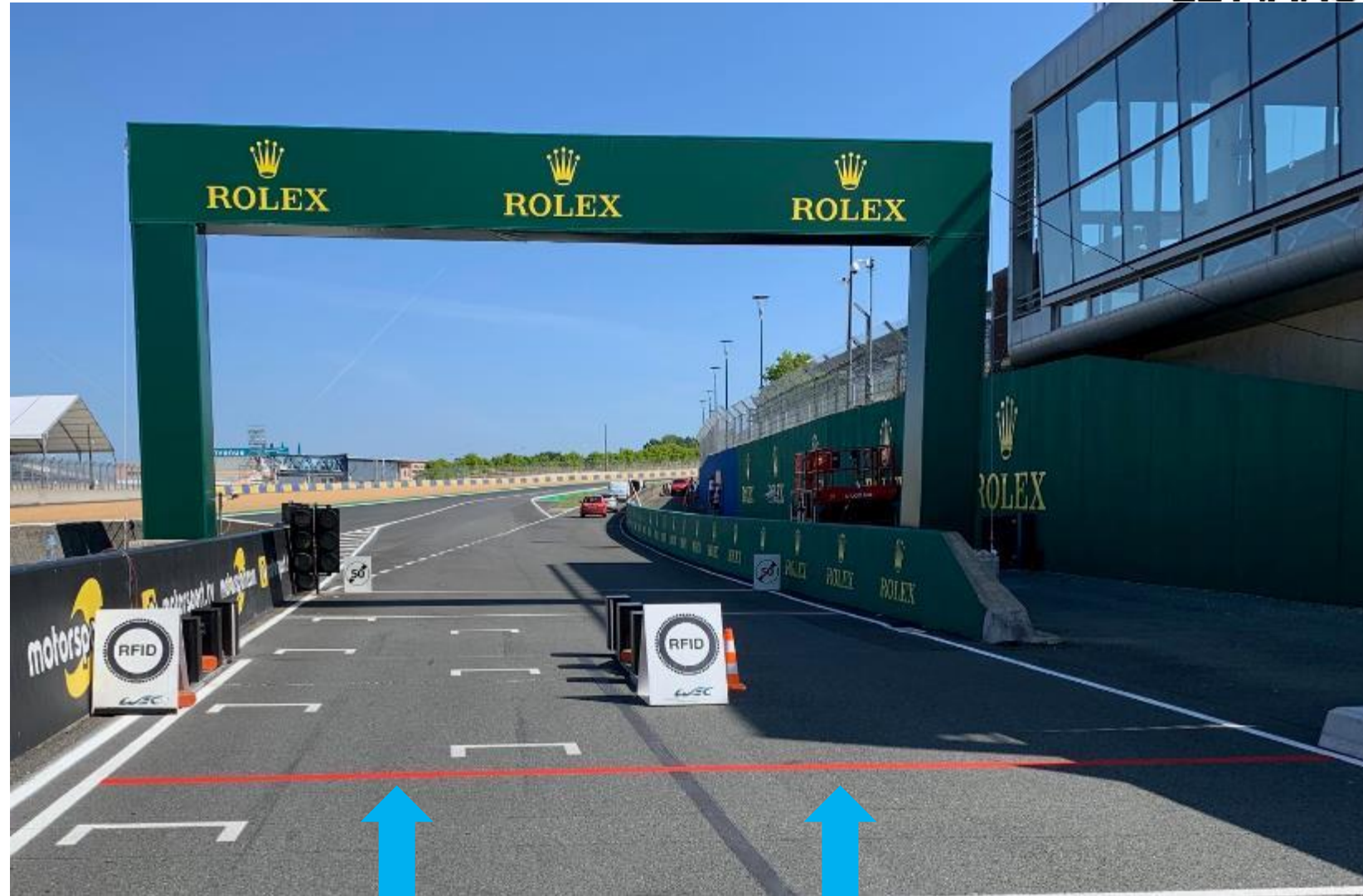




SINGLE FILE & WAIT BEFORE THE RED LINE

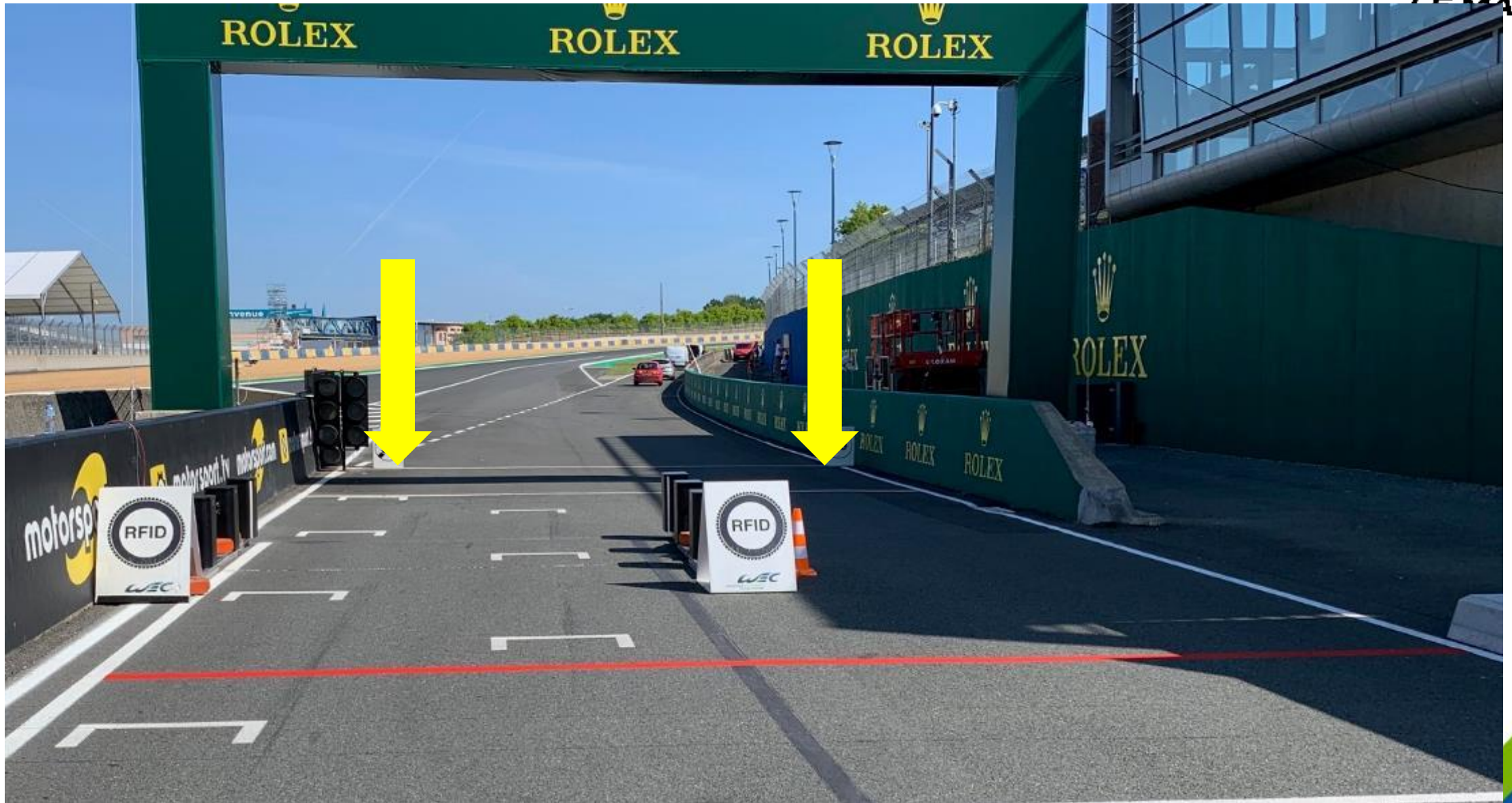


**BEFORE THE START
OR RESTART OF THE
SESSION PLEASE
STOP BEFORE RED
LINE**



PIT EXIT LOOP AND WORKING LIMIT END

24h
LE MANS



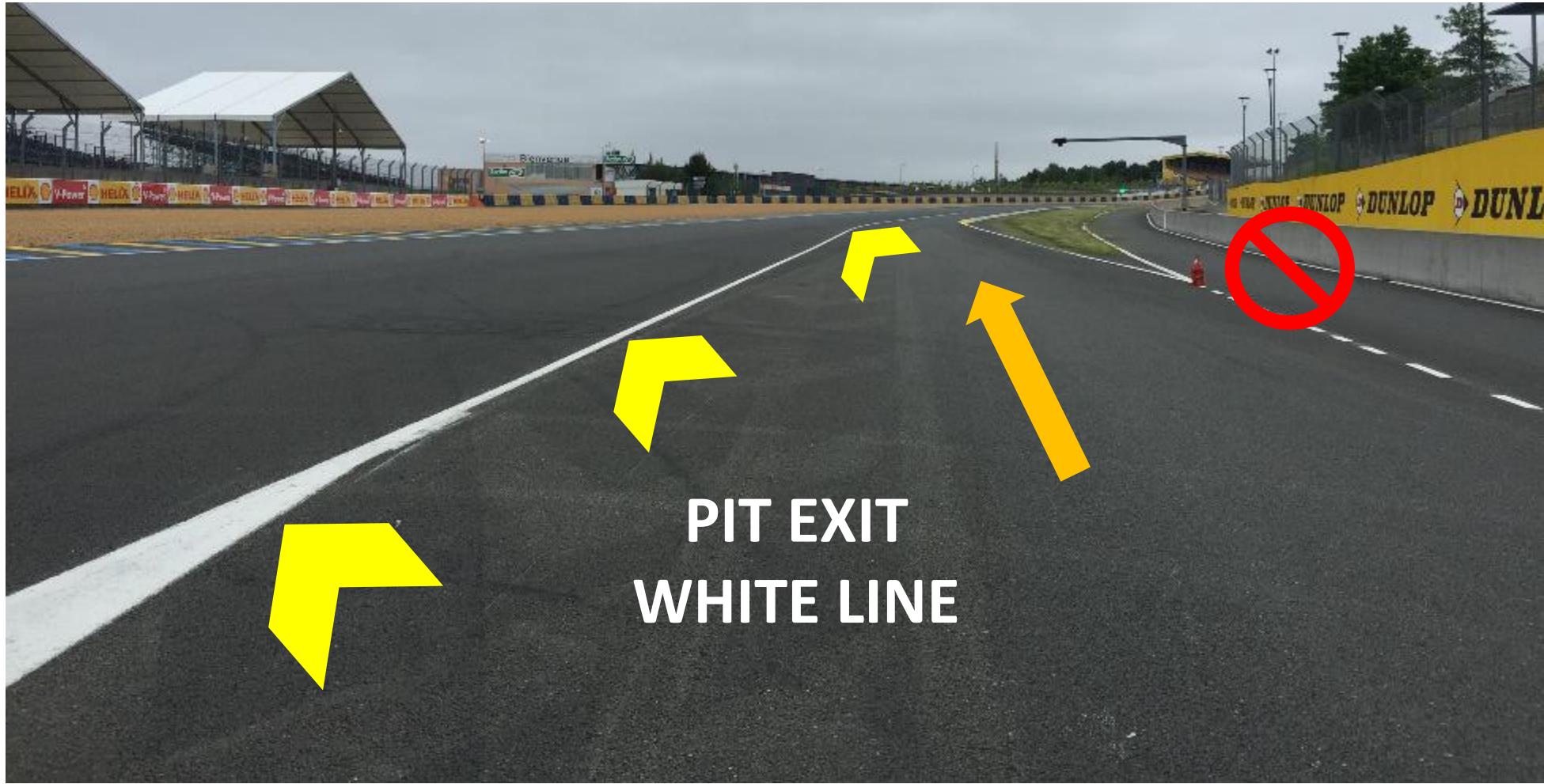
TEAM MANAGERS & DRIVERS BRIEFING

WORLD ENDURANCE
CHAMPIONSHIP
WEC

START AND END OF THE WORKING LIMITS

24h
LE MANS®





**PIT EXIT
WHITE LINE**

MARKED IN ORANGE

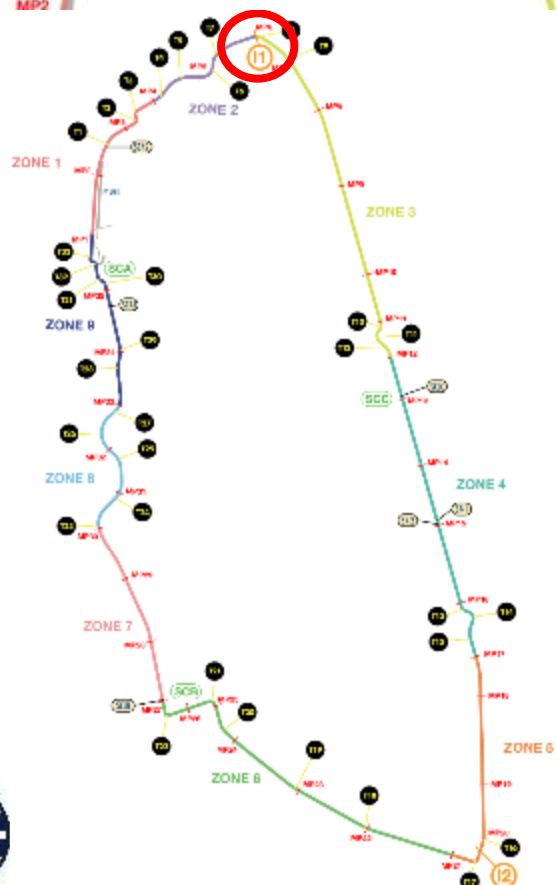


1 LIGHT PANEL AT EACH MP LINE

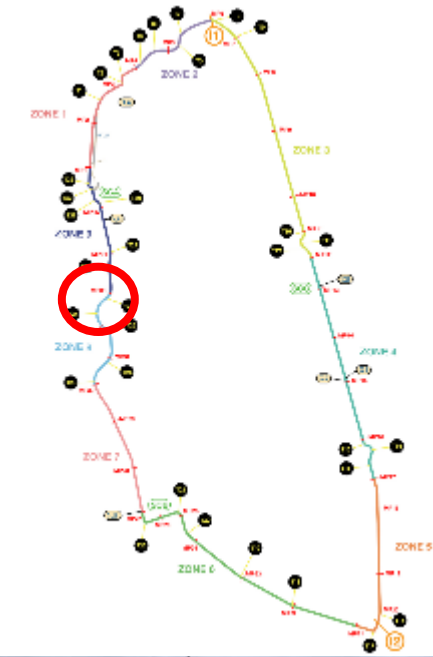




EXIT LEFT SIDE



RUN OFF MP32

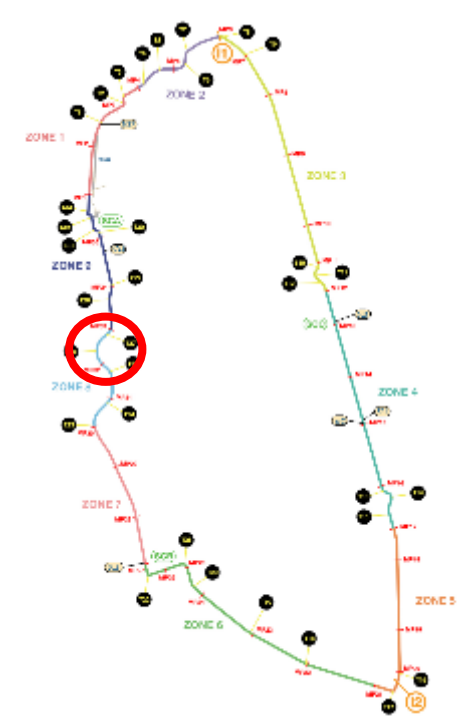
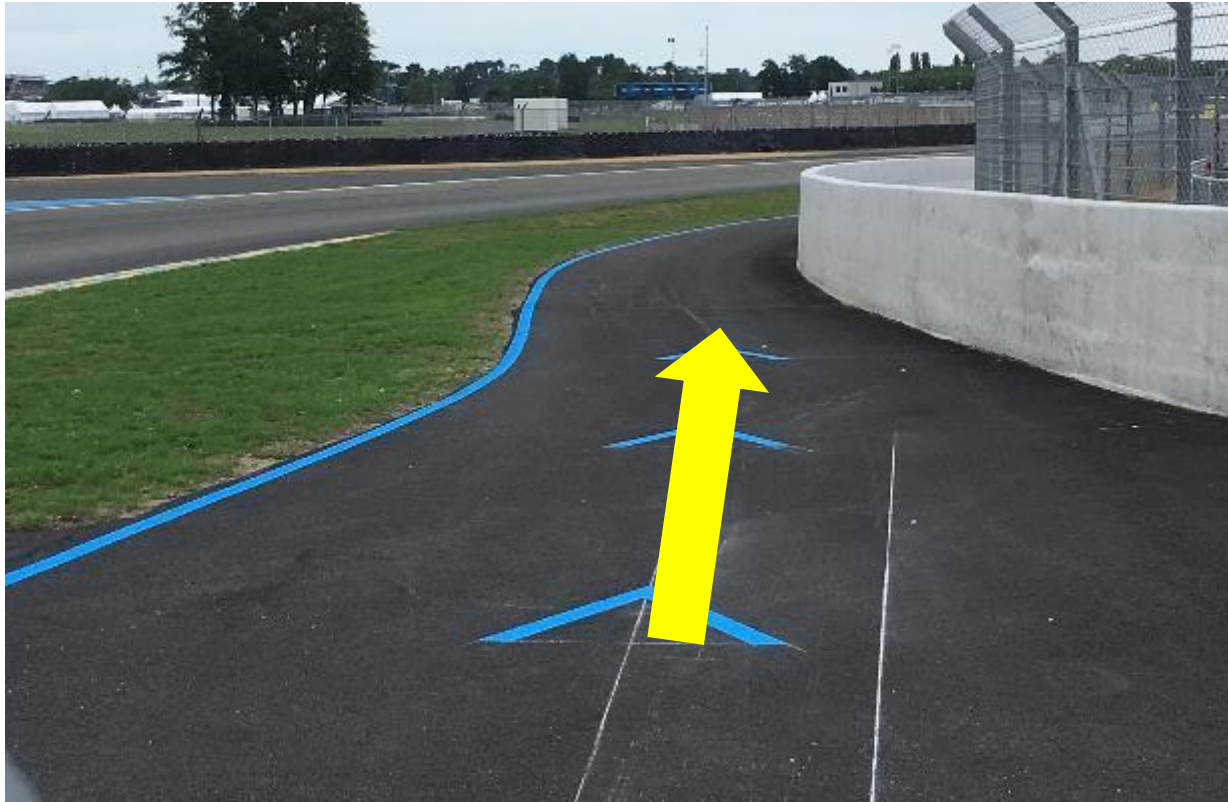


IF YOU USE THE RUN OFF AREA WITH THE 4 WHEELS AT THE RHS OF THE BLUE LINE, YOU MUST STAY AT THE RHS OF THE BLUE LINE ALL ALONG UNTIL T27

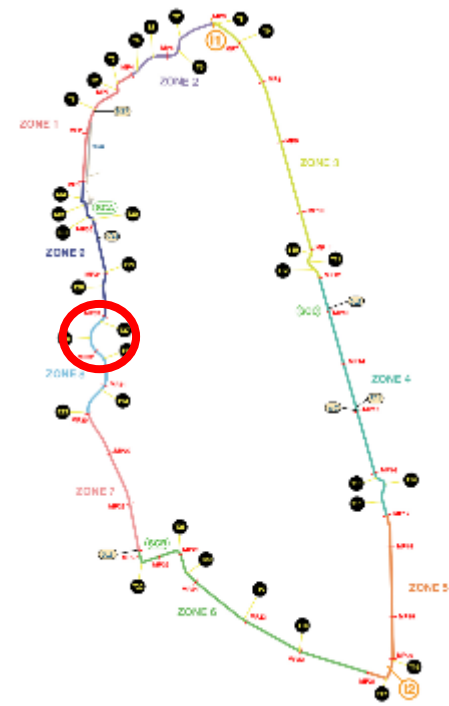
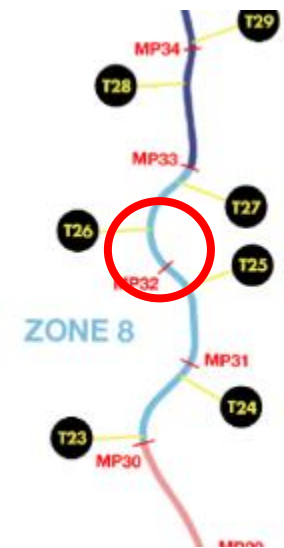
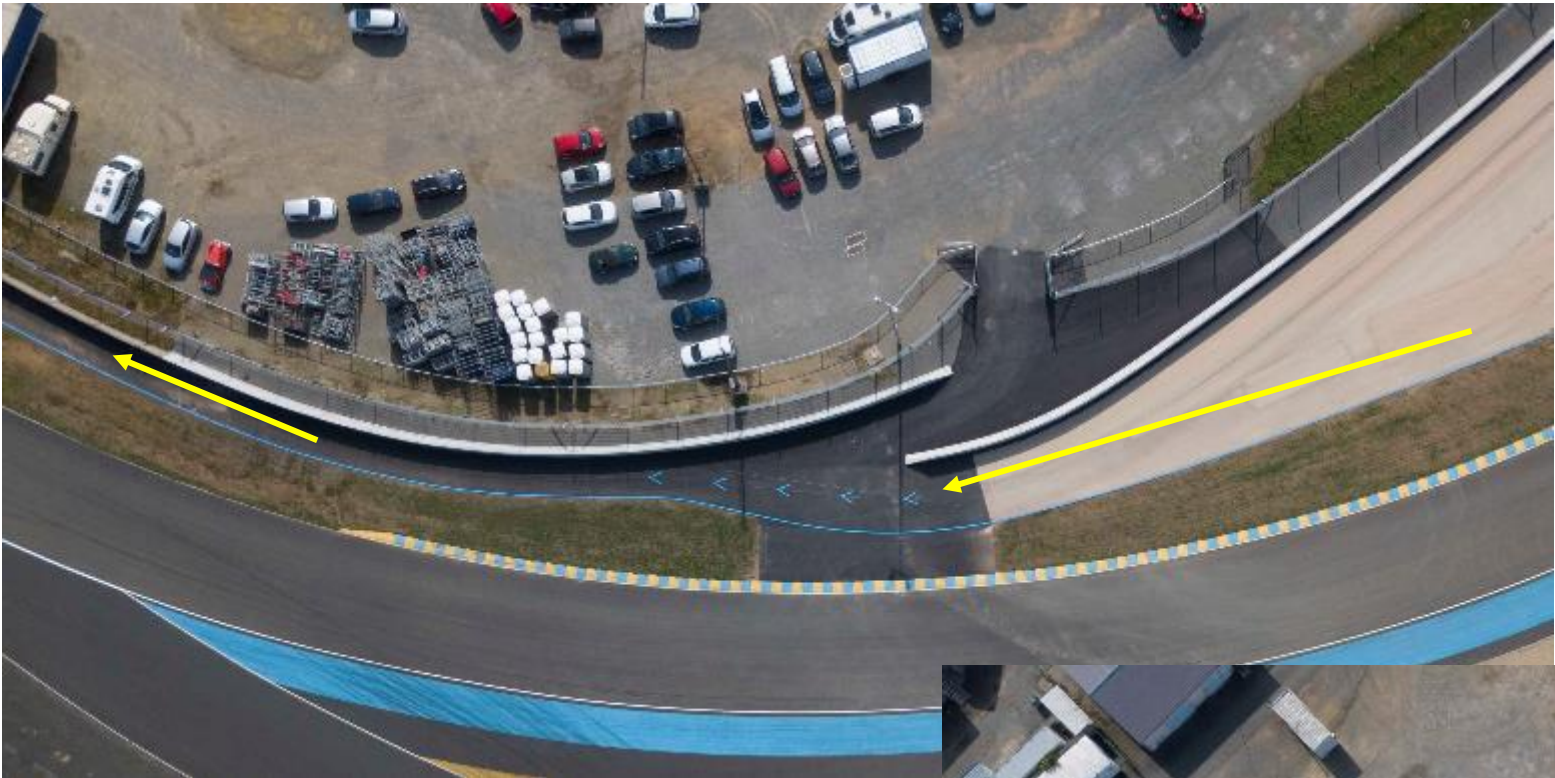


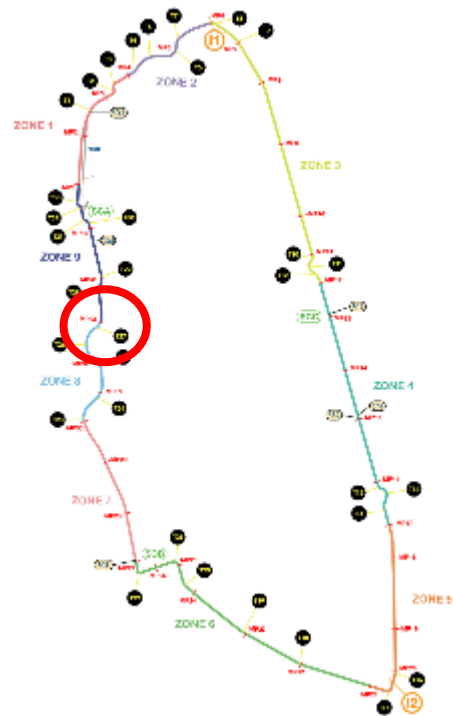
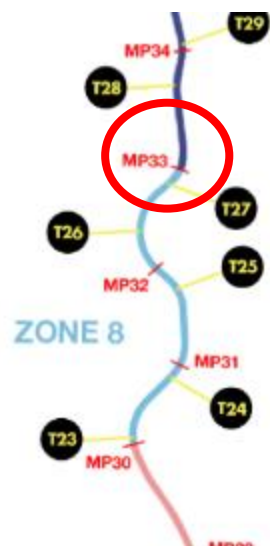
RUN OFF MP32

24h
LE MANS



RUN OFF MP32

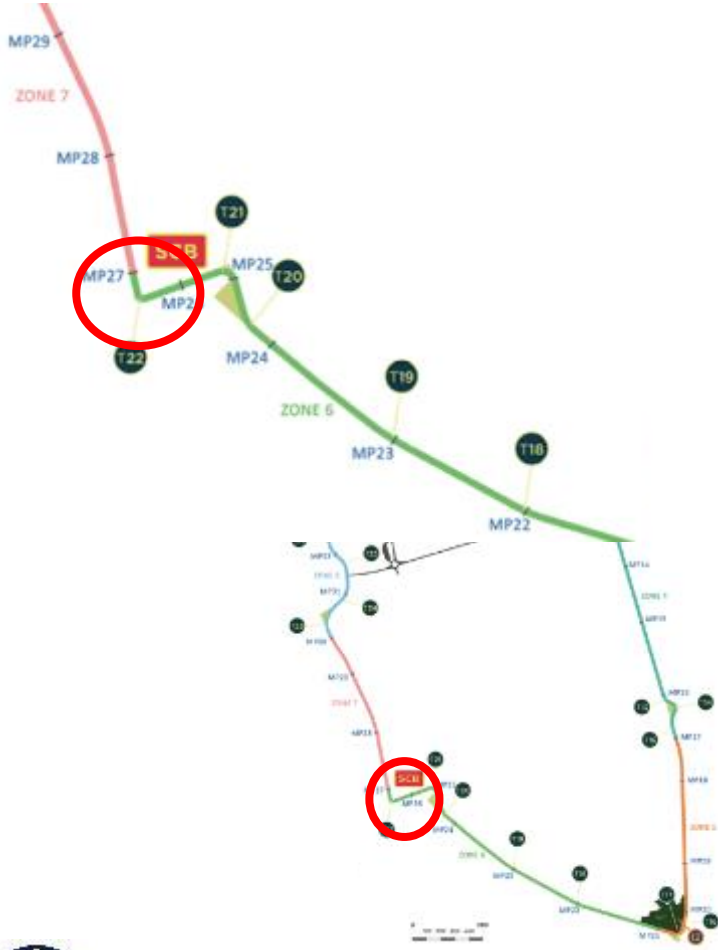




EXIT RIGHT SIDE



Repeat signaling at MP 27 (Exit Arnage)







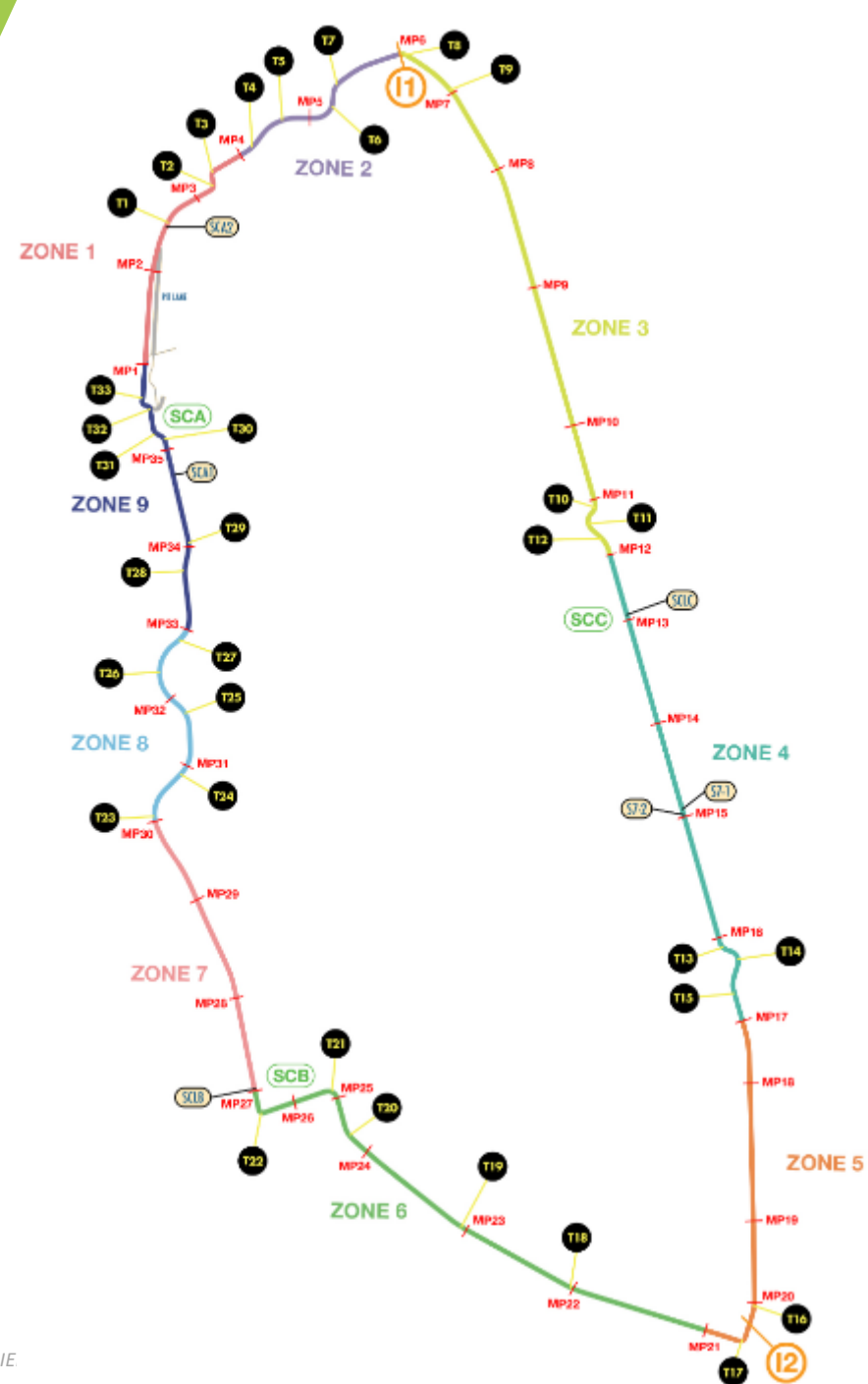
PART 2

SLOW ZONES, RED FLAG, FULL COURSE YELLOW & SAFETY CAR EXERCISE



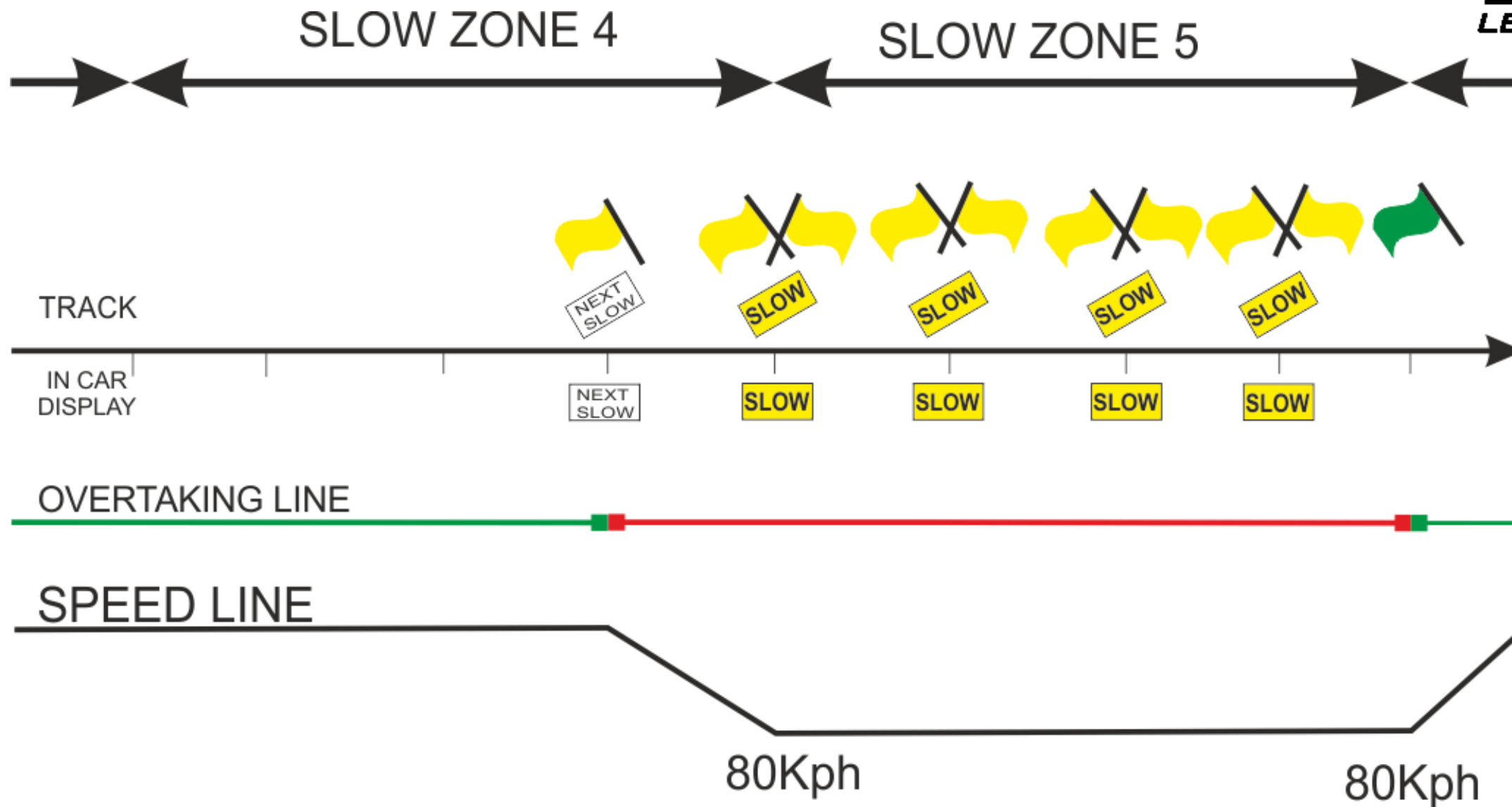
9 SLOW ZONES

Next Slow is the marshal post preceding the start of the Slow Zones



BEHAVIOR IN SLOW ZONE

24h
LE MANS®



NO OVERTAKING!

**NEXT
SLOW**

ONBOARD DISPLAY

LIGHT PANEL

MARSHAL SIGN
& YELLOW FLAG





ONBOARD DISPLAY



MARSHAL SIGN &
DOUBLE YELLOW FLAGS



NO OVERTAKING!
SINGLE FILE!



**FROM THE MOMENT FCY START IS ANNOUNCED
PIT ENTRY CLOSED**



PIT ENTRY CLOSED LIGHT - REPEATER

24h
5

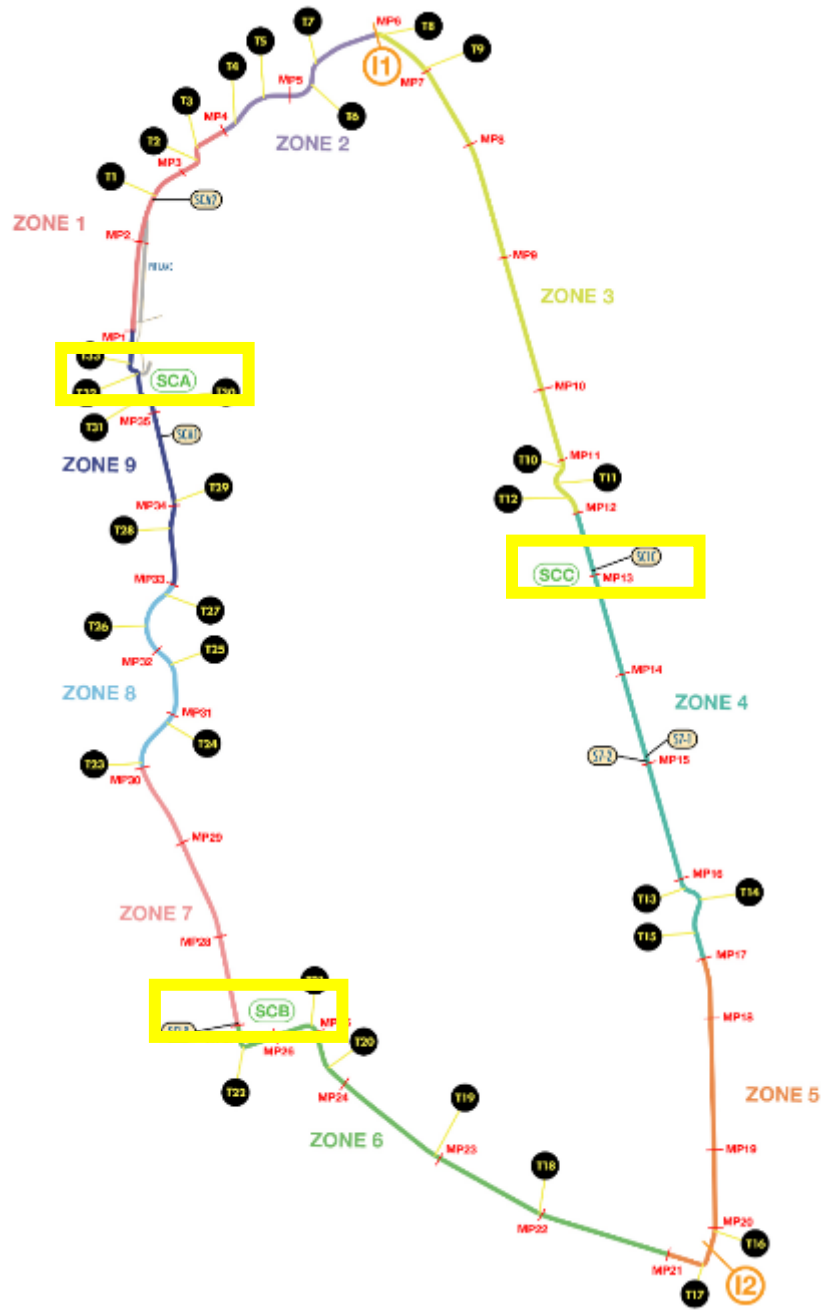


- RD will announce RED FLAG on radio
- During sessions, all cars must reduce the speed to 80 Kph & head to the pit lane
- If RC finds it safe, cars on track may be eventually released from the 80 Kph speed limit



SAFETY CARS

24h
LE MANS



If you are behind SC A, you may only overtake after The Line (MP1)



If you are behind SC C, you may only overtake after passing the line at MP 13 (after first chicane)



If you are behind SC B, you may only overtake after passing the line at MP 27 (after Arnage)

The afternoon session, will be seen on the timing monitors as a race. At the end of the Aftyrnoon session, Timing will issue the results as it would in a normal session.

The reason is that, to test this new SC proposal we need to have a “reference classification”

Once SC is announced all drivers will line up behind the first SC in front of them

Once all cars are in line and grouped up behind the Safety Cars, Race Control will select an area of the track , were cars will be allowed to overtake and “jump” to the next safety car

The principle is: Any car that that does not have his class leader in front of him in his Safety Car Group, may jump to the next Safety Car Group.



The procedure will be as follows:

RC Announcement:

- Cars behind SC B bear to the left!

All cars will bear to the left hand side of the track.

Weaving to keep tire temperature is not allowed

RC Announcement:

- Cars behind SC B prepare to pass the SC

All cars eligible to pass will move to the right hand side of the track.

Weaving to keep tire temperature is not allowed

RC Announcement:

- Cars behind SC B start passing the SC

All cars eligible to pass will start overtaking the SC without overtaking between them selves

Weaving to keep tire temperature is not allowed.

Cars that have overtaken a SC will swiftly but safely que up behind the next SC

Any car that benefits from this procedure can only benefit once.

Class leaders cannot benefit from this procedure, and may not overtake the SC







TIMETABLE V2



SUPPLEMENTARY REGULATIONS V4



WEC COMMITTEE DECISION N°34

- **Discord** should be on from 10mins before until 10mins after each session
- Pit wall radio will be tested 5mins before each session
- Race control in the first floor of the Module Sportif
- During test day, iff you car is damaged, it will be delivered at the Scrutineering



PIT STOP PRACTICES ALLOWED DURING « *ACTIVITES COMMERCIALES* »