



# EUROPEAN LE MANS SERIES COMMITTEE



**TO:** ☒ Teams ☒ Manufacturers

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

**DECISION N°:** ELMS\_2025\_D11\_Sporting\_clarification

**DATE:** 25/06/2025

**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): #D10

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  $A + B + C$  = 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

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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<br>+ 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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## ARTICLE 7.5.1 – PIT LANE PENALTIES – Clarification

### 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~~ pit lane penalties cannot be served in the following situations:

- if the Safety Car is deployed;
- 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.

For the avoidance of doubt, a pit lane penalty may only be served from the lap following the end of the neutralisation, unless the track is neutralised again.

## ARTICLE 9.1.14 – PIT LANE BEHAVIOUR

### 9.1.14 General discipline during practice

During practice, the discipline applicable in the pits and on the track, as well as all the safety measures, are the identical to those applicable during the race.

~~Access to the working lane and the fast lane will be given by the Race Director via the official communication channels. From that moment on, the requirements of Article 12 will apply.~~

## ARTICLE 12.1 – PIT LANE BEHAVIOUR

### 12.1.1 General safety in the pit lane

The Competitor must ensure that the installations and the work in the pit and the pit lane:

- Are safe;
- Respect the prescriptions stated by the Promoter and the Officials;
- Do not obstruct the other Competitors.

These elements are left to the sole discretion of the pit lane Officials and are not subject to appeal before the Sporting Power.

~~Access to the working lane and the fast lane will be given by the Race Director via the official communication channels ; fom that moment on, the requirements of Article 12 will apply~~

Cars may only be pushed from their garage.

Cars may not enter or leave the pits or their pit stop position in a way that could endanger pit lane personnel or another car and driver.

It is allowed to use skates.

Cars may be released only if it is safe to do so. An additional penalty may be assessed if, in the opinion of the stewards, a driver continues to drive a car knowing it to have been released in an unsafe condition.

During a pit stop, from the line painted in front of the pit shutter, an assistant with an extinguisher must be beside the car at all times.



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## 12.1.2 Pit lane areas

When the circuit allows, the pit lane is to be divided into three areas:

- The fast lane: this is the lane closest to the pit lane wall. A car can access the fast lane only under its own power.
- The acceleration and deceleration lane (or blending lane): this is the central lane, reserved exclusively for the transition of a car joining:
  - o its dedicated stopping area, when coming from the fast lane;
  - o the fast lane, when it leaves its stopping area.

This lane is not intended for circulation.

- The working area: this is the part closest to the garages, where work on the cars is allowed. It has a wall or a painted line in front of the pit shutter on one side and a line separating it from the central lane on the other. The presence of people is only authorised during interventions on the car.

Cars in the fast lane have priority over cars in the acceleration lane or working area.

Except in special circumstances or otherwise specified in the applied regulations, the pit lane must be used, in complete safety, exclusively to allow cars to stop in their dedicated stopping area. In particular, it is not allowed to use the pit lane for the purposes of overtaking or to stop elsewhere than in its dedicated stopping area.

Penalty: at the discretion of the Stewards.

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## ARTICLE 13.2 – RACING DRIVING TIME - Clarification

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### 13.2.2 Driving times measurement

The driving time of a Driver is measured by the addition of each of its stint that will be driven during a race.

A stint is driven each time a car is going into the pit lane, with a Driver change or not.

The driving time for each stint is measured as follows:

- First stint: Green flag Start signal to pit lane entry line loop;
- First stint for cars starting from the pit lane: pit exit loop – pit entry loop;
- Following stints: Loop from pit lane exit line to pit lane entry line loop;
- Last stint: From pit lane exit line loop until the elapsed time of the race per car (individual passing on the control line once chequered flag is presented).

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## ARTICLE 14 – RED FLAG PROCEDURES – Clarification

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### 14.3.1 General provisions and conduct to adopt

Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course will order red flags to be shown at all marshal posts and the abort lights to be shown at the start line.

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 (the location of which will be confirmed by the Race Director in the Drivers' Briefing), where they will line up in single file, on the left hand side of the track.

The order of cars that will be taken into account will be the order in which they stopped behind the red flag line. The Safety Car will be placed in front of the cars lined up behind the red flag line.

While the race is suspended:

- Neither the race nor the timekeeping will be halted unless in the case specified below.
- If the circumstances so require and permit it, the Stewards may take the decision to stop and/or modify the race time set. This may not exceed the time of the race provided for in Appendix 1 of the Competition.

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- Driving time during a red flag period will not be counted and the Stewards will confirm the updated driving times before the re-start of the race. The driving time will re-start to count, at the resuming of the race, once the Safety Car will leave the **grid track at the resuming of the race**, as defined in Article 14.4.5.
- Only officials and one person per car wearing a red armband are allowed on the grid.
- The Drivers are allowed to leave their cars (but must not move away from them) and remove their helmets and gloves.
- Driver changes are prohibited.
- The Drivers must obey the officials' instructions at all times.
- As *Parc Fermé* rules apply to all the cars, no repairs are authorised on the track or in the pits.

## 14.4.2 Procedures concerning cars present on the grid

At the "15 minutes" signal

- The Race Director, for safety reasons, may authorise a tyre change.
- A maximum of 4 team personnel per car, wearing the appropriate armbands, and equipped as defined in Article 4.2.2, will be allowed to access the grid to carry out exclusively the following tasks:
  - Assisting the Driver,
  - Helping to start the car with an external battery,
  - Checking the tyres and brakes,
  - Changing the tyres if allowed by the Race Director,
  - Removing the cover from the car,
  - Removing the cooling or heating device for Hybrid cars,
  - Demisting the windscreen,
  - For cars eligible for Pass Around, the use of skates will be permitted to shift cars to the right side of the track to facilitate the procedure.
- The same operations will be allowed for cars in the pit lane.

At the "5 minutes" signal

- The cars must be uncovered.
- The Driver needs to be in the car.
- The cars must be resting on their wheels, without any cooling device.
- Cars eligible for Pass Around must be correctly positioned on the right side of the track.
- If a car that is on the grid between the top overall car on the track and the red flag line is also eligible for Pass Around, then once it joins the back of the line of cars behind the car safety, this car must position itself on the right side of the track and wait for instructions from the Race Director to proceed with the Pass Around.
- If the leader of the category entered the pit lane after the red flag procedure has been deployed, the next car in the classification of the relevant category will be deemed to be the category leader for the purpose of Pass Around eligibility.

5 minutes before the race resumes

- Once the cars are on their wheels, all cars located on the grid between the best overall classified car on track and the red flag line will be waved off to complete one lap without overtaking and join the rear of the line of cars behind the Safety Car.

At the "3 minutes" signal

- 3 minutes before the race resumes.
- The Driver needs to be in the car.
- The cars must be resting on their wheels, without any cooling device.
- Cars eligible for Pass Around must be correctly positioned on the right side of the track.
- If a car that is on the grid between the top overall car on the track and the red flag line is also eligible for Pass Around, then once it joins the back of the line of cars behind the car safety, this car must position itself on the right side of the track and wait for instructions from the Race Director to proceed with the Pass Around.
- If the leader of the category entered the pit lane after the red flag procedure has been deployed or is in the pit lane at the 3 minutes signal, the next car in the classification of the relevant category will be deemed to be the category leader for the purpose of Pass Around eligibility.



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At the "1 minute" signal

- All cars eligible for Pass Around (car whose category leader is behind, in the order of cars on the track) correctly positioned on the right side of the track, will be instructed to complete a lap without overtake and join the back of the line of cars behind the Safety Car.
- For the other cars, engines must be started, and the team, tyre and brake technicians must withdraw from the grid. If a Driver needs assistance after the "30 seconds" signal, this shall be signalled by the marshals with the yellow flags.

## 14.4.3 Procedure concerning cars that entered the pit lane before the red flag signal

Any car that is already in the pit entry road at the moment the Red Flag is deployed, for the purpose of this article, will be deemed to have entered the pit lane before the Red Flag signal.

At the "15 minutes" signal

- Work on the cars may resume, respecting the conditions set out in Article 12.

At the "4(four) 5 minutes" signal

- Once the last car eligible for Wave by will pass Safety Car Line 2, the pit exit will open for one minute.

Any cars intending to resume the race from the pit exit may do so in the order in which they got there under their own power, unless another car was unduly delayed.

- These cars will be waved off to complete one lap without overtaking and join the back of the line of cars on track. If one of these cars is also eligible for Pass Around, then once it has joined the back of the line of cars behind the Safety Car, this car must position itself on the right side of the track and wait for instruction from the race direction to proceed with the Pass Around.

3 (three) 4 minutes before the race resumes

- The pit exit will be closed.
- Any car, that entered the pit lane before the Red Flag signal, which has not left the pit must stay at the pit exit until it opens again which will happen after the race has restarted and once the last car on track has crossed Safety Car Line 2.

## 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

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- € 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.

## 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