



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

