



EUROPEAN LE MANS SERIES COMMITTEE



TO: Teams Manufacturers
CATEGORY: LMP2 LMP2 Pro/Am LMP3 LMGT3

DECISION N°: ELMS_2024_D24_All_Sporting_Clarifications

DATE: 13/08/2024 **FROM:** The European Le Mans Series Committee

SUBJECT: Sporting clarifications for the 2024 season

APPLICABLE REGULATION

2024 European Le Mans Series Sporting Regulations

DECISION

This document is published by the ELMS Committee to gather all the clarifications reporting to the 2024 ELMS Sporting Regulations.

This document cancels and replaces all the Committee decisions clarifying the sporting regulations already published until 25/04/2024 (#D01, #D02, #D05, #D06, #D08, #D09, #D10, #D11, #D12, #D16).

ARTICLE 4.2.3 – Cameras – Clarification

4.2.3 Competitors' cameras

Images collected may only be used by the team for private use.

The images may not be broadcast in any way via the internet or any other means. They may not be given to third parties. The images filmed by the team may, subject to the prior and discretionary with approval of the Stewards', be used by teams as evidence in their defence in case of an inquiry, provided that the team owning / using the camera that filmed them. A camera may only be used to film the team which made the request for that camera.

Any camera that is found to be filming the activities of third parties may be seized and may result in the team having all its permits for cameras revoked.

Under no circumstances may a camera recording be used to form the basis of any kind of protest, complaint or action against another team or a third party.

Teams must surrender any images requested by a race official or the Series TV rights holder. Those cameras are forbidden for qualifying and race sessions.

Competitors' cameras whose sole purpose is to film the competitor's own pit stops are permitted throughout the event.



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ARTICLE 6.5.5 – TYRE HEATING – Clarification

6.5.5 Heating, treatment and modifications

Only the Technical Delegates and their assistants are responsible for determining a breach of the below.

Any chemical and/or mechanical treatment of the tyres is prohibited, except for the removal of debris collected on the track. It will be permitted to use a heating tool to remove debris or clean the wheels except for slots beginning two hours before a session until the end of that session.

During a session, using a heating tool to remove debris from a tyre is allowed as long as it is only on a portion of the tyre ; tyre cannot have exceed heat when being fitted in the car.

In any case, the heat gun cannot be used to add heat in the tyre in order to gain performance.

The tread and profile of the tyres must not be modified or recut.

Any process that involves a direct or indirect attempt at modifying the temperature of a tyre (compared to the ambient temperature) is forbidden. This includes but is not limited to: warming of the car's suspension components, wheel hub assembly and braking system; modification of the filling medium, water heating system/element when washing the wheels. Use of any thermal or heat retention device, as well as the chemical treatment or use of chemical components for tyres, rims and wheels are forbidden. Competitors are prohibited from having any of the abovementioned items in their possession throughout a Competition.

Tyres, wheels and rims must remain entirely visible, without any form of obstruction, throughout a Competition. They must only be stored in areas designated by the ELMS Committee the outside area situated immediately to the rear of the garage.

In any case, instructions of the officials must be respected.

Use of storage tents in designated areas is permitted only if they are always ventilated with ambient air and accessible. Further restrictions may be applied regarding qualifying tyres by the Technical Delegates.

ARTICLE 6.6 – CRANKING OPERATION – Clarification – New article

6.6 Engine starting

For the purpose of these regulations, any cranking operation is considered as starting the engine.

ARTICLES 7.2.6 – RIGHT OF APPEAL – Correction of clerical mistake in the English version

7.2.6 Right to Protest, Appeal and right of Review

Right to protest

Protests must be made in conformity with the Code and accompanied by a deposit defined by the local ASN, paid in cash.

Right of appeal

The competent sporting tribunal for an appeal is the one from the FFSA, save the right to appeal the decision directly before the International Court of appeal in accordance with the FIA juridical and Disciplinary Rules

The appeal fees are defined by the FFSA and will be specified in the appendix 1 of each Competition.

Any decision taken by the European Le Mans Series Committee is **not** subject to appeal as well as the penalties listed under Articles 7.4.

Right of review

This is as provided for in the Code.

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

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ARTICLES 7.4.2 - 7.4.3 - 7.5.1 – PIT LANE PENALTIES – Clarification

7.4.2 Drive-Through

Once the Drive-Through penalty has been notified on the monitors, the car cannot cross the Line more than four times **on track**, except if provided for under these Regulations. Drive-Through penalties are not subject to appeal.

7.4.3 Stop & Go

Once the Stop & Go penalty has been notified on the monitors, the car cannot cross the Line more than four times **on track**, except if provided for under these Regulations. The Stop & Go is served in the working area, under the sole responsibility of the car controller. The car must come to a complete stop and may be released either immediately, or if a Stop & Go with time penalty is specified, the car must remain motionless for this time. The engine can be kept running (unless otherwise stated in the decision), but no operation is authorised on the car, and the Driver must remain on board.

After the Stop & Go, the car must leave the working area to re-join the track. Stop & Go penalties are not subject to appeal.

7.5.1 Pit lane penalties

Penalties that have to be served in the pit lane can only be done so after they have been displayed on the timing monitors.

Furthermore, they may not be served:

- if the Safety Car is **deployed on track**.
- **If the Virtual Safety car is deployed**
- if the track is under FCY.
- If a Red Flag is deployed.

Unless the car was already in the pit entry road when the neutralisation was declared, the number of laps covered by the neutralisation will be added to the number of times the car may cross the Line on track, after the driver has been notified on the timing monitors.

ARTICLE 10.1.2 – DRIVERS ELIGIBILITY – Clarification

10.1.2 Drivers' obligation

Drivers must on pain of not being permitted to take part in the race:

- Take part in free practice or qualifying practice, on pain of disqualification; **unless prior and express dispensation has been granted by the Stewards in a case of force majeure.**
- Cover at least **trois three** laps of practice by night and cross the start/finish line at least once when the race takes place partly at night.
- Drivers must drive only the car for which they have been designated, unless prior and express dispensation has been granted by the Stewards in a case of force majeure.
- For all categories, the drivers must set, during one of the official practice sessions, a time at least equal to 110% of the best time set by the fastest car in their category. The panels of the stewards, with the agreement of the Race Director, may derogate this rule if they deem necessary.
- For the LMGT3 and LMP2 Pro/Am categories, only a Bronze driver can **participate qualify the car** in the qualifying.



ARTICLES 11.2.1 - 11.2.6 – STARTING PROCEDURES – Clarification

11.2.1 General procedure

From the moment indicated during the briefing, Drivers must assume their relative grid positions on track.

Drivers in their cars must keep the formation as tight as possible maintaining the distance from the cars in front until they have crossed the start line after the start signal has been given, following one or more formation laps.

At the end of the (last) formation lap, the Leading Car will pull off before the start line.

The car in Pole Position must maintain its speed until the start signal is given. Unless otherwise specified in the briefing, the start signal will be given by turning off the red lights. All the cars will keep their position until they have passed the start line.

There will be a rolling start, given by means of lights.

Any car not starting from the starting grid, and any car that does not cross the start line on track at the end of the last formation lap, will have to start from the pit lane and cannot join the race until the last car on track crosses Safety Car Line 2.

A car starting from the pit lane may be allowed by the Race Director to join **any of** the formation lap(s), when the last car on track crosses Safety Car Line 2 under the condition that the car rests on its wheels at the 5 minutes signal and that no change of tyre will be operated before the start of the formation lap(s).

In this case, the car must stay at the back of the queue for the formation lap(s), and, **at the latest** at the end of the last formation lap, this car must enter the pit lane, **get drive** directly to the end of the pit lane without stopping in its working area and will be allowed to rejoin the track when pit exit will open.

Penalty for the cars starting from the pit lane: 1 minute added to the next pit stop, respecting Article **7.5.1 7.4.9**.

At the time of the start, nobody is allowed in the “Signalling Area” except for officials and fire marshals wearing their passes in full view.

[...]

11.2.6 Car delayed on the formation lap

If a car is delayed **during the formation lap(s) while leaving its starting position**, the car may regain its position **and if the car is unable to regain its position** before crossing the Intermediate Line 2, **during in the course** of the **first second** formation lap, **if the car is unable to regain its position**, it must start the race from the back of the grid.

The car must drop back to the rear of the grid immediately by allowing all cars behind to pass it.

Any car that is unable to be ahead of the Intervention Car before reaching the Intermediate Line 2 before the end of the first formation lap, must enter the pit lane and start from the end of the pit lane, when it is open. In this case, the car will have to respect Article 11.2.1.

In all cases, if a car is delayed on the formation lap, the Competitor must follow the Race Director's instructions.



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ARTICLE 13.2.1 – DRIVING TIMES – Clarification

13.2.1 Lap count

Driving time will be measured without taking pit stops into account:

First stint: Green start light – loop to pit lane entry

First stint for the cars starting from the pit lane: loop from pit lane exit – loop to pit lane entry

Following stints: Loop from pit lane exit – loop to pit lane entry

Last stint: Loop from pit lane exit – elapsed time of the race **per car (individual passing on the control line once chequered flag is presented)**.

ARTICLE 14.4.5 – RESUMING THE RACE AFTER A RED FLAG – Clarification

14.4.5 Concerning all cars, at the resumption of the race

The race will be resumed behind the Safety Car.

When the green lights are switched on, the Safety Car will leave the grid, followed by all the cars in the order in which they stopped behind the red flag line.

~~After the Safety Car has completed one lap, At the resuming of the race, after the last car on track has crossed Safety Car Line 2, the pit exit will open; after that, the procedure defined in Article 14.6 of these regulations will apply.~~

In this case, under exceptional circumstances, and at the sole discretion of the Race Director, pit entry may be opened.

~~During the second Safety Car lap, when all cars from the pit exit have joined the track, all cars that are between the Safety Car and the leader of their category will be released for a further lap, remaining in the same order and without overtaking among themselves. The Safety Car will remain on track until this procedure as been completed.~~

~~The Safety Car will then enter the pits, unless repairs still need to be made (guardrails, tyre barriers, etc.) The Clerk of the Course may decide to keep the Safety Car out until the work has been completed or because of weather conditions.~~

~~During these laps, Article 2.10, Chapter II of Appendix H of the Code will apply.~~

If the race cannot be resumed, the results will be taken as they stood at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

ARTICLE 14.5.4 – FCY & SC – Clarification

14.5.4 FCY and Safety Car

A FCY period may be followed by a Safety Car intervention if the problem remains unsolved and safety may be at risk.

In this case, the duration of the initial pit lane entry closure during the Safety Car procedure will be reduced of one lap (Article 14.6.5) **if the period of FCY is equal or greater than one lap.**



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ARTICLE 14.6.6 – PIT EXIT UNDER SC – Suppression of #D10

14.6.6 Exiting the pit lane under the Safety Car

After the first three laps of the Safety Car, while the Safety Car 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 on.

At the beginning of the procedure, when the Safety Car will enter the track, the pit exit will be closed and exit will open on Race Direction instruction.

Then pit exit will be open at all times, except from when the Safety Car crosses Safety Car Line 1 until the last car of the line of cars following it crosses Safety Car Line 2.

A car re-joining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the Safety Car.

ARTICLE 14.6.11 – Correction of the French version

14.6.11 Cas où la voiture de sécurité doit emprunter la voie des stands

Dans certaines conditions, le Directeur de Course pourra demander à la Voiture de Sécurité d'emprunter la voie des stands. Dans ce cas et à condition que les feux orange de la Voiture de Sécurité restent allumés, toutes les voitures devront la suivre sur la voie des stands sans se dépasser. Toute voiture entrant dans la voie des stands dans ces conditions pourra s'arrêter dans le garage attribué à son équipe, sauf pendant les 3 premiers tours de la Voiture de Sécurité.

Si la Voiture de Sécurité doit faire passer toutes les voitures par la voie des stands durant ses trois premiers tours, le décompte des tours sera effectué au moment où la Voiture de Sécurité et toutes les autres voitures franchissent la boucle de sortie de la voie des stands.

Si la Voiture de Sécurité emprunte la voie des stands, toute voiture se trouvant dans sa zone de travail ne pourra plus la quitter qu'une fois que le feu de la sortie des stands aura passé au rouge. Dans ce cas, une voiture ne peut quitter sa zone de travail qu'une fois que la dernière voiture en file derrière la Voiture de Sécurité est passée devant son garage.

Si un concurrent a besoin d'effectuer un arrêt d'urgence comme défini précédemment) ; alors ce concurrent ne pourra rejoindre la file derrière la Voiture de Sécurité uniquement lorsque la dernière voiture de la file sera passée devant sa zone de travail.

ARTICLE 14.7 – VIRTUAL SAFETY CAR – New article

14.7 Neutralising the race: Virtual Safety Car (VSC)

14.7.1 Placing the race under VSC

The Race Director may declare a Virtual Safety Car (VSC) period if he deems it necessary for safety reasons. Each VSC period will be systematically followed by a Safety Car procedure.

The Virtual Safety Car is a tool intended to secure interventions around the track in the event of an accident. It can be used for an approximate duration of 2 laps before deployment of the Safety Car (SC). It will be deployed immediately by the Race Director.

At the discretion of the Race Director, if the nature of the incident on track is incompatible with its deployment or when the cars are grouped together, the Safety Car may be deployed directly without prior deployment of the VSC.

Once "VIRTUAL SAFETY CAR" is displayed on the monitors, the cars must slow down to 80.00kph, in a single line, and maintain the distance that separates them from the car in front and the one behind.



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Overtaking under VSC is strictly prohibited unless a car slows down due to an obvious problem. When the VSC procedure is deployed, all marshal positions will display waving yellow flags and VSC signs for the duration of the procedure.

The marshal positions preceding the incident(s) will have double yellow flags waved. Drivers must therefore comply with the instructions of the Race Director or, where applicable, the track marshals in the area(s) concerned.

Any car driven in an unnecessarily slow, erratic manner or deemed potentially dangerous to other Drivers at any time when VSC is used, will be reported to the Stewards. This will apply whether the car is driven on the track, into the pit entrance or into the pit exit lane.

14.7.2 Access to the pit lane under VSC

Access to the pit lane will remain open for the duration of the VSC.

The pit lane exit will remain open.

Cars entering the pit lane may pass cars on the track once they have crossed Safety Car Line 1. Any car entering the pits may pass another car after it has crossed the first safety car line.

Cars exiting the pit lane may overtake other cars until they reach Safety Car Line 2. Any car leaving the pits may be overtaken by another car on the track before it crosses the second safety car line.

In the pit entry and exit roads lanes, the maximum speed is also limited to 80.00kph.

14.7.3 End of the VSC

When the Race Director deems it appropriate, he will terminate the VSC procedure by deploying the SC procedure, described in article 14.6.

At this stage, all marshal posts replace the VSC panels with SC panels. The Safety Car will be deployed in front of the leading car of the race and the limit of 80.00kph will be lifted.

APPENDIX 4 – Penalties for breaching the technical regulations

Nr.	Topic	Article	Qualifying	Race occurrence	Race penalty
LMGT3					
9	Energy per stint > BOP limit	Art. 6.8 (TR-LMGT3) ELMS Committee Decision	-	1st time 2nd time 3rd time +	Stop&Go 100 sec Stop&Go 200 sec Stop&Go 300 sec
10	Maximum released powertrain power > limit of Technical regulation and BOP table	Art. 5.1.2 (TR-LMGT3) ELMS Committee Decision	current & next lap times cancelled	1st time 2nd time 3rd time +	Reprimand Stop&Go 5 sec Stop&Go 30 sec
10*	Maximum released powertrain power > limit of Technical regulation and BOP table+5%	Art. 5.1.2 (TR-LMGT3) ELMS Committee Decision	Current & next lap time cancelled	1 st time 2 nd time 3 rd time +	Stop&Go 100 sec Stop&Go 200 sec Stop&Go 300 sec
LMP2 – LMP2 Pro/Am					
11	Cockpit temperature > limit	Art. 16.8 (TR-LMP2)	-	1st time 2nd time +	Warning Add 20 sec next pitstop
ALL CATEGORIES					
12	Data not transferred within due time after pitstop	Art. 6.4.1 (SR)	-	1st time 2nd time +	Warning Add 5 sec next pitstop
13	Team CAN channels not correct		Lap time cancelled	All times	Stop & repair
14	FIA/ACO sensor signal in error		Lap time cancelled	All times	Stop & repair

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15	Use of non-homologated sensors in any session in any event	Stop & go 30 secondes to be applied in the race			
16	Tire pressure below tire manufacturer's requirements	Article 6.5.3 (SR)	Current & next lap time cancelled	1 st time 2 nd time 3 rd time +	Reprimand Stop & go 5 sec Stop & go 30 sec

APPENDIX 5 – DRIVING TIMES FOR LMGT3 3 DRIVERS – Adjustments

LMP2								
3 drivers	min	max		min	max		min	max
Silver	1h00		Silver	1h00		Silver	1h00	
Silver	1h00		Silver	1h00		Gold	1h00	
Silver	1h00		Silver	1h00		Platinum	1h00	
Silver	1h00		Gold	1h00		Gold	1h00	
Silver	1h00		Gold	1h00		Platinum	1h00	
LMP2 PRO/AM								
3 drivers	min	max		min	max		min	max
Bronze	1h00		Bronze	1h00		Bronze	1h00	
Bronze	1h00		Bronze	1h00		Silver	1h00	
Bronze	1h00		Bronze	1h00		Gold	1h00	
Bronze	1h00		Bronze	1h00		Platinum	1h00	
Bronze	1h00		Silver	1h00		Silver	1h00	
Bronze	1h00		Silver	1h00		Gold	1h00	
Bronze	1h00		Silver	1h00		Platinum	1h00	
Bronze	1h00		Gold	1h00		Gold	1h00	
Bronze	1h00		Gold	1h00		Platinum	1h00	
LMP3								
3 drivers	min	max		min	max		min	max
Bronze	00h50		Bronze	00h50		Bronze	00h50	
Bronze	00h50		Bronze	00h50		Silver		
Bronze	01h45		Silver			Silver		
Bronze	00h50		Bronze	00h50		Gold		01h00
LMGT3								
3 drivers	min	max		min	max		min	max
Bronze	00h45		Bronze	00h45		Bronze	00h45	
Bronze	00h45		Bronze	00h45		Silver	00h45	
Bronze	00h45		Bronze	00h45		Gold		01h15
Bronze	00h45		Bronze	00h45		Platinum		01h15
Bronze	01h30		Silver	00h45		Silver	00h45	
Bronze	01h30		Silver	00h45		Gold		01h15
Bronze	01h30		Silver	00h45		Platinum		01h15

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APPENDIX 6 – ELMS & GOODYEAR PATCHES – Clarification

2.1 European Le Mans Series patches

The European Le Mans Series patches must be stitched/embroidered on the drivers' and mechanics' overalls in the respect of the FIA safety rules.

Any breach of this article may lead to sanctions imposed by the Stewards up to the disqualification of the car.

The position of the patches on the drivers' and mechanics' overalls must respect the positioning diagram below.

All the specifications are available from LMEM upon request.

The dimensions of the embroidered patches are: 11 cm (length) x 6 cm (height).

For the competitors participating in the 24 Hours of Le Mans, the patch of the Serie on the left sleeve could be replaced by the 24 Hours of Le Mans patch.



DRIVER



MECHANIC

2.2 Goodyear patches (for the LMP2, LMP2 Pro/Am & LMG3 categories only)

The « Goodyear » patch will have to be sewn on the drivers' and mechanics' overalls for all the competitors within the orange area shown in the drawing below and in the respect of the FIA safety rules.

Any breach of this article may lead to sanctions imposed by the Stewards up to the disqualification of the car.

Competitors are advised to embroider the « Goodyear » patch/logo directly on the overalls as close as possible from the European Le Mans Series patch and if possible, directly underneath. Embroidered logo dimensions are around 15cm (length) x 2,5cm (high).





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APPENDIX 7 – GENERAL SAFETY IN PIT LANE – Clarification

1. General safety recommendations

It is the obligation of the teams to complete a pit stop and operate the garage in a safe manner at all times. The following must be taken into account:

- Air bottles must be firmly anchored.
- The use of tools that may cause sparks is prohibited in the working area and garage.
- No tools may be in the working area except during an intervention.
- **The use of dry ice is forbidden in the garage, in the pit lane and on the grid at any moment during a Competition.**
- Installations on the signalling wall may not protrude into the pit lane or track, except to signal the Driver when passing. Signals may not flash.
- Teams must follow the instructions of the officials regarding safety. Safety instructions are not subject to protest or appeal.
- **It is prohibited to use any system allowing the driver to give the start command while relying entirely on vehicle sensors to prevent engine starts. This includes but is not limited to “drop start” functions and “fuel coupling” strategies. The engine start command must be given by the driver once the refuelling or other operations are complete, and when safety conditions are met, in compliance with article 12.**
- During any engine fire up conducted inside the garage, all exhaust fumes must be extracted and redirected outside the garage and away from personnel. Fumes may not be directed towards the public when present.

PERIOD OF VALIDITY/APPLICATION OF THE DECISION

This decision comes into effect:

- with immediate application**
- from:

And is applicable:

- until further notice**
- for the mentioned event(s) only