



EUROPEAN LE MANS SERIES COMMITTEE



Request number (to be completed by the Committee Secretariat)	ELMS_2021_R0013_United Autosports_Miscellaneous
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APPLICANT INFORMATION

Type of applicant: Team Manufacturer Other:

Licence name: United Autosports

Applicant name: Max Gregory

Quality: Team Manager

Email address: max@unitedautosports.com

Date: 13/04/21

CATEGORY

LMP2 LMP3 LMGTE

CAR MODEL

Oreca 07 & Ligier JSP320

HOMOLOGATION NUMBER (IF APPLICABLE)

PURPOSE OF THE REQUEST

Given the move to a more simplistic set of pit stop regulations, there seem to be a lot of questions needed to be asked by teams regarding clarification of the new rules. Correctly, these questions have been posed using the relevant committee request form for the Championship.

It is assumed that the move to a more simplistic set of regulations which are more or less replicated across FIA WEC, ELMS and MLCM is to make policing these regulations easier. However, given that there are different teams in each Championship, but the pit stop regulations are largely the same, clarifications are being given for specific points in the regulations in one championship but not the others.

For example, WEC committee decision “WEC_2021_R005” Porsche GT Team request that on safety grounds the fire extinguisher attendant should not be the one to place the earth clip on the car, so that their attention is 100% focused on any potential fires. This was deemed by the WEC Committee a valid point on safety grounds and the regulation was adjusted to allow the mechanics to ground the car before refuelling. This has not then been replicated across ELMS and MLCM regulations, which may well be the intention by the committee. However, as a team which competes across all three championships and receives all of the committee decisions, it is quite easy now to get confused about what may have been clarified for the same regulation in one championship but not for another, and we again now have a complicated and disjointed set of regulations to follow.

Any decision taken by the European Le Mans Series Committee is not subject to appeal.



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Regarding 'grounding the car': a decision similar to WEC is already on the cards and will be issued shortly.

Another example is within MLMC Committee decision "MLMC_2021_R001_CD Sport_Miscellaneous". A number of relevant questions are asked, in particular point 12, which is given the answer "changing the driver bottle is allowed at any time", which would presumably imply that under 12.2.2b) that the driver bottle is not assumed to be a 'part' and as such can be brought into the working area during the refuelling process. If this is the case, then this would be a very relevant point to both the ELMS and FIA WEC championships, since these particular points in the regulations are the same. It also raises the question as to what else is not considered as a 'part', for example the data stick.

Our request on the above points would be that if a question relevant to all championships is asked and clarified in any one of the ACO regulated championships (ELMS/MLMC/WEC), that the same adjustment to the regulations or clarification is distributed or replicated across all of the championships. Hopefully this will make the information flow easier, reduce complication for the teams and those policing the rules and also help reduce repeated questions to the Committees.

In addition to the above, we have some questions about the current 2021 ELMS regulations:

1. The reference to parking the car parallel to the pit line during a pit stop seems to have been removed. We assume that the intention is for us to park the car parallel to the 2.5m line as in previous years, but would like to have this clarified.

Art 12.2.2 a) will be clarified as follow:

12.2.2 Pit stop procedure

a) Arrival of the car in the working area

Only one person, the car controller, is responsible for stopping the car safely (notably: parallel to the 2,5m line and at least at 50 cm from it) in its working area and is permitted in the working area before the car stops. This person may remain in the pit lane throughout the stop and supervise but may perform no other function.

2. If the above point 1 is true, if you are blocked by another car in the pit box before yours, will it be permitted to park the car at 45 degrees and skate the car to parallel before work commences. Similarly, if you are blocked on both sides when trying to leave your pit box and cannot 'push back', will it be permitted to skate the car to 45 degrees in order to leave.

Art 12.2.1 will be clarified as follows:

12.2.1 General obligations regarding pit stops

For personnel working on the car: the presence of equipment and personnel (excluding the official in charge of inspecting the cars) in the working area is only authorised when the car is present, and its engine is off.

Drivers are prohibited from undoing the safety elements (harness, headrest and, where applicable, safety net), except when the car is stopped in the working area and its engine is off. Before leaving the working area, the driver must restart the engine and the lights without external assistance. He may only do so when the car is resting on its wheels.



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Skates can be used to move a car parallel to the line (see 12.2.2 a). It is reminded that mechanics can push the car back.

3. The reference to parking the car at least 50cm from the pit line seems to have been removed. We assume that the intention is for us to park the car at least 50cm from the 2.5m line, but would like to have this clarified.

As per 12.2.2 a) amended , parking must be done in a safe way – parallel to the 2,5m line & 50 cm from it.

4. The reference to laying wheels flat on the ground has now been removed. If a wheel is not placed perfectly flat and it rocks on the ground, is this now acceptable? I appreciate that if the wheel rolls away, this would likely be classed as unsafe. However, the wording used to be very clear, but now it is not.

Art 12.2.2 a) will be clarified as follow:

12.2.2 Pit stop procedure

c) Intervention

A maximum of three persons are authorised to intervene on the car, to conduct any type of operations.

Two industry representatives are permitted to check the tires and/or the brakes, but may not perform any other function

*Tyre changing must be done with the help of at most two wheel guns (pneumatic only). **At any time during tyre changing operations, no wheel must be left unattended. Detached wheels must be always carried by mechanics or lay flat on the ground.***

5. Can a mechanic now leave a wheel unattended as long as the refuelling has finished? This was never the case last year, but now it is not referenced.

We believe the above 12.2.2 c) amended clarifies.

6. Is it permitted for a mechanic to swap armbands with another mechanic mid-pit stop, as long as they are not in the working area? Historically this was always very clear, but now not referenced.

Art 12.2.2 will be clarified as follow:

12.2.2 Pit stop procedure

A Driver change may be completed at any time during a pit stop. Drivers may not take part in any other intervention than directly related to the drivers' change.

*The persons who intervene in the working area must wear, where applicable, the coloured armbands distributed by the Promoter. **Each person must have one function and cannot perform any other one unless permitted by these regulations.***

A car controller is responsible for the safety of the whole pit stop.



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7. The only pit-stop participants which are expressly not permitted to perform any other function are the Car Controller and the Industry Representatives (12.2.2a and 12.2.2c). Does this mean that the other members of the pit stop crew can now do another function?

We believe the above Art 12.2.2 amended clarifies.

8. The reference to a car spinning its wheels when leaving the pit box is no longer present. We assume that the intention is for us to not spin the wheels upon leaving the pit, but would like to have this clarified.

As per Art 12.2.2 d), if the car is released safely by the car controller, there is no further restriction on the way it leaves the working area.

9. Which items are not classed as 'parts' during the interventions that can take place during refuelling. It has already been clarified within an MLMC committee decision that the driver drinks bottle can be changed at any time. Can, for example, the data stick also be changed at this time?

We feel that the below provision from Art 12.2.2 b) is clear enough:

A maximum of three persons, without any tools except for those for manual cleaning or tyre/brake checking, may perform operations, provided that no bodywork panel is removed, and no part of any sort is brought to the working area.

10. The reference to the permitted location of a car's fuel rig in the pit lane is no longer present or defined in the regulations. Could you please clarify if there is any guidance or specifics on where these can be placed, or whether this is now at the team's discretion.

Must comply with Appendix 7 – Pit marshals are fully entitled to ask a Competitor to move a fuel rig.

11. Article 12.2.2b) references the fact that two industry representatives are permitted to check the brakes / tyres. Will these industry representatives be required to wear an armband, and will these be issued directly to the relevant industry, or to the team as in previous seasons?

This was intended to be like last year – therefore Art 12.2.2 b) & c) will be clarified as follows:

12.2.2 Pit stop procedure

b) Refuelling & c) Intervention

A maximum of two industry representatives and/or technicians are permitted to check the tires and/or the brakes, but may not perform any other function

Again, it would be helpful to clarify if the above points and regulations are identical in their intention for ELMS & WEC & MLMC.



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APPLICABLE REGULATION

- 2021 European Le Mans Series Sporting Regulations
- 2021 Technical Regulations for LMP2 Prototype Homologated in 2017
- 2021 Technical Regulations for LMP3 Prototypes
- 2021 Technical Regulations for Grand Touring Cars – LMGTE Homologated from 2016
- Other:

APPLICABLE REGULATION (TO BE COMPLETED BY THE COMMITTEE)

- 2021 European Le Mans Series Sporting Regulations – **Article: 12**
- 2021 Technical Regulations for LMP2 Prototype Homologated in 2017 – **Article:**
- 2021 Technical Regulations for LMP3 Prototypes – **Article:**
- 2021 Technical Regulations for Grand Touring Cars – LMGTE Homologated from 2016 – **Article:**
- Other:

DECISION (TO BE COMPLETED BY THE COMMITTEE)

- Accepted**
- Accepted (conditional – see comments below)**
- Rejected**
- Suspended**
- Other: see comments below**

Date: 13/04/2021

COMMENTS (TO BE COMPLETED BY THE COMMITTEE)

See comments [in blue](#) within your request. We trust this clarifies. ELMS and MLMC Committee decisions will be issued shortly and forwarded to the WEC Committee for consideration.



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PERIOD OF VALIDITY/APPLICATION OF THE DECISION

This decision comes into effect:

- with immediate application**
- from:

And is applicable:

- until further notice**
- for the above-mentioned Competition only