

BRIEFING NOTES

September 8th, 9th & 10th

GENERAL INFORMATION

Appendix L – Chapter IV

Driving standards

- Respect between all the drivers and the different classes on track.
- It is up to the faster car to find a way to overtake in a safe way.
- If you enter a gravel/run off area and you can manage to re-join, please stay out of the racing line and make break test to ensure all the gravel has fallen from your car off track.

Track limits

- 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.
- Any track limit noted or reported during qualifying, at T16 will entail the loss of the relevant lap as well as the next lap assuming the driver remains on track.
- Dots lines on RHS before pit entry and after pit exit must be respected as track limits.

Appendix H – Yellow flags – Article 2.5.5.b.

- Yellow flags mean danger, drivers must reduce the speed. Overtaking is forbidden from the first yellow flag until you pass the green flag.
- If double yellow flags are shown, drivers must reduce speed and be prepared to change direction or stop. It is the onus of each driver to prove that he slowed down. Double yellow flags also mean that marshals are working on or beside the track.
- Yellow / Red flag will always prevail, irrelevant of their origins (marshals, onboard marshalling, track side panel).

Race control access

- Pit lane & paddock side – 1st floor

International Sporting Code & Appendices

- International Sporting Code dated from 09/01/2023.
- General prescriptions published on 23/12/2019.
- Appendix H dated from 27/01/2023.
- Appendix L dated from 20/06/2023.

Pit lane

- Red light / green light at pit exit must be respected.
- Pit entry road white line must be respected on LHS.
- Pit exit road white line must be respected at LHS.

End of session

- After qualifying, cars requested to go to scrutineering must go there immediately. All others will remain in the working lane
- After qualifying, none of the cars can be lifted.

End of race Parc Ferme

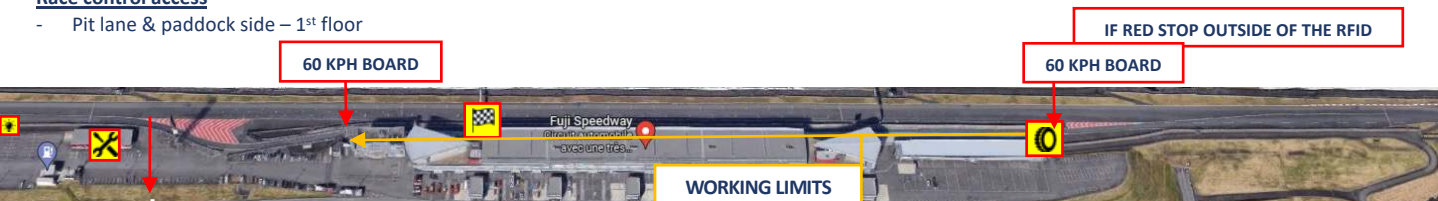
- In front of Scrutineering.

Safety car

- Leader to slow down to around 80kph.
- Warming the tires is not allowed during the pass around procedures or in the area(s) that has(ve) caused the Safety Car to be deployed or during pass around.

Red Flag procedures

- In case of a Red Flag during the race, the persons with the red armbands, when allowed, may only access the grid by the Pit Wall gate in front of Garages 22 / 23.



SPECIFIC CIRCUIT INFORMATION



Track limits



RFID at pit exit



SC lights out



Pit entry closed light and repeater



RD signalling place



Scrutineering

Center line	4.563 m
Int 1 at	1.305 m
Int 2 at	2.828 m
Start line offset	307 m
Pit in at	4.526 m
Pit in to pit out	487,2 m
Lap by the pits	4.571 m



Pole position RHS



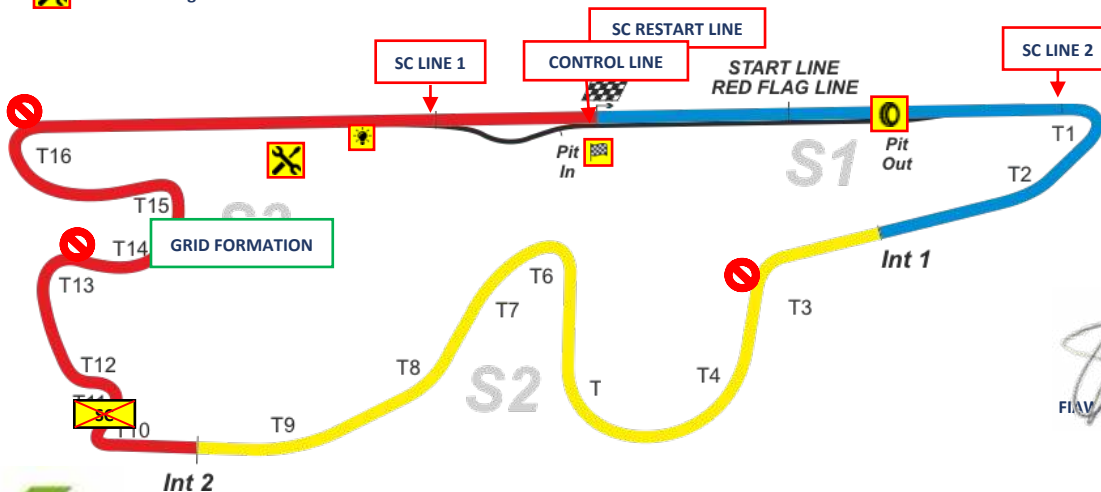
Timetable V6



Regulations dated 07122022

Saturday 18:30 – Briefing room
Top-4 starting drivers briefing

WEC Committee decision n°58



Eduardo Freitas
FIA WEC Race Director

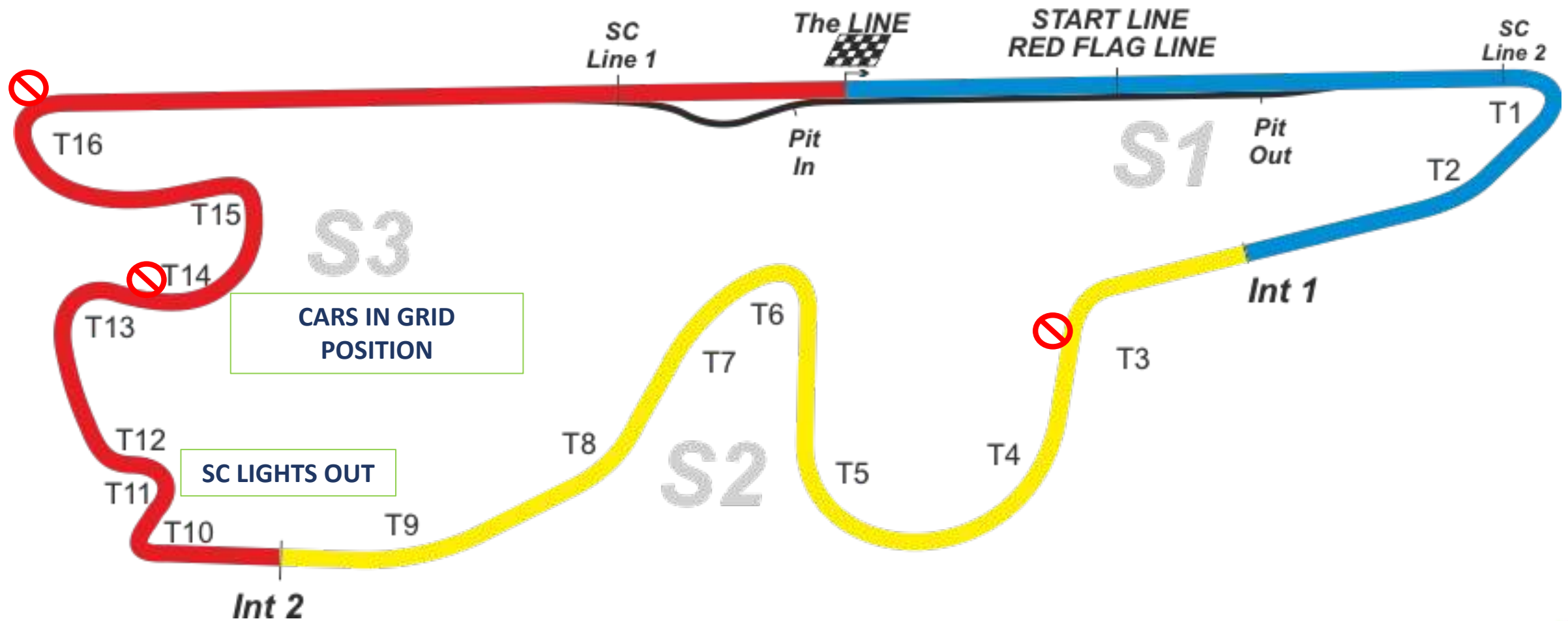
TEAM MANAGERS & DRIVERS BRIEFING

September 8th

WEC
FIA WORLD ENDURANCE
CHAMPIONSHIP



CIRCUIT MAP



PIT ENTRY ROAD – SC LINE 1



SC LINE 1



PIT ENTRY LINE – 60 KPH LIMIT STARTS



PIT LANE AREAS

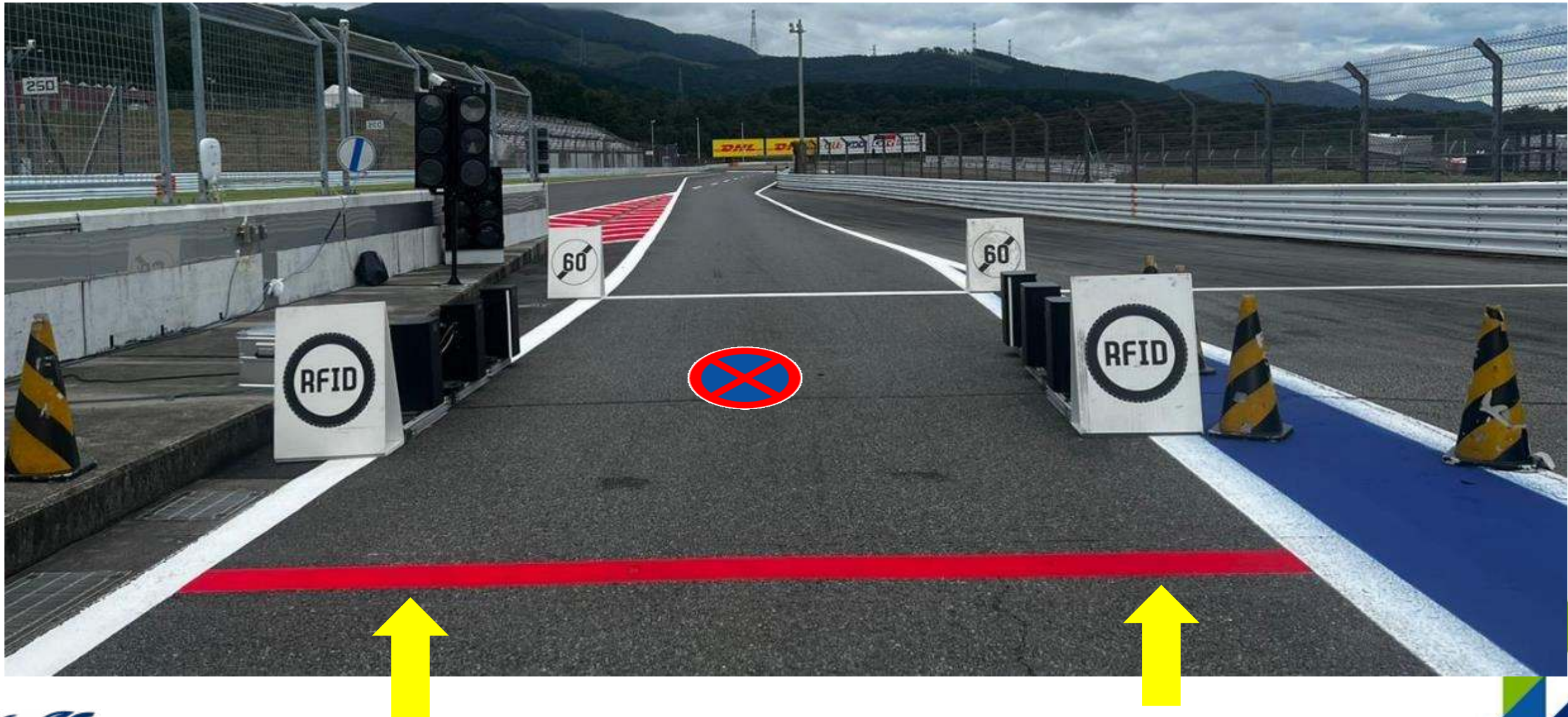


FAST LANE

BLENDING LANE

WORKING LANE

AT THE START OF A SESSION STOP THE CAR BEFORE THE RFID



END 60KPH SPEED LIMIT



START & END OF THE WORKING LIMITS

START OF THE WORKING LIMITS



END OF THE WORKING LIMITS



PIT EXIT ROAD



PIT EXIT WHITE LINE – SC LINE 2



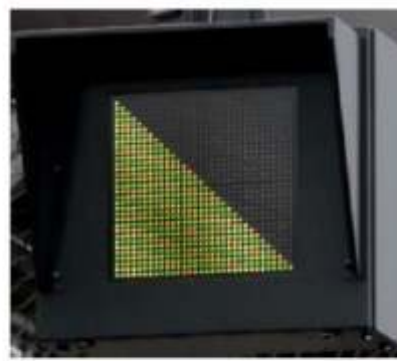
MARSHAL POST, LIGHT PANELS & OPENINGS



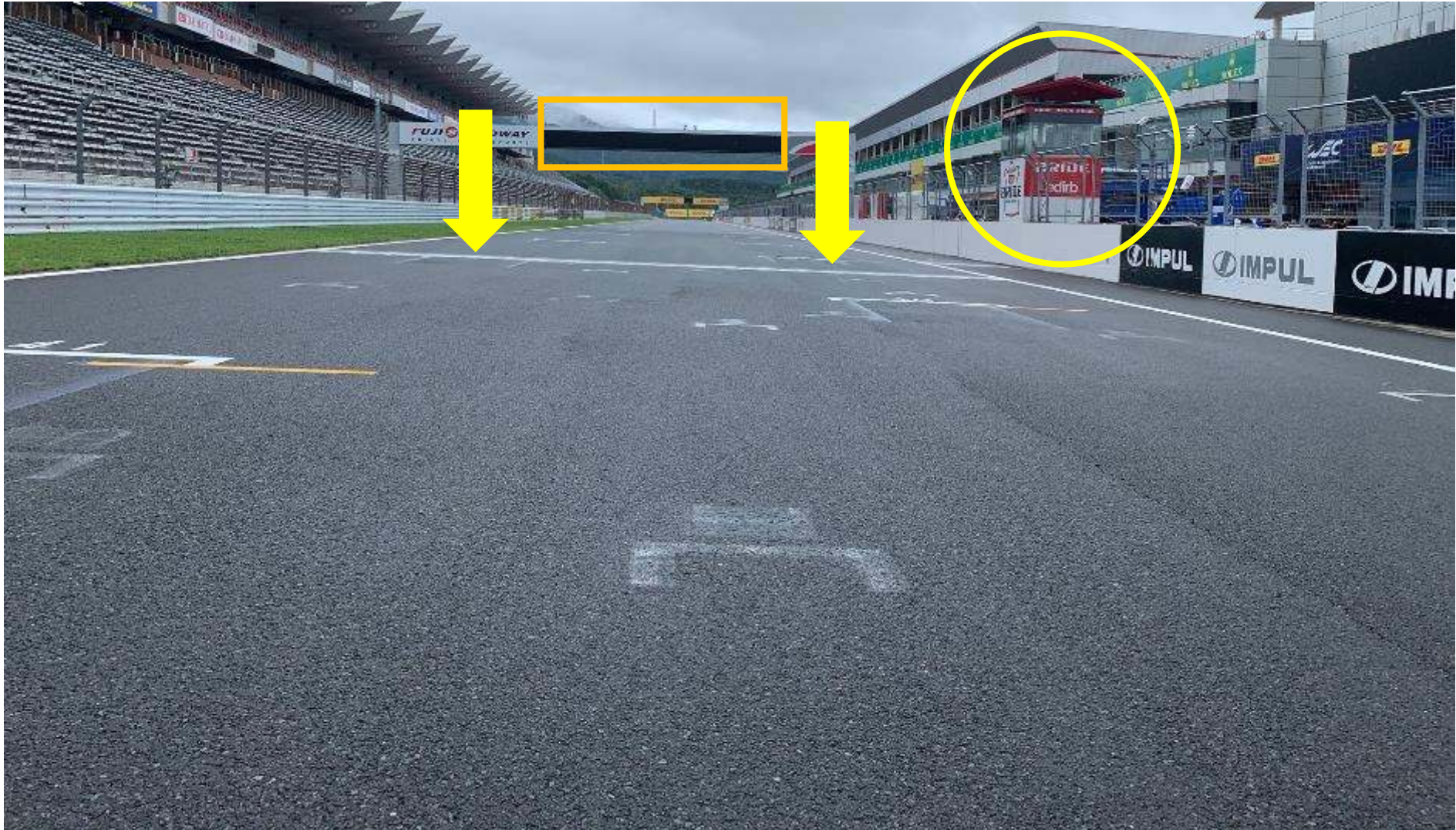
BLUE FLAG AT PIT EXIT



LIGHT PANELS AROUND THE TRACK



CONTROL LINE – SC RESTART LINE – RD SIGNALLING



During the race: **PIT ENTRY CLOSED**

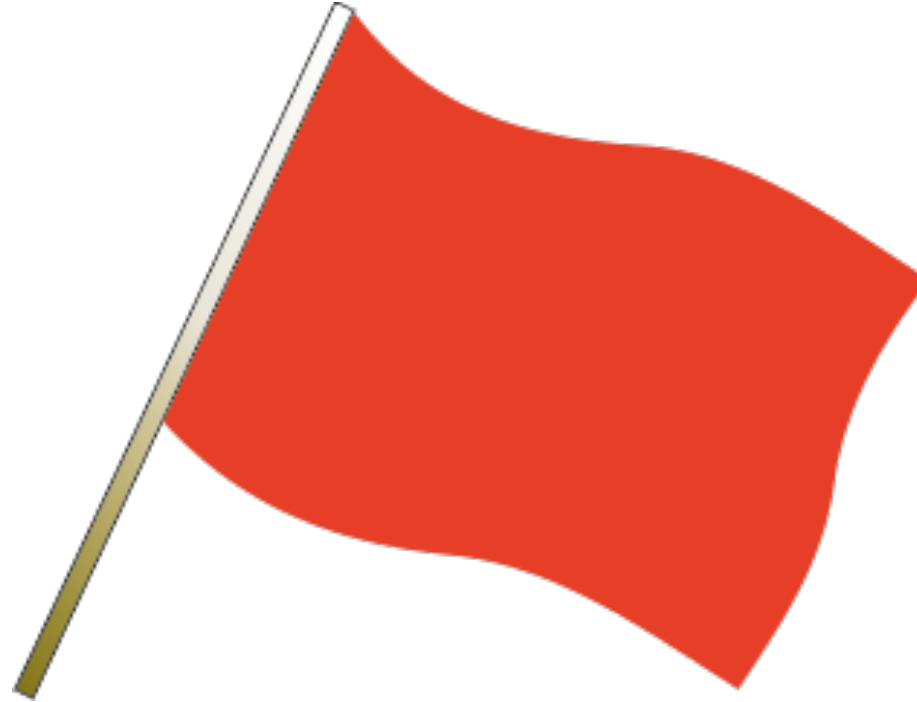
KEEP THE SAME
GAP TO THE CAR IN
FRONT AND
BEHIND, SPEED
LIMIT 80kph



SAFETY CAR - PIT ENTRY CLOSED LIGHT & REPEATERS

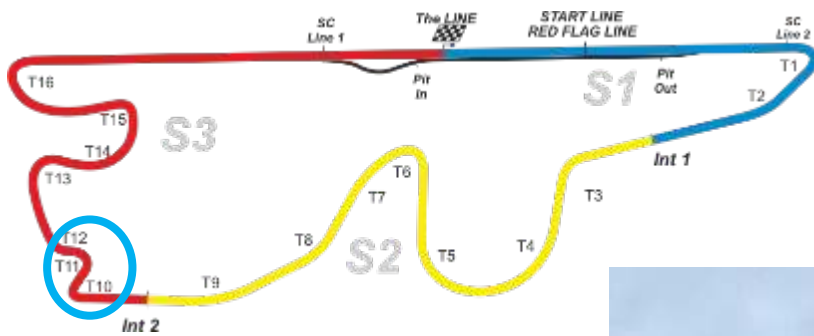


RED FLAG PROCEDURES DURING PRACTICES



- RD will announce RED FLAG on radio
- All cars must reduce the speed to 80 Kph & head to the pit lane

MISSING T11



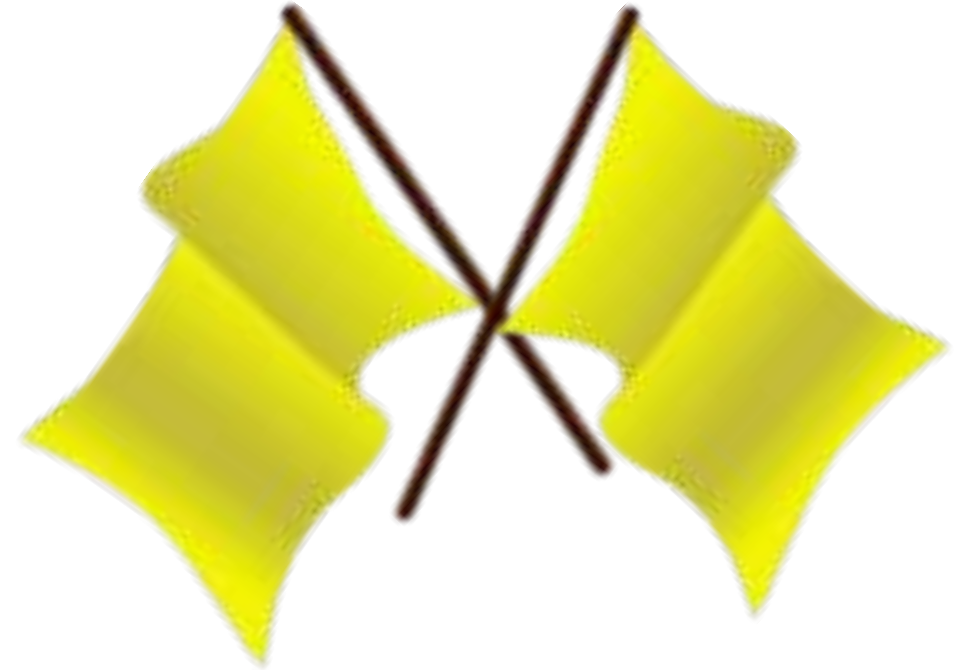
TWO LINES THROUGH GRID BOXES



NO OVERTAKING BEFORE RACE START SIGNAL AND CROSSING START LINE

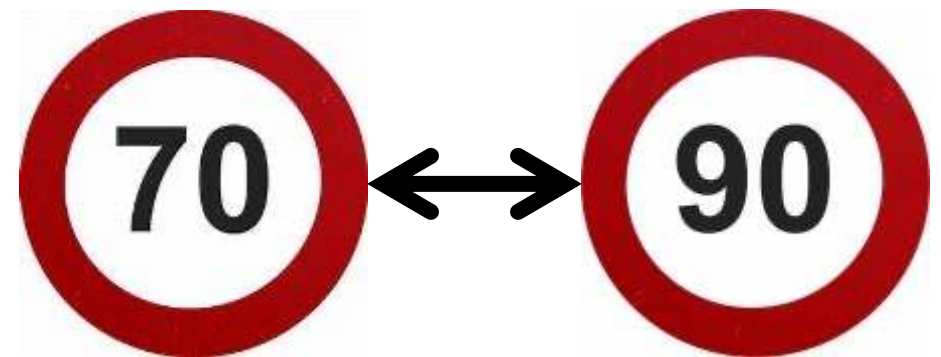


In both SC and FCY procedures, any Marshal Post(s) that has any intervention in his sector will signal with double waved yellow and the relevant board



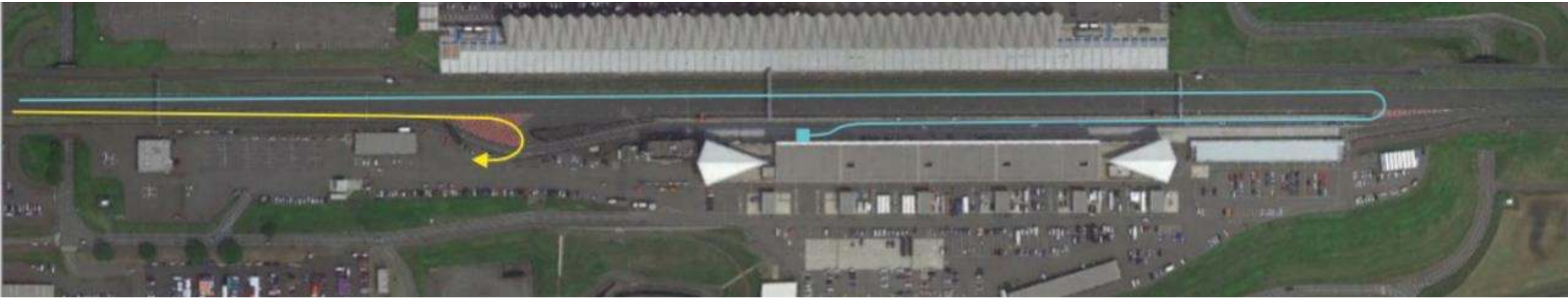


LEADER TO SLOW DOWN
TO SC SPEED



PARC FERME AFTER THE RACE

CARS TO THE PODIUM TO BEAR LEFT EXIT T16 – CROSS LINE TWICE AND ENTER PIT LANE BY PIT EXIT IN THE OPPOSITE DIRECTION.



CARS TO THE PODIUM

CARS TO PARC FERME

ALWAYS FOLLOW MARSHALS INSTRUCTIONS





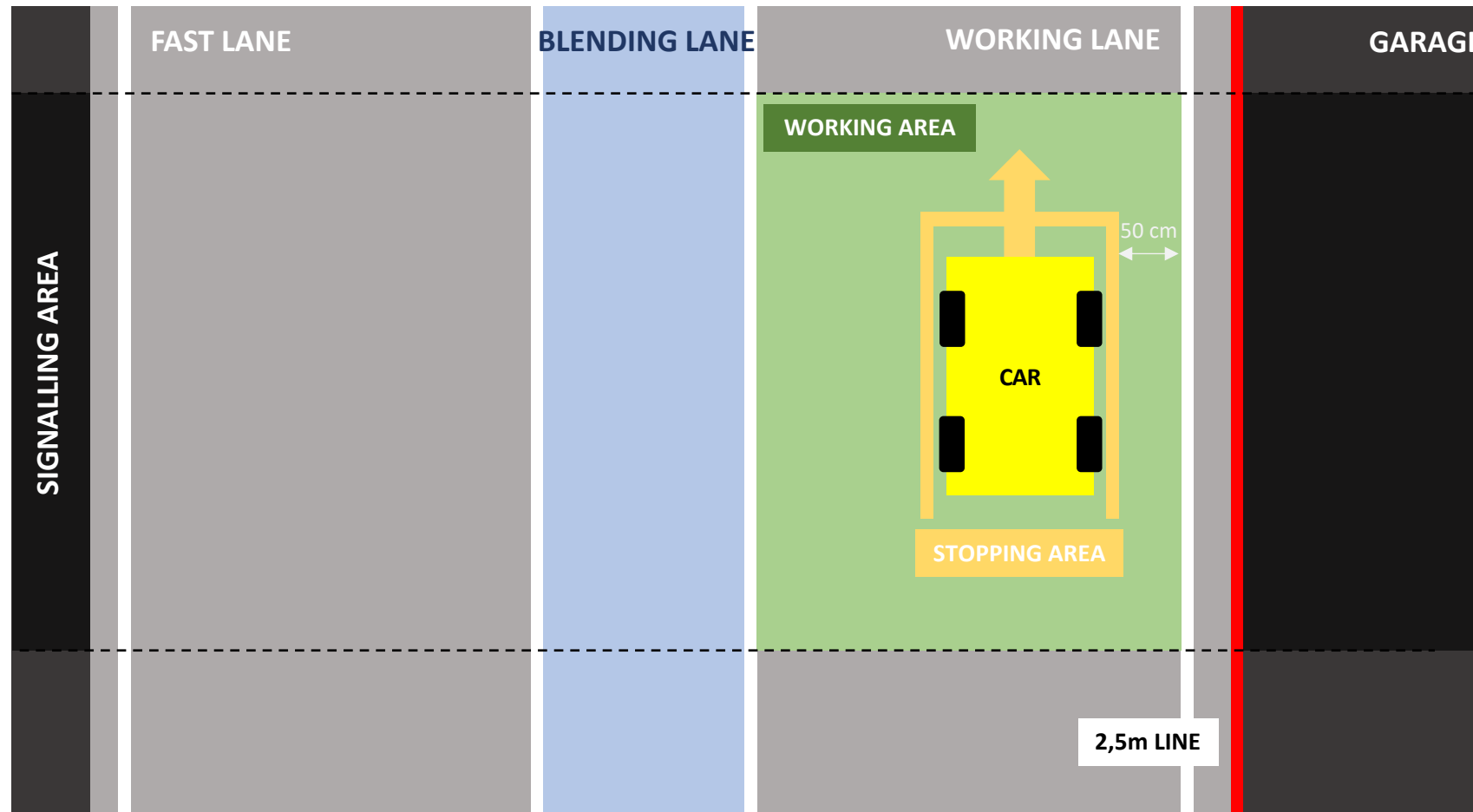
TEAM MANAGERS BRIEFING

GOODYEAR

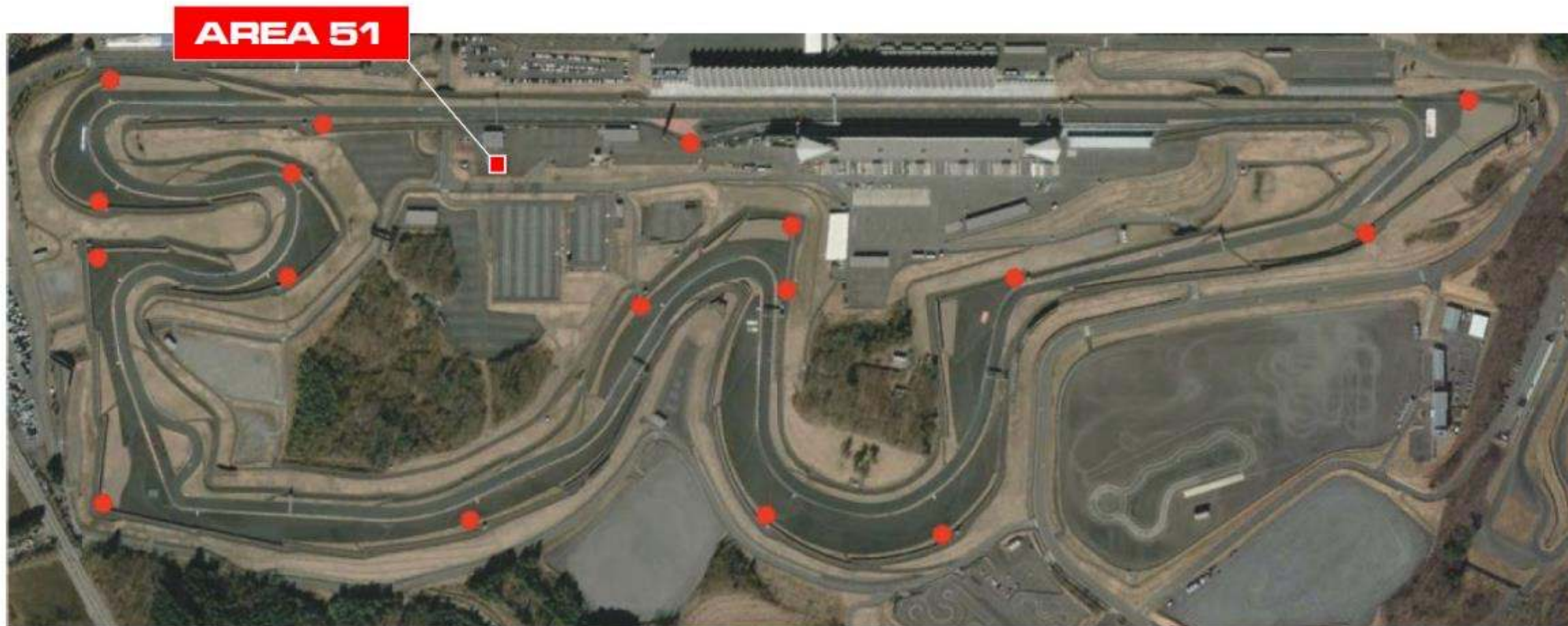
GOODYEAR

PIT STOP OPERATION

**THE CAR CONTROLLER (LOLLIPOP MAN) IS RESPONSIBLE FOR THE CONTROL OF THE PIT STOP & ITS SAFETY
NOT ALLOWED TO DO ANY OTHER OPERATION.**



HYBRID PARKING & AREA 51



31/08/2023

● HYBRID PARKING

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CHAMPIONSHIP
A PARTNERSHIP

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A PARTNERSHIP

TEAM MANAGERS & DRIVERS BRIEFING – 6 Hours of Fuji 2023

SATURDAY 18h30 – *Briefing room*

TOP-4 **HYPERCAR STARTING DRIVERS**

TOP-4 **LMP2 STARTING DRIVERS**

TOP-4 **LMGTE STARTING DRIVERS**

GENERAL TEAM MANAGERS INFORMATION



TIMETABLE V6



TOP-4 STARTING DRIVERS MEETING: Saturday 18:30 – Briefing room



REGULATION DATED 07122022

- Discord on from 10mins before until 10mins after each session
- Pit wall radio will be tested 5mins before each session
- Race control access via the pit lane – ground floor at pit entry



WEC COMMITTEE DECISION N°58



SUPPORT RACE: Formula Regional Japanese Championship



Coffee with the race director, Friday at 14:00 in the meeting room 304 on the 3rd floor