



## DRIVERS BRIEFING NOTES

### RACE WEEK

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	Grid formation	MP30 - MP32
Red flag line	At the Michelin totem	Safety car A turn off lights	MP27 (Arnage)
Race director signalling place	RHS in front of RC	Scrutineering	Welcome
Entering pit lane respect	Left	Repeater of RD signalling	MP27 (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. Being this the case, do not release your safety belts.
- 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.
- 24) In any case, 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 / FCY or even a Red Flag procedure, and if so, you must also respect the imposed 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, and bear to the extreme side of the track.
- 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 MP3 (LHS Dunlop), MP6 (LHS exit kerb T8/Tertre Rouge) and MP33 (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 Slow 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.
- 46) There will be no Pass Around procedures under Safety. The only exception is in case we have a red flag as per article 14.4.5.

### End of race procedures

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- 47) At the end of the race all cars will take the chequered flag and do a cool down lap.
- 48) At the end of the cool down lap, the overall leader and a selected number of cars will cross the Line a second time to enter the pit lane from pit exit in the opposite direction. These cars must bear totally left at MP1 and MP2 in order to enter the pits by the pit exit. The selected car numbers will be posted on the timing monitors.
- 49) Excepting the above, at the end of the cool down lap, the overall leaders of each class will enter the pit lane by pit entry and drive their cars to park under the podium,
- 50) Excepting the 2 previous points, all other will drive their cars to the Parc Ferme area on the main straight.

### Podium procedures

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- 51) Co drivers of the cars that are parked under the podium must join their cars immediately.
- 52) Drivers and team managers of the top 3 placed cars in each class must go straight to podium after the chequered flag.

### Regulation & other information

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

### Anti-doping

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

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