

Request number
(to be completed by the Committee Secretariat)

**WEC_2021_R004_Porsche GT Team_Modification of Article
13.2.2_LMGTE Driving times**

APPLICANT INFORMATION

Type of applicant: Team Manufacturer Other:

Licence name: Porsche GT Team, Dr. Ing. h.c. F. Porsche AG

Applicant name: Alexander Stehlig

Quality:

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Date: 11.12.2020

CATEGORY

Hypercar LMP2 LMGTE Pro LMGTE Am

CAR MODEL

HOMOLOGATION NUMBER (IF APPLICABLE)

PURPOSE OF THE REQUEST

Art 13.2.2. regarding "8-hours race"

The relevant article with the rule of "maximum 04h00 in any period of 06h00" generates a complicated and unfair strategic element to the race of GTE-Pro for 2-driver-line-ups. You constantly have to follow the previous, the actual and the following stint driving time which is like a "constant moving clock". In our understanding this rule is meant for a 3-driver-line-up.

In our case the GTE-Pro WEC line-up consist out of 2 drivers and is extended by a third driver for the 24h of Le Mans only. In our opinion, a 2-driver-line-up is good enough to do an 8h-race format in terms of driving- and resting-times for GTE-Pro.

At some point in the race both drivers will need to stay in the car for a double stint to get the maximum out of the limited tires available in GTE-Pro class.

1. Different to the 2018/2019 SR the tire change costs time at the pit-stop as not done parallel to refueling.
2. A double stint on tires is always challenging and it is far easier to remain competitive and safe if a driver can manage his own tires for two stints rather than driving on someone else's used tires.
3. This could be covered by single-stinting drivers only and changing tires at every stop (with re-use of tires) but this clearly results in a strategic disadvantage due to the time loss of the additional tire-changes. This was less of a problem with the 2018/2019 SR due to the simultaneous refueling and tire changing.

Essentially, as soon as one driver (1) completes his 1st "double stint" (about 2 hours) the next driver (2) needs to drive more than 2 hours or you fall into the case where driver 1 needs to be removed early in his 2nd "double-stint" to fulfil the "4h in of 6h" rule.

Example:

- Driver 1 starts the race and completes one full stint. *Drive time elapsed for driver 1 = 1h in 1 hours.*
 - At the following pitstop driver 1 stays in the car as only two tyres are changed.
 - Driver 1 completes his 2nd stint and pits for driver change. *Drive time elapsed for driver 1 = 2h in 2 hours.*
 - Driver 2 start his stint with new tyres and after 30mins is a SC for 15mins. Clearly an advantage to pit, driver 2 stay in the car during pitstop as fuel only
 - Driver 2 completes a full stint and pits for driver change. *Drive time elapsed for driver 2 = 1h 45min in 3 hours 45 min.*
 - Driver 1 gets back in the car and do a full stint. *Drive time elapsed for driver 1 = 3h in 4 hours 45min.*
 - Driver 1 stays in the car for fuel only and do a full stint again. Due to yellow flags, FCY, SZ etc. this stint is extended by 10mins. *Drive time elapsed for driver 1 = 4h 10 mins in 5 hours 55mins* after this stint.
- ⇒ Due to driver 2 completing less than 2 hours, driver 1 has to shorten his total driving stint by 10 mins to ensure that he does not go over 4 hours in total in 6 hours time.

This means any “SZ”, “ SC” or “FCY” (i.e. before a fuel window) that would allow to extend the stint will not be useful. So you are automatically “forced to pit” leaving an opportunity to get compromised by a late FCY or SC where others have driven a different driving order and can run to the end of their fuel tank.

So, our request would be:

**The minimum driving time of 01h30 should stay unchanged for GTE-Pro.
The maximum driving time of 05h00 should stay unchanged for GTE-Pro.**

The “limited to 04h00 for any period of 06h00” should be valid for GTE-Pro for line-ups with 3 drivers only.

APPLICABLE REGULATION

- 2021 FIA World Endurance Championship Sporting Regulations – **Article 12.3.1**
- 2021 Technical Regulations for Le Mans Prototype Hypercar
- 2021 Technical Regulations for LMP1 Prototype Non-Hybrid
- 2021 Technical Regulations for LMP2 Prototype Homologated in 2017
- 2021 Technical Regulations for Grand Touring Cars – LMGTE Homologated from 2016
- Other:

DESCRIPTION OF THE TECHNICAL ITEM (SKIP IF NOT APPLICABLE)

ILLUSTRATION (SKIP IF NOT APPLICABLE)

PICTURES OR DRAWINGS ONLY

APPLICABLE REGULATION (TO BE COMPLETED BY THE COMMITTEE)

- 2021 FIA World Endurance Championship Sporting Regulations – **Article 13.3.2**
- 2021 Technical Regulations for Le Mans Prototype Hypercar – **Article:**
- 2021 Technical Regulations for LMP1 Prototype Non-Hybrid – **Article:**
- 2021 Technical Regulations for LMP2 Prototype Homologated in 2017 – **Article:**
- 2021 Technical Regulations for Grand Touring Cars – LMGTE Homologated from 2016 – **Article:**
- Other:

DECISION (TO BE COMPLETED BY THE COMMITTEE)

- Accepted**
- Accepted (conditional – see comments below)**
- Rejected**
- Suspended**
- Other: see comments below**

Date:

COMMENTS (TO BE COMPLETED BY THE COMMITTEE)

As per the request of the Competitor above, and after having received the approval of all the competitors in the category, the WEC Committee will amend Article 13.2.2 as follow:

	Course de 8 heures / Course des 1000 miles de Sebring - 8 hours race / 1000 miles of Sebring race			
	LMP1	LMP2	LMGTE Pro	LMGTE Am
Minimum driving time	*		*	
Min Bronze	**	02h00	01h30	02h20
Min Silver	01h30	02h00	01h30	02h20
Min Gold	01h30	02h00	01h30	01h30
Min Platinum	01h30	02h00	01h30	01h30
Maximum driving time	limited to 04h00 for any period of 06h00***			
Max Bronze	**	05h00	05h00	05h00
Max Silver	05h00	05h00	05h00	05h00
Max Gold	05h00	05h00	05h00	05h00
Max Platinum	05h00	05h00	05h00	05h00

***** For LMGTE Pro, this limitation applies only to 3-drivers' line-ups.**



PERIOD OF VALIDITY/APPLICATION OF THE DECISION

This decision comes into effect:

- with immediate application
- from:

And is applicable:

- until further notice
- for the above-mentioned Competition only