



EUROPEAN LE MANS SERIES COMMITTEE



TO: ☒ Teams ☒ Manufacturers

CATEGORY: ☒ LMP2 ☒ LMP2 Pro/Am ☒ LMP3 ☒ LMGT3

DECISION N°: ELMS_2025_D06_Sporting_clarification

DATE: 24/03/2025

FROM: The European Le Mans Series Committee

SUBJECT: Sporting clarification for the 2025 season

APPLICABLE REGULATION

☒ 2025 European Le Mans Series Sporting Regulations

DECISION

This document is published by the ELMS Committee to gather all the clarifications reporting to the 2025 ELMS Sporting Regulations.

This document cancels and replaces the following Committee decision(s): #D02

Clarifications carried over from the above-mentioned decisions are highlighted in yellow.

Further clarifications brought by this decision are highlighted in green.

ARTICLE 6.2.4 – Success ballast for LMGT3 - Definition

6.2.4 For cars in the LMGT3 category

An equivalence system named "Balance of Performance" (BoP) applies to cars entered in the LMGT3 category. The aim of BoP is to allow Grand Touring cars of different engineering designs to compete in the same category.

The European Le Mans Series Committee will make adjustments to the BoP as provided for in the Technical Regulations in force for cars in the LMGT3 category.

Success ballast will be imposed for LMGT3 cars entered in the Championship (see Article 3.1.1). It will be in effect at all Competitions.

The calculation system will be determined by the ELMS Committee before the first timed session of the pre-season testing.

The calculation system will use the results of previous races (if any have been held) and series positions, provided that all cars start the season with a ballast of 0 kilogrammes).

The calculation system is defined as follows:

- It is computed with $A + B + C = \text{success ballast per car (in kilogrammes)}$,

- A being determined by the result of the previous Competition (Race -1):

- o 1st: +15 kg
- o 2nd: +10 kg
- o 3rd: +5 kg

- B being determined by results of the Competition preceding the previous Competition (Race -2)

- o 1st: +15 kg
- o 2nd: +10 kg
- o 3rd: +5 kg

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

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- C being determined by the current series standings

- o 1st: +15 kg
- o 2nd: +10 kg
- o 3rd: +5 kg

- Any car not entered in the Series (joining race by race) will receive a fixed ballast of 15 kilos.

ARTICLE 6.4 – Lights – Clarification

6.4.5 Display Panel and Leader lights

Integration of Article 6.4.5:

The use of Leader Lights and Display Panels is not required in the Serie. Accordingly, cars in the LMP2 and LMGT3 categories may run without them, in deviation from their homologation form and from Article 7.9 of the 2025 LMGT3 Technical Regulations.

If these components are removed, any resulting openings must be sealed using bespoke covers or bodywork parts, both of which must be supplied by the vehicle manufacturer. Alternatively, sealing by foil or tape may be accepted, subject to explicit approval by the scrutineers.

In all cases, the sealing must be securely affixed to the vehicle and must respect the originally bodywork surface.

ARTICLE 6.5.4 – Tyre allocation – Clarification

6.5.4 Allocations

The maximum number of dry-weather tyres that can be used during a Competition is defined as follows:

- For free practice sessions, from the beginning of the practice sessions.
- For the qualifying session and the race, from the start of the qualifying session.
- To go from the pit lane to the starting grid before the start of the race, the tyres used can be either dry-weather tyres or wet-weather tyres and will not be counted in the allocation.
- At From the start of a Competition, any dry weather tyres used must be new (except for the Bronze test session as mentioned in Article 8.1.3)

	Free practices	Qualification + Race
LMP2	8	12
LMP2 Pro/Am	8	12
LMP3	16	
LMGT3	No limitation	

In the LMP2 and LMP2 Pro/Am categories, two additional tires may be introduced anytime at each Competition of the Series

In the LMP3 category, four additional « joker » tires can be used during the season, left to the discretion of the competitor and after declaration to the Technical Delegate.

For the “additional” competitors (race by race entry), an additional “joker” tire can be used at any time during the Competition concerned, left to the discretion of the Competitor after declaration to the Permanent Technical Delegate. This allocation cannot exceed two additional “joker” tires during the season.

Wet-weather tyres

The number of wet-weather tires usable during a Competition is not limited.

Wet-weather tyres can only be used once the track has been declared wet by the Clerk of the Course / Race Director.

Tyres for wet weather may have been already used and must be of the specification declared by the tyre manufacturer.



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APPENDIX 2 – ENTRY FORMS AND FINANCIAL CONDITIONS – Clarification

Article 5. Advance on technical costs and fuel

All Competitors officially selected by the Selection Committee must pay the following sums to LMEM as an advance on fuel and other technical costs such as marshalling services and positioning:

For the LMP2 and LMP2 Pro/Am categorie :

- € 25 000 : on March 15th of each year, at the latest.
- € 5 500 : on March 15th of each year at the latest (rental fee for marshalling system).
- € 700 : on March 15th of each year, at the latest (concerning the lease of the Accident Data Recorder)
- € 20 000 : on August 1st of each year, at the latest.
- €5 000 : on October 1st of each year at the latest.

For the LMP3 and LMGT3 categories:

- € 20 000 on March 15th of each year, at the latest.
- € 5 500 : on March 15th of each year at the latest (rental fee for marshalling system).
- € 700 : on March 15th of each year, at the latest (concerning the lease of the Accident Data Recorder) for the LMGT3 categories
- € 1000 : on March 15th of each year, at the latest (concerning the lease of the Accident Data Recorder) for the LMP3 categories
- € 20 000 : on August 1st of each year, at the latest.
- € 5 000 : on October 1st of each year at the latest.

These payments must be done into the bank account of LMEM (see Article 3.3.3)

LMEM may ask an additional advance on technical costs before the last Competition of the Series.

The amounts not used as advance on technical costs and fuel will be returned after the last Competition in the season.



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APPENDIX 6 ART. 2 – SIGNAGE AFFIXED TO THE DRIVERS AND MECHANICS – Clarification

2.1 ELMS 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

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