

2024 TEAM MANAGERS' SEASON BRIEFING NOTES

PIT LANE PROCEDURES

- 1) Maximum speed in pit lane: 60 km/h.
- 2) Red / green at pit exit must be respected at all times.
- 3) If the red light is on at pit exit: any car waiting at pit exit must stop before the RFID or 3 meters before the pit exit line.
- 4) Cars can be stopped by scrutineering at any time; drivers must respect the signal of the scrutineers.
- 5) It is forbidden to place timing devices and/or beacons less than 3 meters from the official timing systems.
- 6) Pit lane markings must be removed at the end of the race.

GENERAL SAFETY AND INCIDENT PROCEDURES

- 7) If during a Red Flag, Safety Car, Virtual Safety Car or Full Course Yellow procedures, if your car encounters a problem: you must instruct your driver to leave the racing line immediately.
- 8) In case of accident
 - Do not stay on radio: this can lead to unnecessarily deploying medical services or may result in a Red Flag.
 - If the car cannot continue:
 - The driver will leave the car as soon as possible.
 - The driver must help the recovery operations.
 - Car must be left in neutral with steering wheel in position.
 - If the car can continue: the driver must stay in the car so that the marshal can hoist the car to a safe place.
 - If the medical light signal is activated, the driver must be examined by the medical services without delay.
- 9) When going through a gravel / run off area:
 - Ask the driver to do some zig-zaging and break tests off track before rejoining to drop the gravel / dirt off the line.
- 10) If the car is called in for technical reasons, the scrutineers will release the car when they are satisfied with the repairs.

ON TRACK DRIVING STANDARDS

- 11) Respect across all categories.
- 12) Blue flags (Appendix H ISC Article 2.5.5.e) are to be respected at any time.
- 13) Discord may be used between competitors to anticipate blue flags. It is the team manager's responsibility to inform the driver about the traffic.
- 14) Track limits must be respected at all times.
 - Track limits will be monitored and listed on a timing page.
 - Track limits are counted by driver by session. The race is considered as one session.
 - During FP, warm up or race:
 - 4th offence in the session: warning flag.
 - 5th offence in the session: report to the Stewards.
 - During all sessions, track limit infringements will lead to the deletion of the lap time.

YELLOW AND DOUBLE YELLOW FLAGS – Appendix H of the ISC Article 2.5.5.b

- 15) Yellow flag(s) mean danger.
- 16) Reduce speed.
- 17) Forbidden to overtake.
- 18) Double Yellow Flags may also mean that marshals and/or vehicles may be exposed, drivers must be ready to stop.

RED FLAG – ELMS Sporting regulations Article 14.3

- 19) During free practices, qualifying or warm up, when Red Flag is deployed: all cars to 80 km/h and must come back in pit lane.
- 20) The Race Director may release the cars from the 80 kph speed limits once passed the incident to bring all the cars in the pit lane quicker.

FULL COURSE YELLOW – ELMS Sporting Regulations Article 14.5

- 21) Once FCY is deployed:
 - Yellow flags will be waved around the track and FCY boards will be presented in the marshal posts.
 - Marshal post(s) preceding the location of the intervention will wave double yellow flags.
 - All cars to slow down to 80 km/h – overtaking is forbidden.
- 22) Pit entry will close when the Race Director will announce “FCY will be deployed at...”
 - ➔ In Free Practices, it will be allowed to pit under FCY even if the pit entry closed light is turned on.

VIRTUAL SAFETY CAR – ELMS Sporting Regulations Article 14.7

- 23) Once Virtual Safety car is deployed:
 - Yellow flags will be waved around the track and VSC boards will be presented in the marshal posts.
 - Marshal post(s) preceding the location of the intervention will wave double yellow flags.
 - All cars to immediately but safely, slow down to 80 km/h – overtaking is forbidden.
 - Pit entry remains open.

SAFETY CAR – Appendix H of the ISC Article 2.10 – ELMS Sporting Regulations Article 14.6

- 24) Once Safety car is deployed
 - Yellow flags will be waved around the track and SC boards will be presented in the marshal posts.
 - Marshal post(s) preceding the location of the intervention will wave double yellow flags.
 - Overall leader to slow down around 80 kph (speed will not be controlled) – overtaking is forbidden.
- 25) Weaving to maintain tyre temperature is forbidden in the area(s) affected by the incident(s).
- 26) Drivers must do their best to swiftly queue up behind the SC bearing in mind that marshals will be working on track.
- 27) Maximum distance between two consecutive cars is 5-car length gap.
- 28) Pass around will be announced on the timing monitor and by pit wall radio with the two following stages:
 - “Prepare for pass around”: cars eligible for pass around to move to the right-hand side of the track.
 - From the moment the pass around procedures are initialized weaving is not allowed until RC announces the end of the pass around procedures.
 - “Start the pass around”: cars eligible for pass around start overtaking by the right-hand side the line of cars and the Safety Car.
 - Cars that are not doing the pass around will stay on the left-hand side, behind the Safety Car.
 - Cars doing the pass around must join the back of the queue as quick as possible, in a single line, in a safe way.
- 29) All cars on track must respect the pit entry closed light, irrelevant of the number of laps completed behind the Safety Car.
- 30) At the end of the Safety Car procedure:
 - Race Director will instruct “Safety Car in this lap”.
 - The Safety Car will turn off the roof lights.
 - Overtaking remains strictly forbidden until drivers cross the Line (unless a car is undoubtedly slow).
 - Any car with an obvious problem should move to the side of the track to allow the others following to pass.

STARTING PROCEDURES

- 31) Clear instructions will be given during each briefing of the season.
- 32) Pit exit will open as per the regulations and the starting timetable.
- 33) Cars must be driven under their own power to their allocated starting positions.
- 34) The pole position of each class will be on the side of the homologated pole position.
- 35) Unless instructed otherwise, there will be at least 2 formation laps.
- 36) The pole position is responsible for the speed of the field once the Leading Car leaves the track.
- 37) Cars must go through the standing start grid boxes markings.
- 38) Race starts once the lights switch off and when the cars physically cross the Starting Line.
- 39) In case of a start behind the Safety Car: the Safety Car will leave the grid at the time the race should have started.
- 40) When starting from the pit lane, cars will be allowed to join the formation lap(s) under the conditions defined in the Sporting Regulations, in order to gain tyres / brake temperature.
- 41) It is forbidden to start any engine during the national anthem.

END OF SESSIONS AND END OF RACE PROCEDURES

- 42) Parc fermé and operations allowed are detailed in the Sporting Regulations: no other work or checks may be completed.
- 43) At the end of a session, we may ask a team to stop a determined car on track to simulate a medical intervention with extrication. This request will be done via Discord.
- 44) At the end of the race, if possible, we would appreciate that the overall leader to leave a gap to the car in front on track to present the chequered flag.
- 45) At the end of the race, after having taken the chequered flag: do not overtake other cars.
- 46) The winning car from each class will be required to go underneath the podium.
- 47) All drivers of the cars of the top 3 of each category must immediately go to the podium after the chequered flag and follow instructions from the ELMS organisation.
- 48) At the end of the race, for cars selected at scrutineering, a mechanic should be at scrutineering to welcome the cars.

COMMUNICATIONS WITH RACE CONTROL

- 49) Team managers must be properly registered with the car(s) number(s) and team name on the pseudo. Only one Team Manager per car, can have access to the Race Control room.
- 50) Incidents must be reported as incidents. Reporting that “my car was pushed out by” will not be tolerated. Statement containing implicit guilt of third parties will not be accepted.
- 51) Competitors can only report incidents involving their own car(s). As an example, Car XX may not report that car YY overtook car ZZ under yellow.
- 52) Any incident a competitor would like Race Control to look into must be reported to Race Control in a message with the following information: Time of Day / Location (Turn) / Cars # involved; without these information's, it will be impossible to look at, and most probably will be ignored.
- 53) Aggressive or insulting expressions in Discord may lead to the banning of the relevant “competitor” from Discord and eventual reporting to the Stewards.
- 54) Pit wall radio will be tested 10 minutes before the session and will remain online 10 minutes after the session.
- 55) Discord will be operational 10 minutes before the session.
- 56) In case of issue (TV, timing, Discord, ...): inform Race Control or an ACO pit lane marshal.

GENERAL ORGANISATION

- 57) Some Stewards' decisions will be posted on the timing monitors.
- 58) If changes are made on the cars overnight, inform the scrutineers as soon as possible.
- 59) It is important that you instruct drivers to visit the FIA Anti-Doping Campaign 'Race True' website – <http://www.fia.com/fia-race-true-e-learning>.
- 60) Please acquaint yourself with the Appendix C of the International Sporting Code.
- 61) International Sporting Code and appendixes must be respected during Competitions.
- 62) Alkamel monitors are the only monitors to rely on concerning official information.
- 63) The RD office is always available if you need to talk with us, ideally let us know of your intentions and for sure that a time can be arranged to talk.

Eduardo Freitas



European Le Mans Series Race Director

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