

2021 ASIAN LE MANS SERIES SEASON TEAM MANAGERS BRIEFING NOTES



1. PIT LANE PROCEDURES

- 1.1 Please ensure you turn on your Asian LMS Messaging Application system (APP) 10 minutes before the start of the first session of each day, and that it is kept on for the remainder of the day. Each day a thread message will be sent prior to the first session from Race Control and from the Chief Timekeeper. For any issues relating to Driver ID, please message the Chief Timekeeper directly. Please note that Scrutineers/Technical also have access to the APP and may send messages to you if required.
- 1.2 Please ensure you have your Pit Wall radio on 10 minutes before each session. A test radio message will be given from Race Control approximately 5 minutes before the start of each session and will be notified via the timing monitors. If you do not hear the test radio message, please give us a “shout” via the APP or advise your ACO Pit Lane Marshal. The radio frequency will remain active for 10 minutes after last car has entered the Parc Fermé.
- 1.3 If any team experiences problems (in the garages or at the pit wall) with the timing and video feed from the circuit, it must be informed immediately via the APP or advise your ACO Pit Lane Marshal.
- 1.4 During any pit stops, please make sure to comply with the safety requirements as stated in Article 12 of the Asian LMS Sporting Regulations.
- 1.5 If you make any changes in your cars overnight, please ensure you inform the Scrutineers first thing in the morning.
- 1.6 Under no circumstances can teams place timing devices and/or beacon less than 3 metres from the official timing systems.
- 1.7 Any tyre manufacturer or brakes support worker working over the 2.5 m 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.
- 1.8 At all times please keep tyres used during sessions available for the Scrutineers.
- 1.9 Unless instructed otherwise, except your fuel rigs, no other equipment will be allowed to remain outside of the garage on the Pit Lane except during the Asian LMS sessions.
- 1.10 Before the start of your qualifying session, cars may not enter their working area until advised by the Race Director.
- 1.11 At any time, and including after the end of the race, any mechanic handling fuel must be fully equipped.
- 1.12 If the Scrutineers deem a car to be dangerous, I will not dispute the Scrutineers’ opinion. If they tell me the cars needs to be stopped, I will stop the car, if they tell me the car can be repaired at the next pit stop, the car must be repaired on the next pit stop.
- 1.13 Cars with one non-functioning head light and/or one rear light will have to repair at the next pit stop, however, if after the pit stop the same light fails, the car will be called in immediately.
- 1.14 Please ensure ALL markings on the Pit Lane are removed before you depart the circuit at the end of the event.
- 1.15 Full season armbands must be worn on the arms at all times.



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2. ON TRACK DRIVING STANDARDS & INCIDENT PROCEDURES

- 2.1 Teams must monitor the position of the car and inform the drivers of faster traffic approaching from behind.
- 2.2 Slower cars when being lapped 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 lapped to use their turning lights. They indicate to show the side of the track they are staying on.
- 2.3 Please acquaint yourselves with the text of Chapter IV of Appendix L to the ISC relating to driving conduct on circuits, special attention should be pay to the following two points:

2.3.1 In Article 2 c) states:

“Drivers must use the track at all times and may not leave the track without a justifiable reason. 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, the driver may rejoin.

However, this may only be done when it is safe to do so and without gaining any lasting advantage. A driver will be judged to have left the track if no part of the car remains in contact with the track.”

2.3.2 In Article 2. d) states:

“Causing a collision, 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.”

- 2.4 If driver consistently crossing the white line defining the edge of the track, – whether gaining an advantage or not – Stewards may decide to delete any lap(s) in question from any session or a ‘drive through’, a ‘stop & go’ penalty or any other penalty available to the stewards.
- 2.5 Yellow Flags Appendix H states in Article 2.5.5.b):
“...During free practice and qualifying, it must be evident that a driver has not attempted to set a meaningful lap time; this means the driver should abandon the lap (this does not mean he has to pit as the track could well be clear the following lap).
- 2.6 Should your car have a Technical issue, it will be called in immediately.
- 2.7 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.
- 2.8 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.
- 2.9 If your driver has an accident and your car **CAN CONTINUE**, your driver may stay in the car should the marshals choose hoist your car to a safe place to then re-join.
- 2.10 If your car **CANNOT CONTINUE** the session or race, please do not continue to speak with the Driver 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. 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.
- 2.11 Please bear in mind that if it rains or if it has been foggy overnight, track verges take longer to dry.



3. STOPPING OF PRACTICE, QUALIFYING OR WARM-UP SESSION

- 3.1 Remember that as per Article 14.1.2 of the Asian LMS Sporting Regulations, during all Free Practice or Qualifying or Warm-up sessions whenever a red flag is declared, we expect all cars must immediately and safely reduce their speed to a **maximum of 80 kph** and proceed with extreme caution to the pits. This is also the case if we go to a red flag whilst a FCY is in operation during a free practice, qualifying or warm up session.

4. END OF QUALIFYING SESSION PROCEDURES

- 4.1 During qualifying, any driver on a slowdown lap must make his best endeavours to not obstruct other drivers. Any behaviour judged as incorrect by me will be reported to the Stewards.
- 4.2 After qualifying, when under Parc Fermé conditions in the garages, teams are allowed only to check the tyre pressure, tyre temperature, remove the data logger USB stick and the Driver may exit the car. No other work or checks may be completed.
- 4.3 At the end of qualifying, cars may only be pushed in to the garage after the chequered flag if they were not called to the scrutineering garage. GT cars must be pushed – not lifted – into their garages on the tyres they qualified on.
- 4.4 Bear in mind that at the end of the qualifying session, LMP2 and LMP3 cars may only change tyres to push your car to scrutineering with the consent of official.

5. START OF RACE PROCEDURES

- 5.1 Please take note of the Pit Lane open times, as stated in the schedule, otherwise your car will have to start from the Pit Lane and will not be allowed to join the race until the last car in the field has covered its first racing lap.
- 5.2 If your driver delayed leaving his position after all cars crossed the Start Line, it may not overtake another moving car and must start the race from the back of the grid. In case your car is able to move before last car crossed the Start Line, he may overtake to regain his position as long as he can do it before crossing Intermediate Line 2 otherwise he has to start from the back of grid. If the intervention car is in front of him when he reaches Intermediate Line 2, he must enter pit lane and start from the end of the pit lane after all cars completed their first racing lap.

6. FULL COURSE YELLOW (FCY)

- 6.1 If the Race Director deems it suitable, a Full Course Yellow (FCY) procedure will be used as per Article 14.5 of the Asian LMS Sporting Regulations.
- 6.2 The time to start FCY will be notified through pit wall radio and timing monitors. There will be countdown to start FCY. By the end of countdown, all cars must reduce the speed to the **maximum of 80 kph**, no overtaking, stay in single file and maintain the distance to the car in front and the car behind.
- 6.3 During FCY, the Pit Lane Entry and Exit remain open.
- 6.4 If your driver caused the FCY, please remind him not speed once he re-joins the track.
- 6.5 Once it is confirmed that a FCY is to be removed, teams will be advised via pit wall radio and timing monitors. Before the track goes green, all cars must remain single file. When the FCY ends, all marshal posts will display a waved green flag. At this moment it is back to racing, no matter where your car is in the sector. Should a driver see a marshal with a yellow flag, this flag must be respected as there may have been an incident immediately before/after the FCY procedure was called to end.



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7. SAFETY CAR

- 7.1 The Safety Car procedures will be in accordance with Article 2.10 from Appendix H to the ISC and Article 14.6 of the Asian LMS Sporting Regulations.
- 7.2 Once the Safety Car is deployed, we expect the leader to slow down to the speed between **70 kph to 90 kph**, all cars to compact the line behind the Safety Car. Safety Car will then dictate the speed, cars must not fall more than five car lengths apart. Drivers are required to drive safely and close all the gaps to the cars in front.
- 7.3 Pit Entry will be closed during the first three laps of the Safety Car. Details procedures about accessing to the pits are listed in Article 14.6.5 of the Asian LMS Sporting Regulations.
- 7.4 During the use of the SC, normally the Pit Exit will close as the SC approaches **Pit Entry/Safety Car Line 1** and should open as the last car in the line behind the Safety Car crosses **Safety Car Line 2**.

8. PASS AROUND

- 8.1 During the pass around procedure zigzagging is not allowed.
- 8.2

9. SUSPENSION OF THE RACE

- 9.1 Should there be a red flag during the Race, the red flag line will be advised on the Drivers and Team Managers Briefing notes for each event. When the signal to suspend the race is given, overtaking is prohibited, the pit entry and exit will be closed, and all drivers must drive their cars slowly to the red flag line, where they will line up in single file with the Safety Car placed in front of the cars.
- 9.2 All cars are under Parc Fermé rules, no repairs or interventions either in the pits or on the grid. Except with the authorization from Race Control and under supervision of Scrutineer, solely restricted to connection of an external battery, engine start for temperature control, covering the car if it is raining.
- 9.3 If I decide to authorise tyre change, this must be carried between 10 to 5 minute before race resumes and wheels resting on the ground by the 3 minutes board displayed on the grid.

10. END OF RACE PROCEDURES

- 10.1 If you are not fighting for position on the last lap of the race, please instruct the driver to leave space to the car in front, as this will be a huge help for the presentation of the chequered flag.
- 10.2 At the end of the race, after you have taken the chequered flag, we do not expect you to overtake other cars.
- 10.3 Climbing on the debris fence on the pit wall at the end of the race looks very nice on TV but I regret informing that it is illegal and dangerous which is stated in Appendix H to the ISC.
- 10.4 Co-drivers of the top 3 cars in each class must go to the podium and TV interviews immediately after the chequered flag.

Eduardo Freitas
Asian Le Mans Series Race Director

Dubai, 8 February 2021



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