



CIRCUIT PREFERENCES, RACE FORMATS, AND IDEAS FOR FUTURE SEASONS...

HELP US SHAPE FUTURE ELMS, MLMC & LES CALENDARS FROM 2028 ONWARDS

IF YOU HAVEN'T DONE IT YET, PLEASE COMPLETE THIS SURVEY



THANK YOU FOR YOUR VALUABLE FEEDBACK

4H OF SPA-FRANCORCHAMPS

DRIVERS AND TEAM MANAGERS BRIEFING

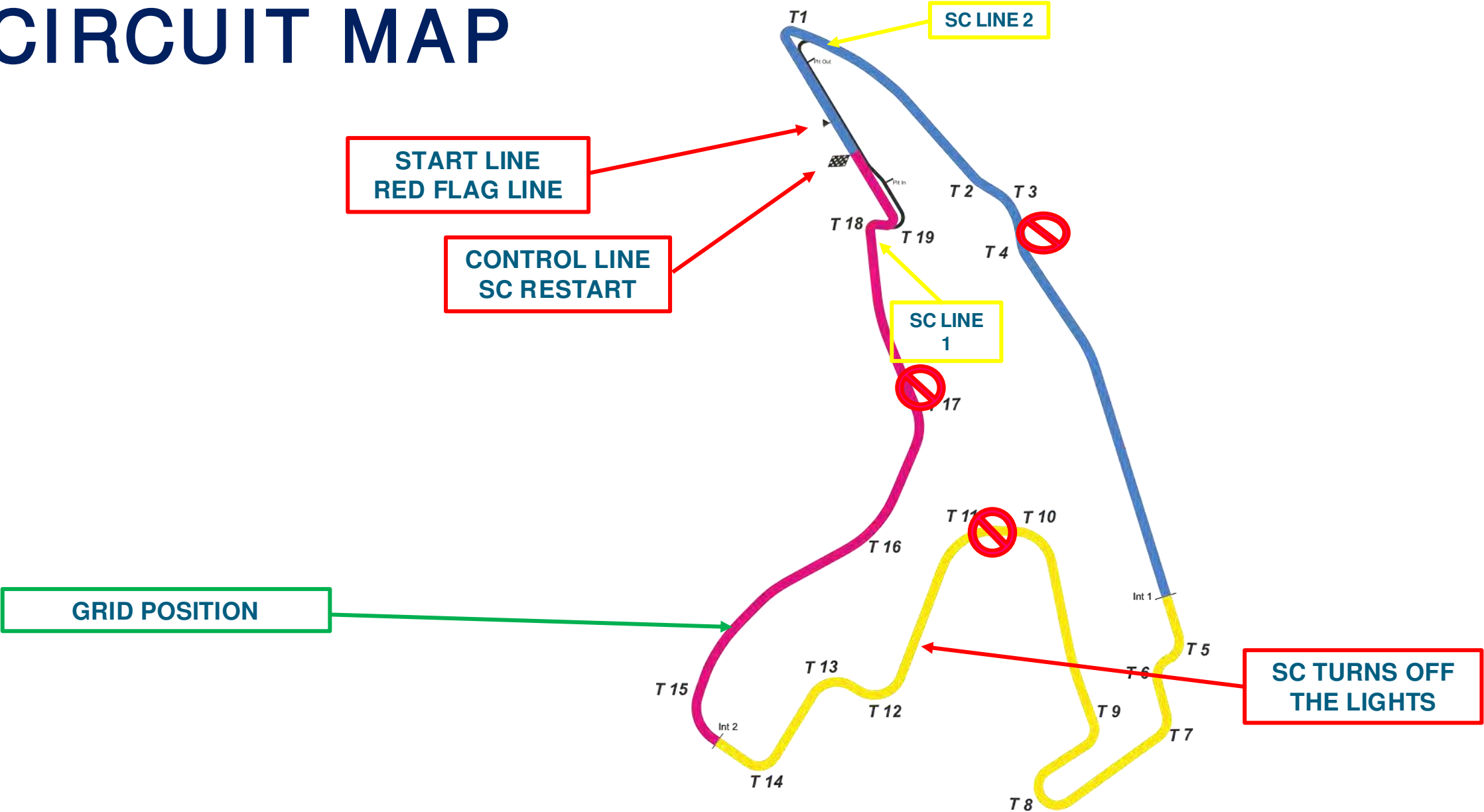
20.08.2026





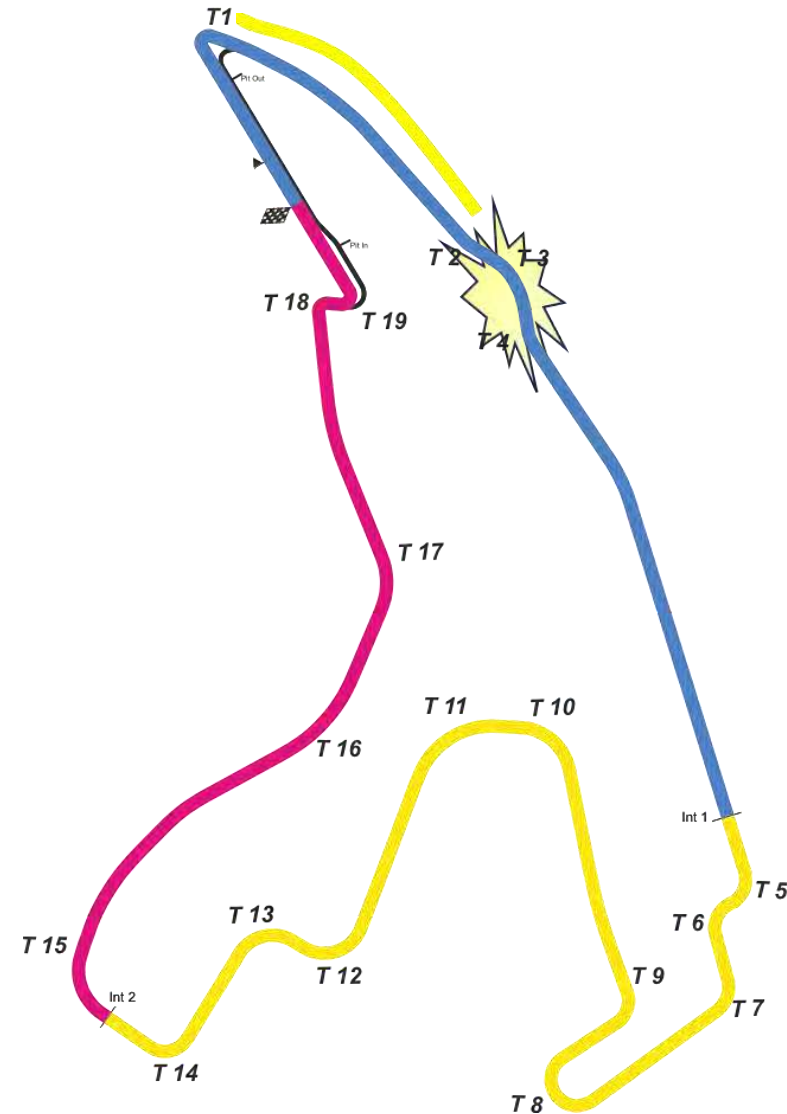
EVENT AND TRACK GENERIC

CIRCUIT MAP

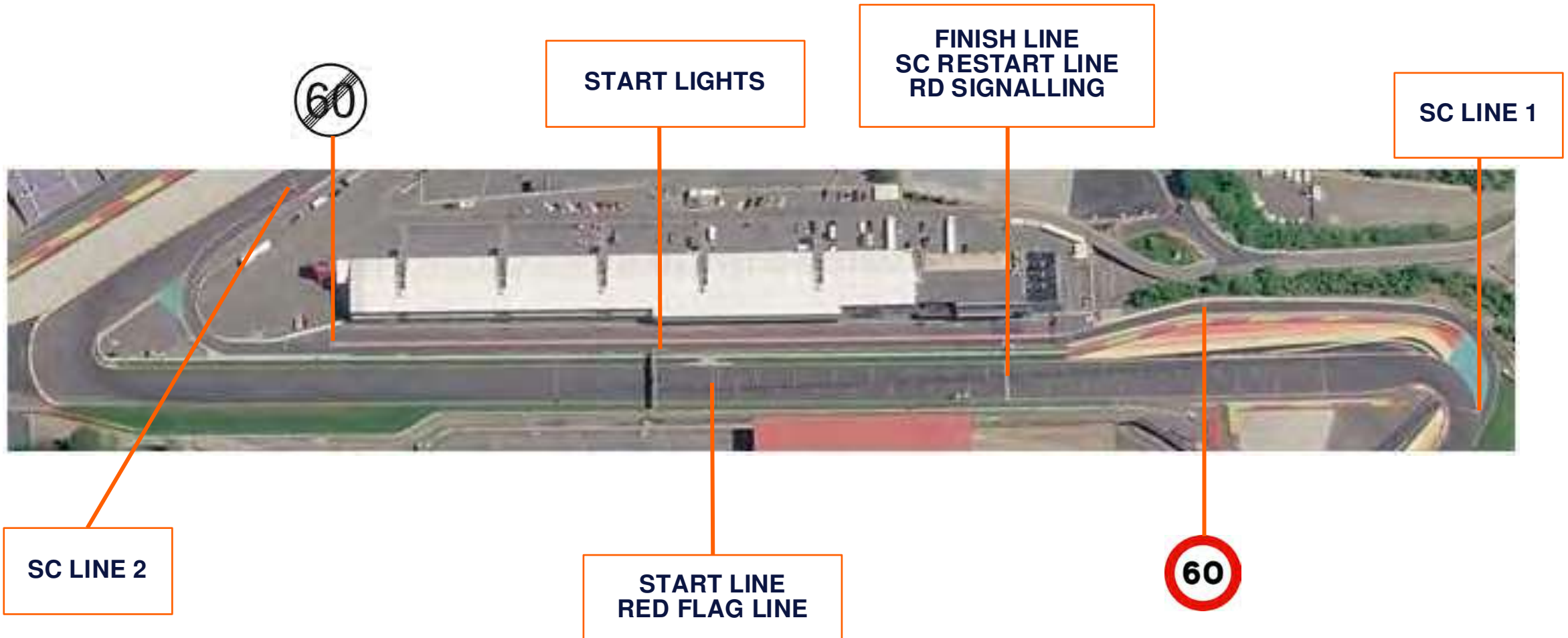


EAU ROUGE & RADILLION (T2 to T4)

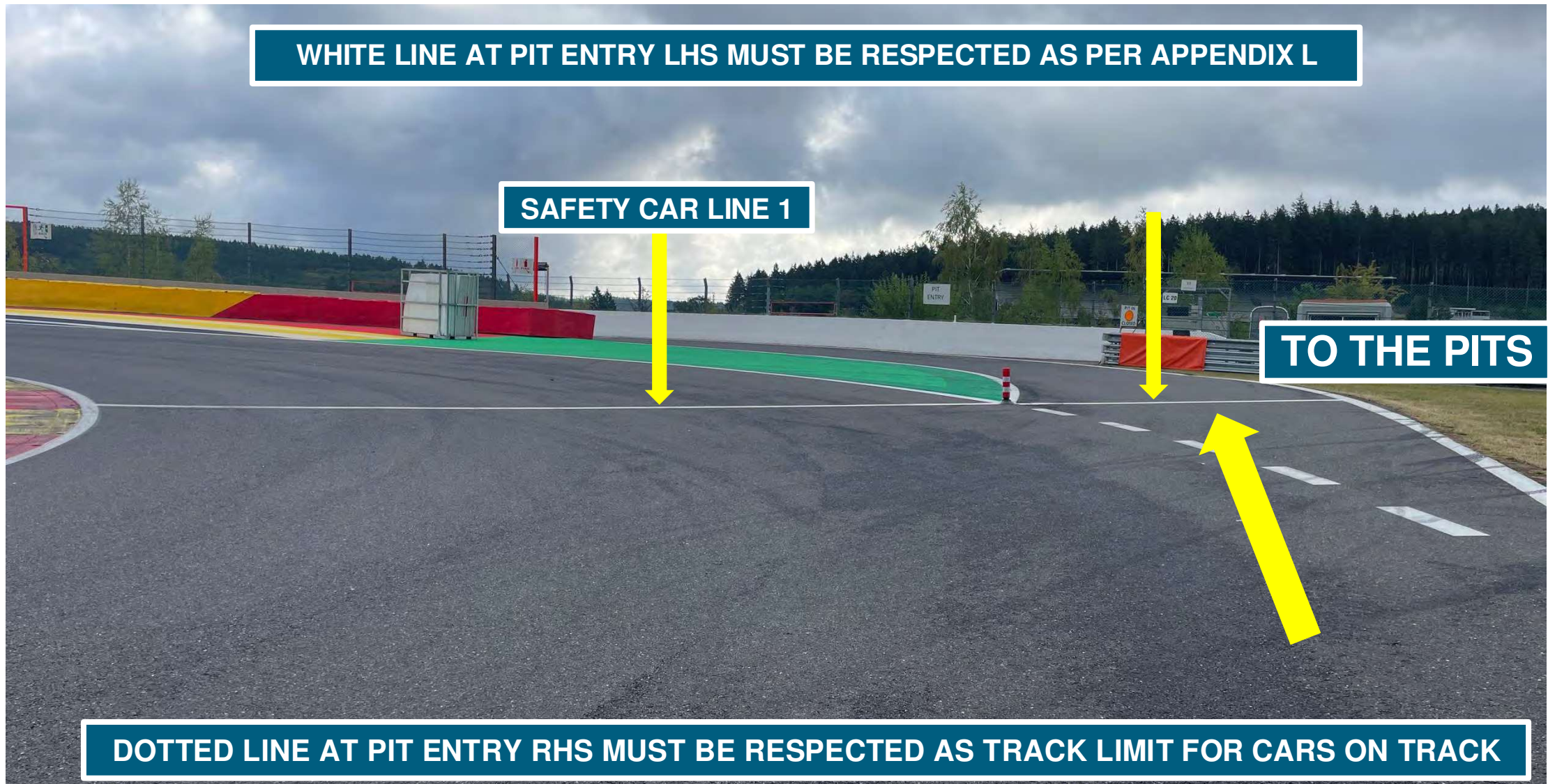
IF DEEMED SAFER FOR THE DRIVERS, AN ACCIDENT BETWEEN T2 AND THE EXIT OF T4 MAY CAUSE THAT YELLOW FLAGS ARE DEPLOYED FROM THE EXIT OF T1



PIT LANE OVERVIEW



PIT ENTRY & SAFETY CAR LINE 1

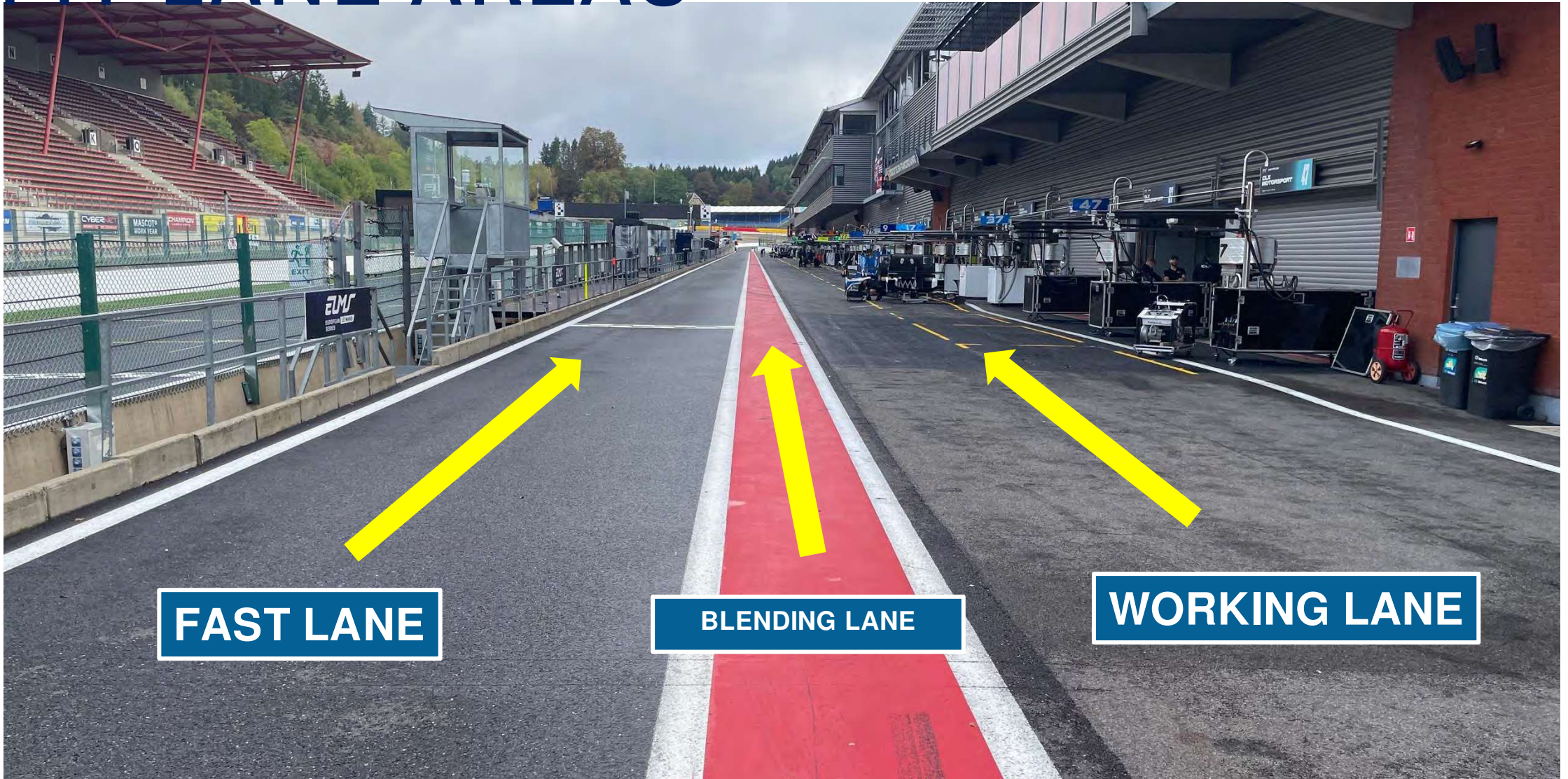


60KPH SPEED LIMIT



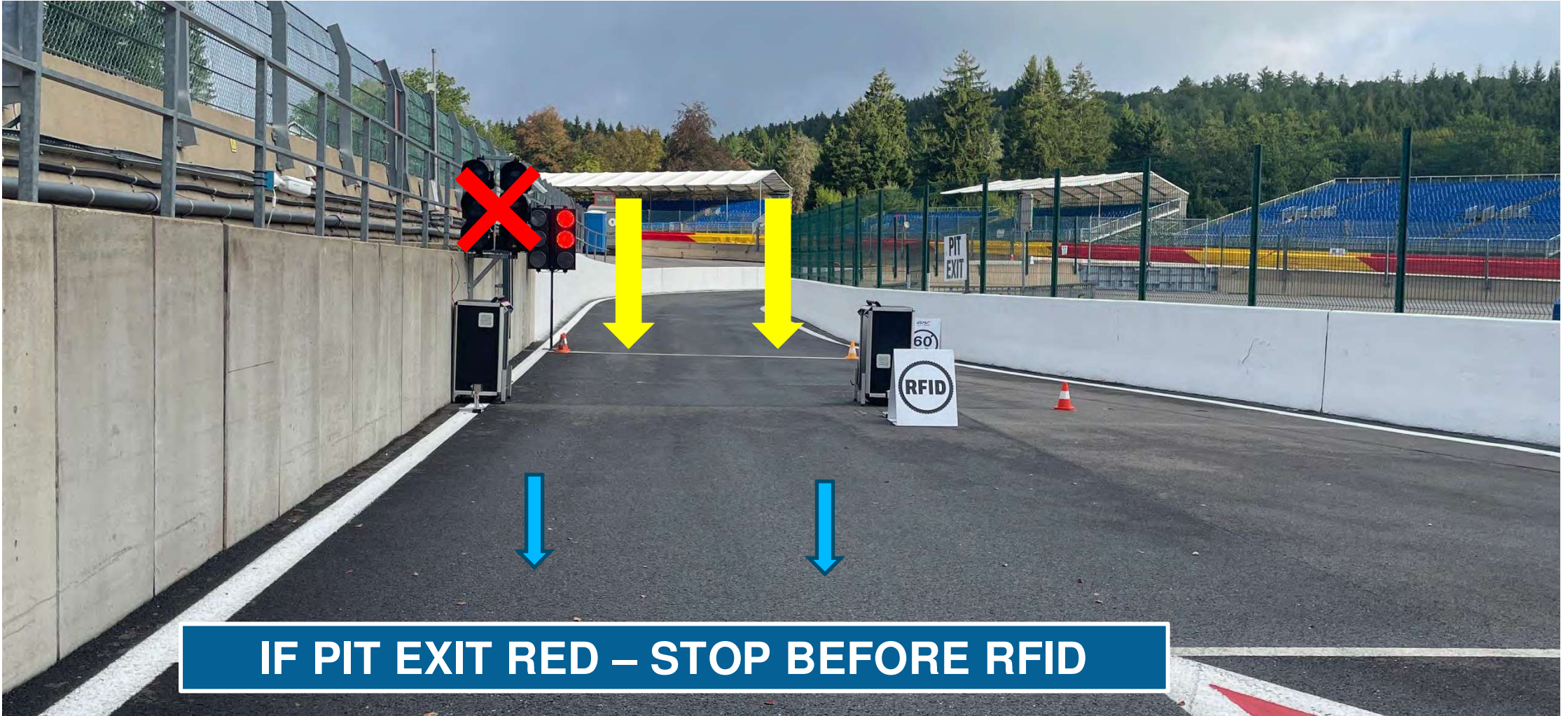
60KPH PIT LANE SPEED LIMIT STARTS

PIT LANE AREAS



PIT EXIT

END OF 60KPH SPEED LIMIT

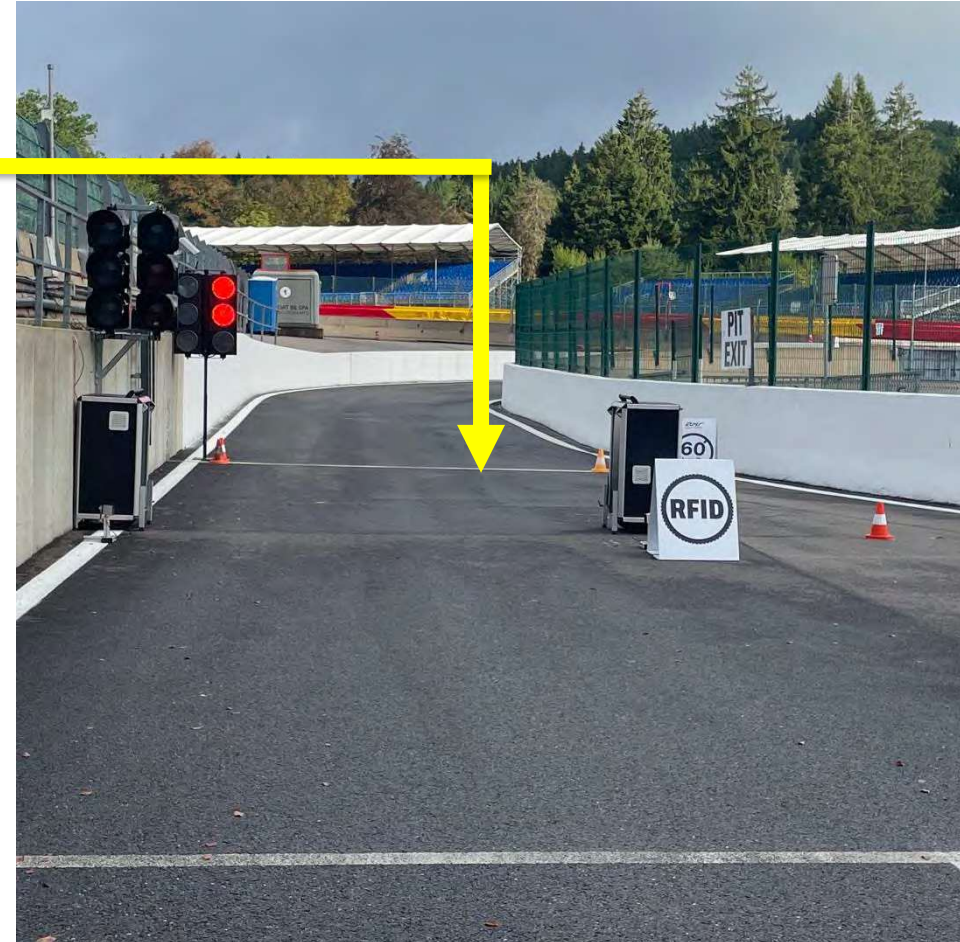


START & END OF THE WORKING LIMITS

START OF THE WORKING LIMITS



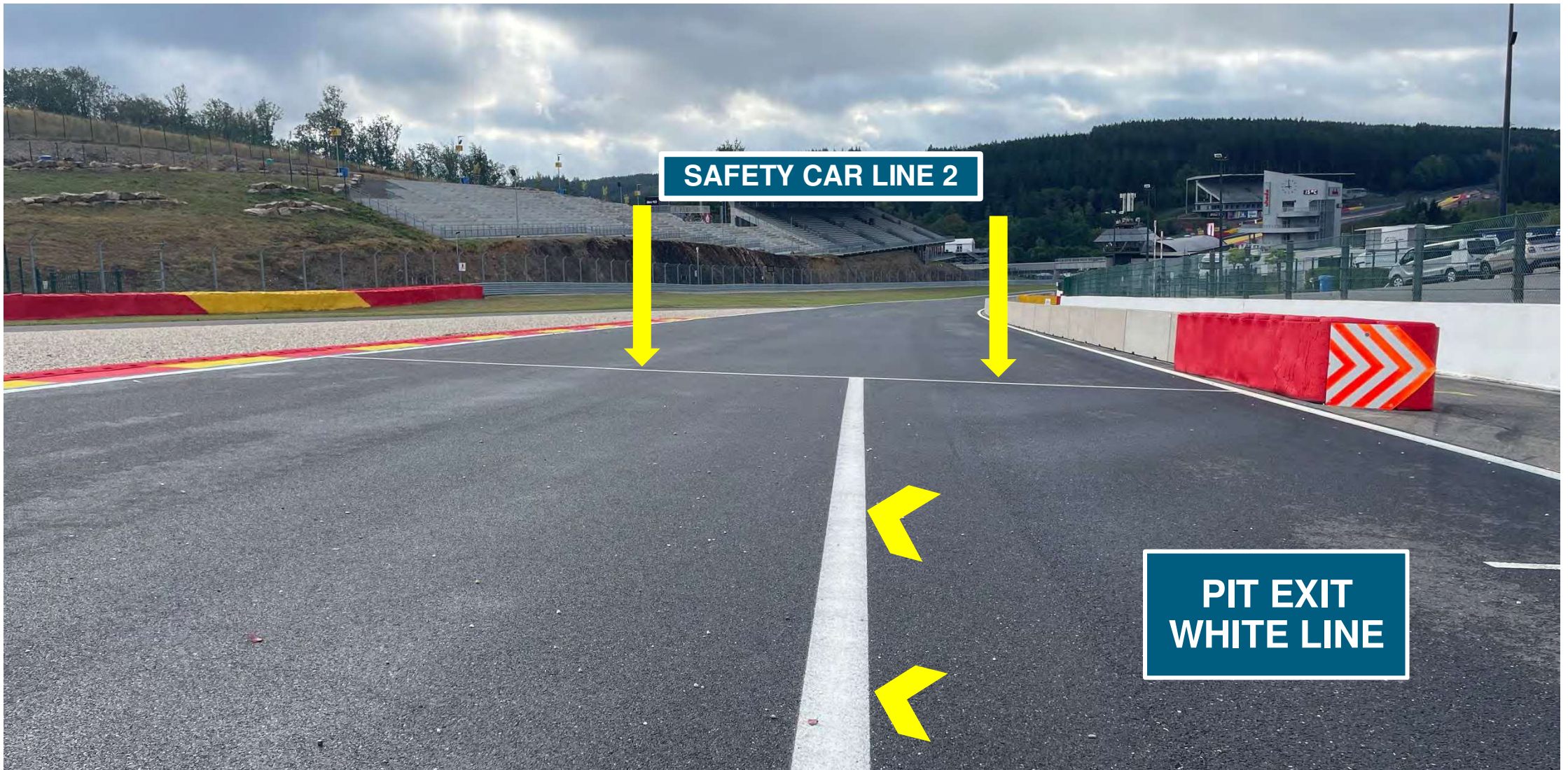
END OF THE WORKING LIMITS



PIT EXIT ROAD



SC LINE 2 – PIT EXIT ROAD END



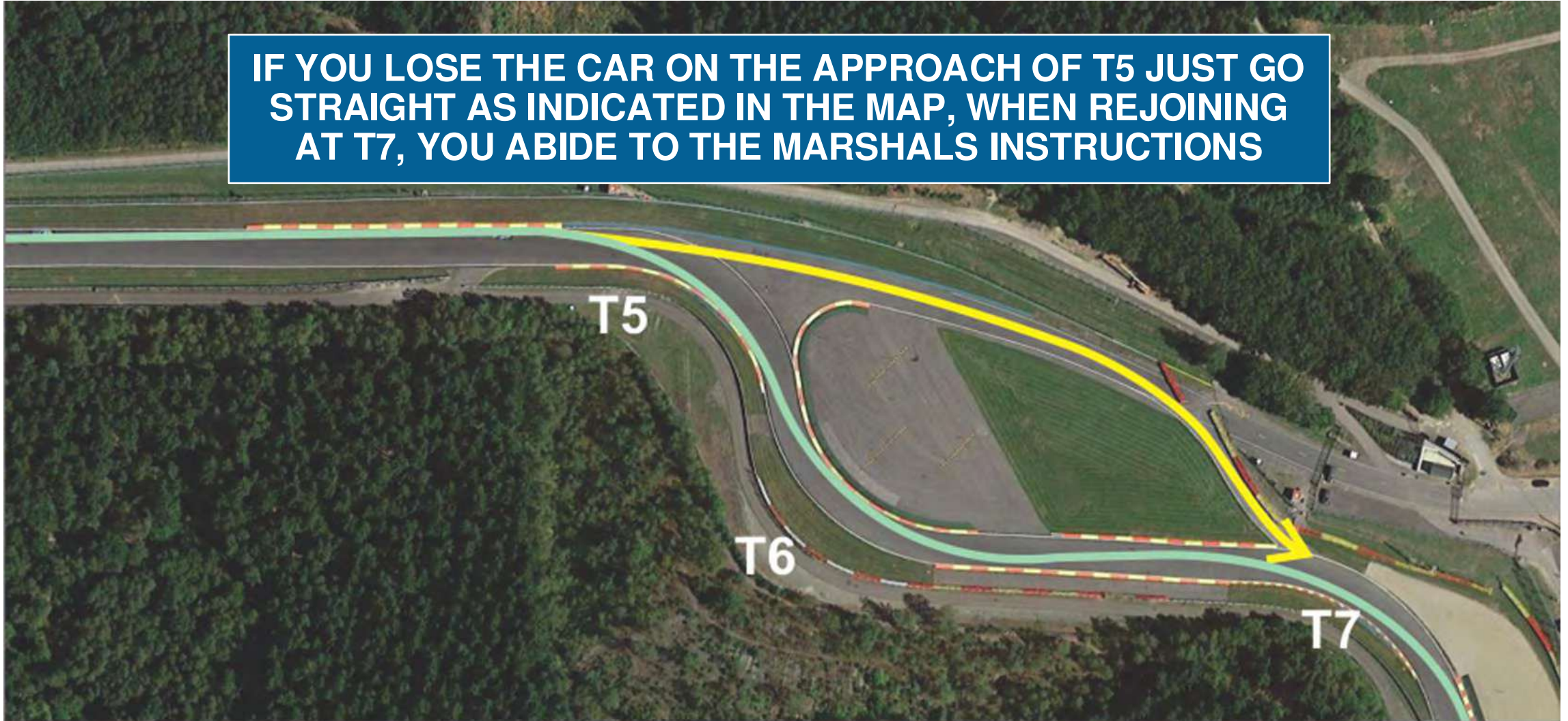
AROUND THE TRACK

MARSHAL POST- EXTINGUISHER – TRACK OPENINGS – DIGIPANELS



MISSING APEX T5 –REJOIN T6-T7

IF YOU LOSE THE CAR ON THE APPROACH OF T5 JUST GO STRAIGHT AS INDICATED IN THE MAP, WHEN REJOINING AT T7, YOU ABIDE TO THE MARSHALS INSTRUCTIONS



ANY YELLOW FLAG AT T19 / SC LINE 1



THE LINE – SC RESTART LINE – RD SIGNALLING



THE START LINE – RED FLAG LINE



QUESTIONS & ANSWERS

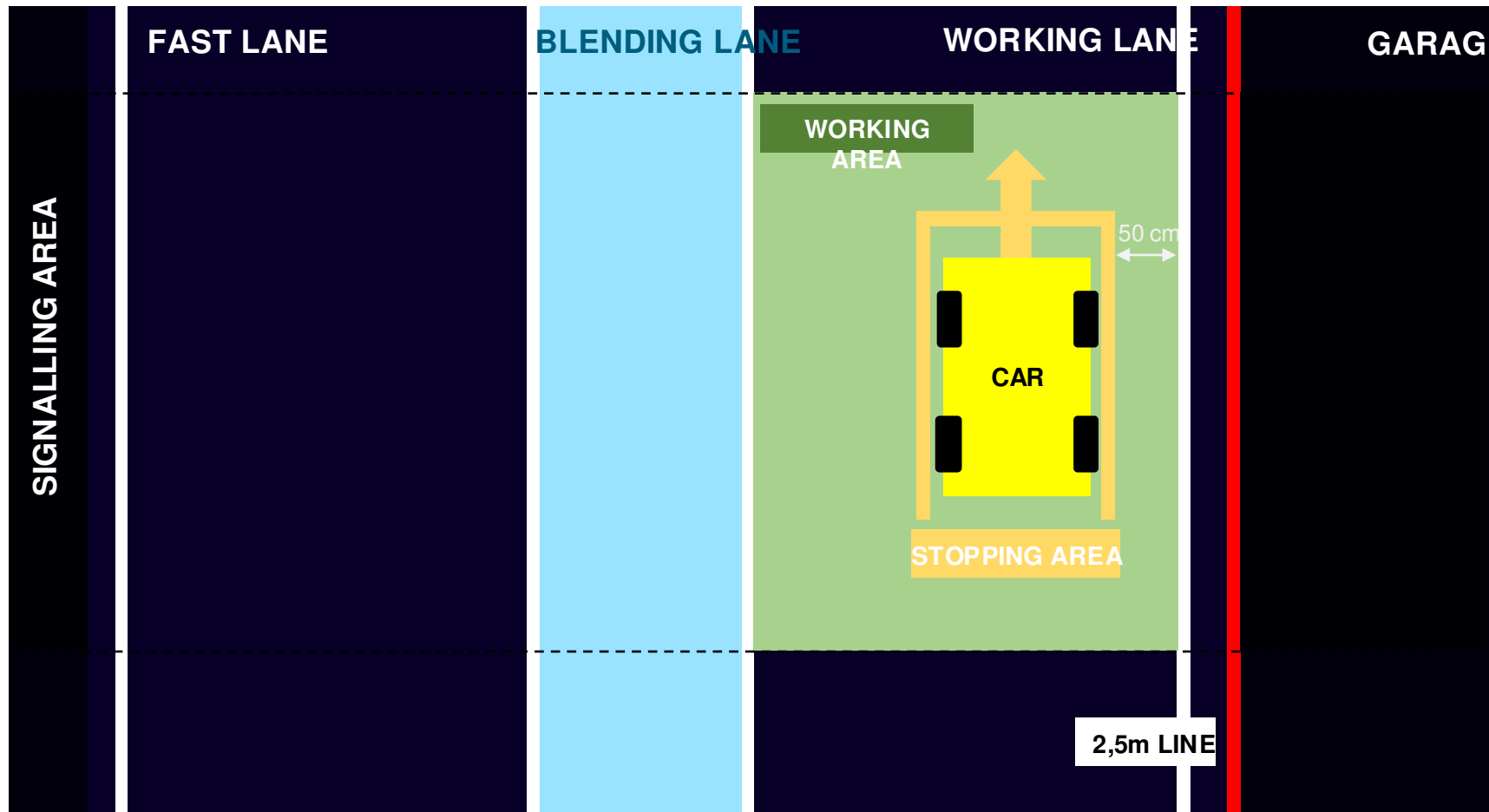


TRACK LIMITS



PIT STOP OPERATION

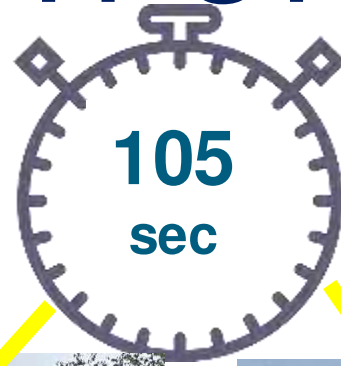
THE CAR CONTROLLER (LOLLIPOP MAN) IS RESPONSIBLE FOR THE CONTROL OF THE PIT STOP & ITS SAFETY NOT ALLOWED TO DO ANY OTHER OPERATION.



DISCREPANCY BETWEEN INFORMATIONS



LMP3 MINIMUM PIT STOP TIME



QUESTIONS & ANSWERS





NEUTRALISATION PROCEDURES

FCY – FULL COURSE YELLOW



AT LEAST A 15 SEC COUNTDOWN WILL BE GIVEN

ALL CARS TO SLOW DOWN TO 80km (Max 5 Sec tolerance)/h.



PIT ENTRY CLOSED LIGHT WILL BE AUTOMATICALLY ACTIVATED ONCE FCY IS ANNOUNCED. UNLESS INSTRUCTED OTHERWISE DURING PRACTICE SESSIONS CARS ARE ALLOWED TO PIT. DURING THE RACE, THE LIGHT MUST BE RESPECTED AT ALL TIMES IT IS ACTIVATED.



DOUBLE WAVED YELLOW FLAGS IN THE AREA(S) OF THE INTERVENTION(S).

RED FLAG – DIFFERENT PROCEDURES



**RD will announce RED FLAG on radio
NO COUNTDOWN!**



SESSIONS: ALL CARS TO SLOW DOWN TO 80kph, NO OVERTAKING AND RETURN TO THE PITLANE

RACE: ALL CARS TO SLOW DOWN, NO OVERTAKING AND LINE UP LHS AT THE RED FLAG LINE



DOUBLE WAVED YELLOW FLAGS IN THE AREA(S) OF THE INTERVENTION(S)

VSC – Virtual Safety Car



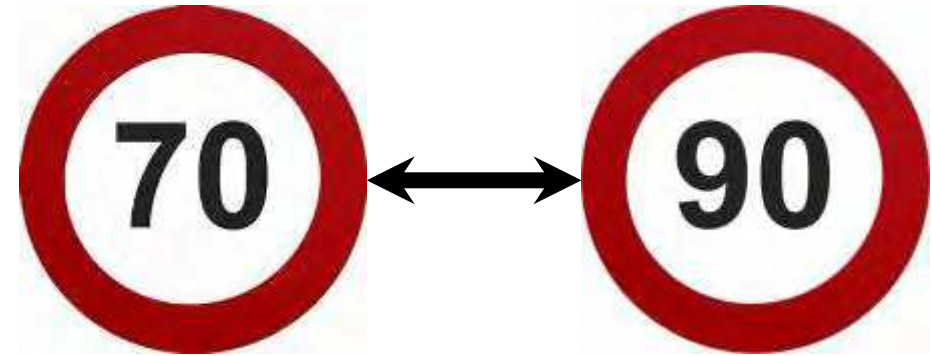
AT LEAST A 15 SEC COUNTDOWN WILL BE GIVEN

ALL CARS TO SLOW DOWN TO 80km (Max 5 Sec tolerance)/h
VSC WILL SYSTEMATICALLY BE FOLLOWED BY A SAFETY CAR PROCEDURE



DOUBLE WAVED YELLOW FLAGS IN THE AREA(S) OF THE INTERVENTION(S)

SC – Safety Car



LEADER TO SLOW DOWN, ONCE ALL CARS ARE QUEUED UP, THEY MUST FOLLOW THE SC SPEED



NO COUNTDOWN PRECEDING A SAFETY CAR

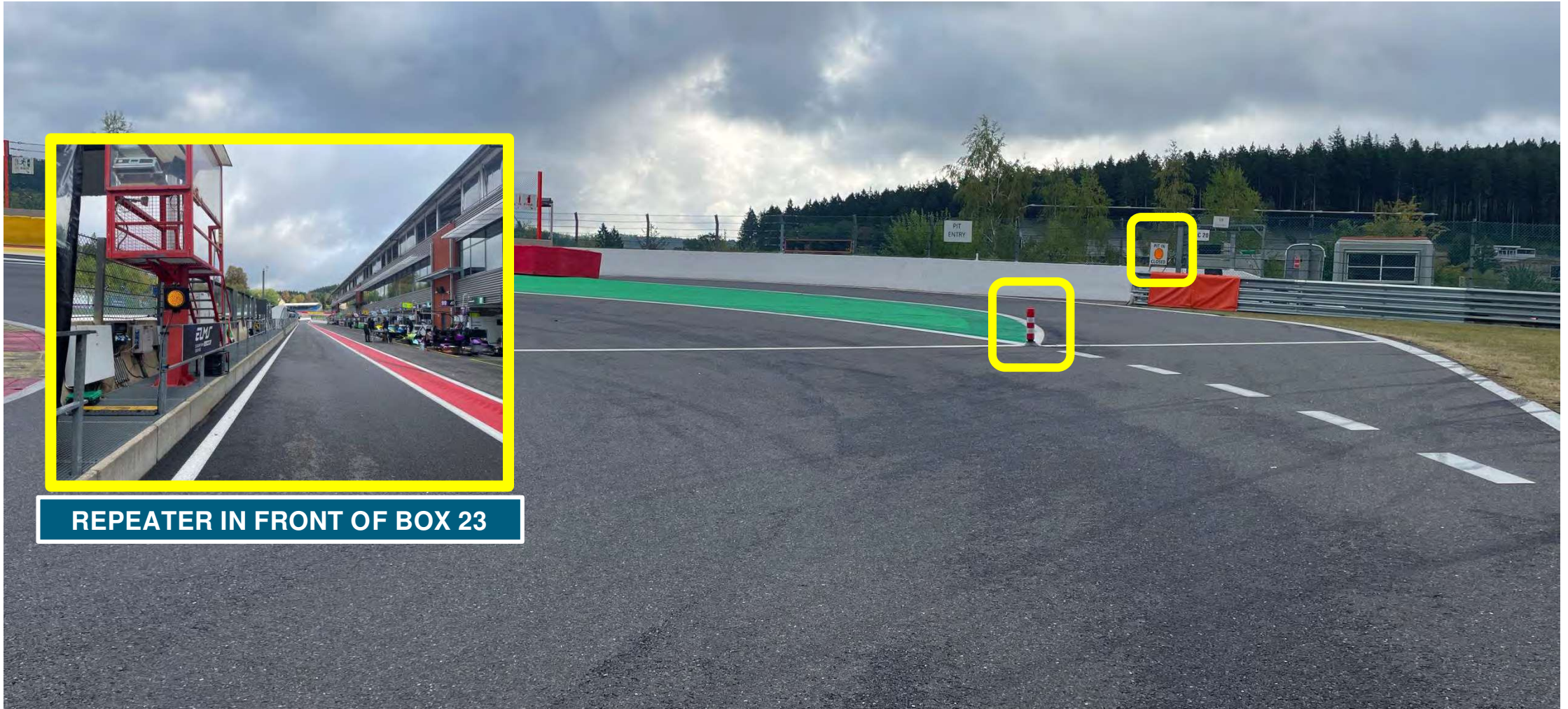


DOUBLE WAVED YELLOW FLAGS IN THE AREA(S) OF THE INTERVENTION(S)

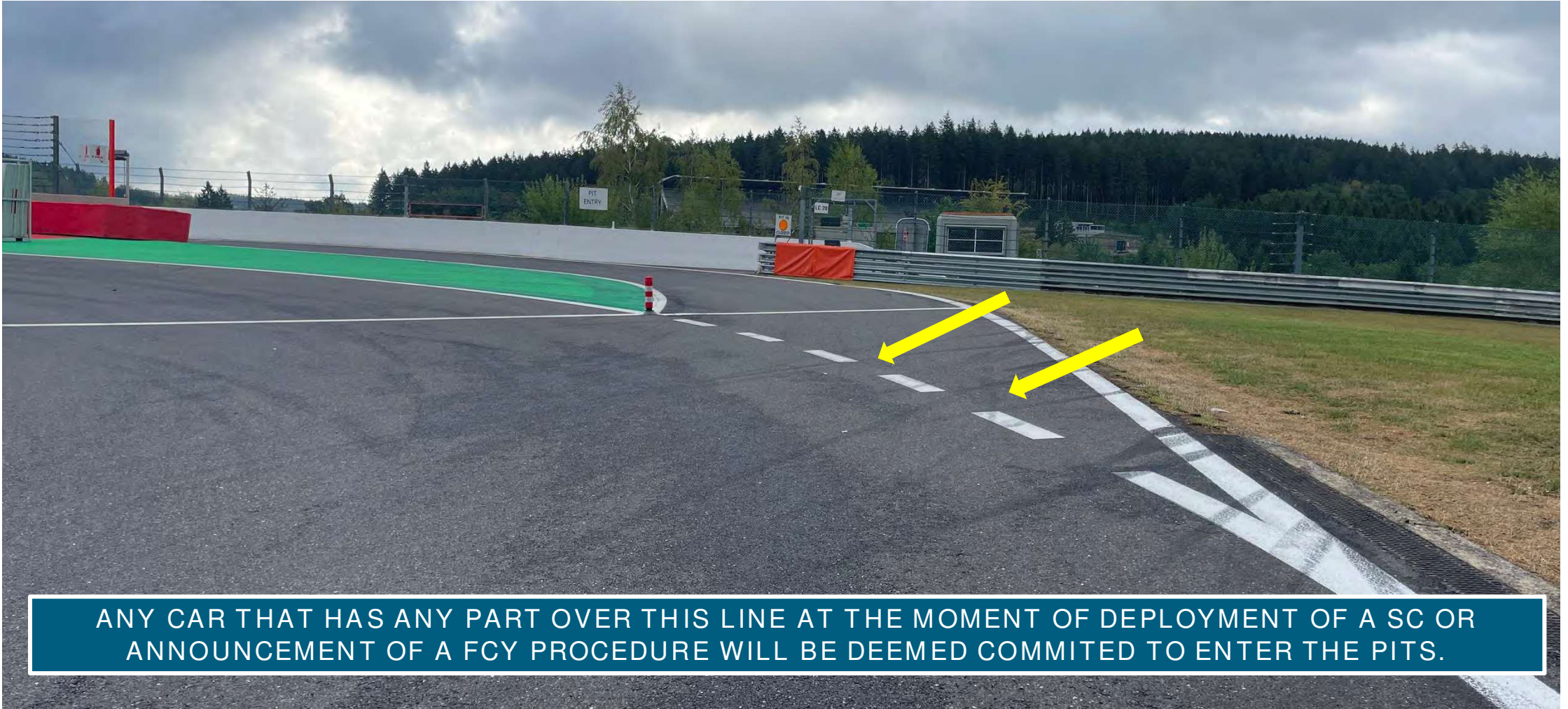


PIT ENTRY WILL BE CLOSED FOR THE FIRST 3 LAPS AS DEFINED IN THE REGULATIONS

SAFETY CAR: FCY – PIT ENTRY CLOSED LIGHT



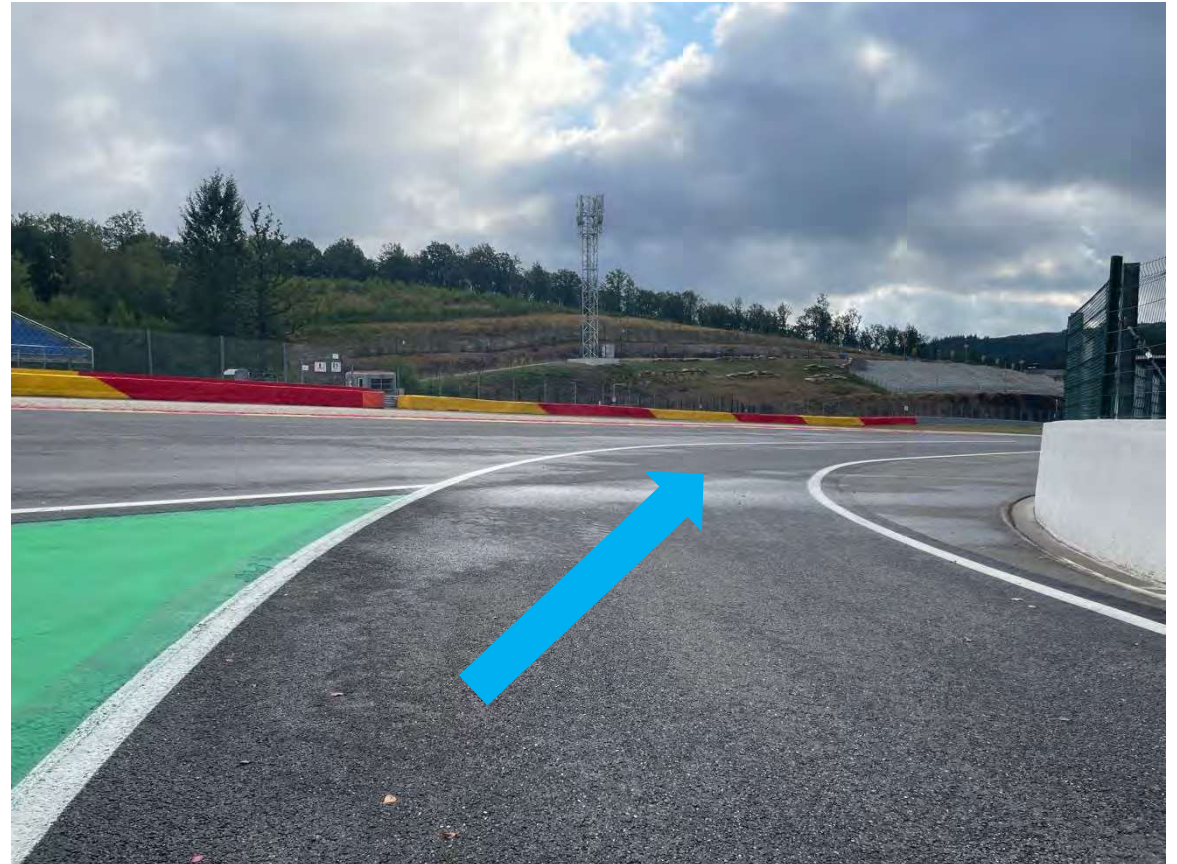
PIT ENTRY COMMITMENT LINE: SAFETY CAR & FCY



SAFETY CAR

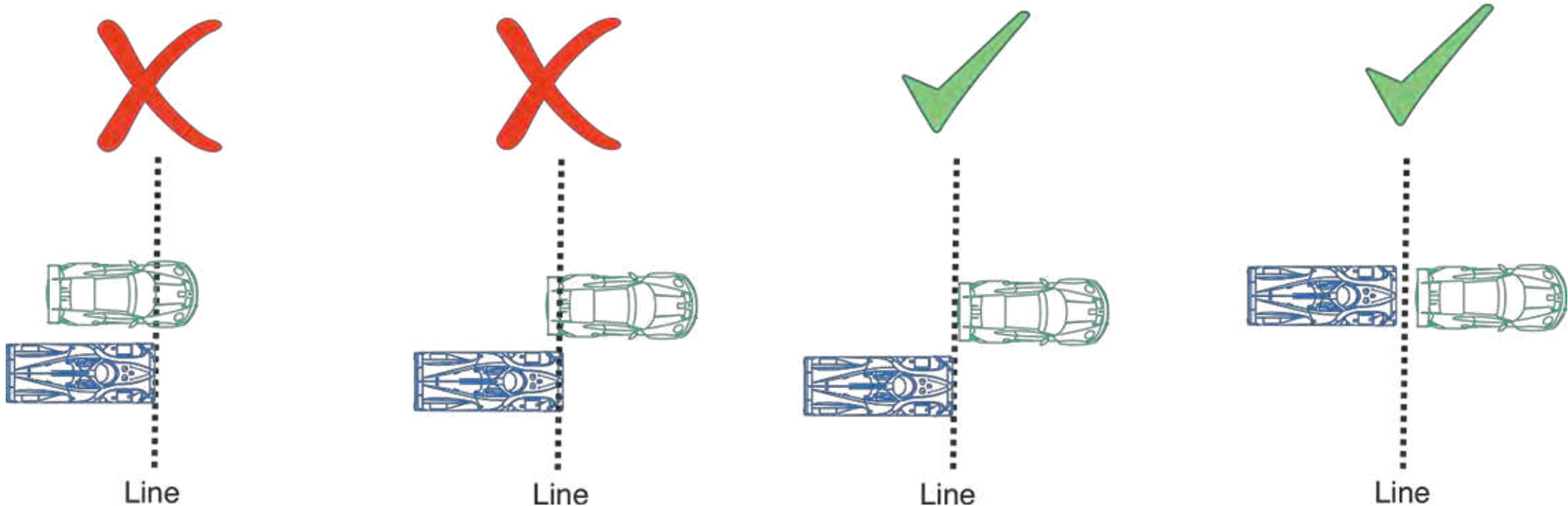


**INSIDE T1 / PIT EXIT
ROAD**



SAFETY CAR: RESTART

Similar behavior concerning the relative position of the cars at the end of the FCY



YELLOW & DOUBLE YELLOW FLAG



SINGLE YELLOW FLAG

- REDUCE YOUR SPEED
- DON NOT OVERTAKE
- BE PREPARED TO CHANGE DIRECTION



DOUBLE YELLOW FLAG

- REDUCE YOUR SPEED SIGNIFICANTLY
- DON NOT OVERTAKE
- BE PREPARED TO CHANGE DIRECTION OR STOP
- MARSHALS MAY BE EXPOSED

IN VSC, SC, FCY AND RED FLAG PROCEDURES, ANY MARSHAL POST(S) THAT HAS ANY INTERVENTION IN HIS SECTOR WILL SIGNAL WITH DOUBLE WAVED YELLOW AND THE RELEVANT BOARD

QUESTIONS & ANSWERS

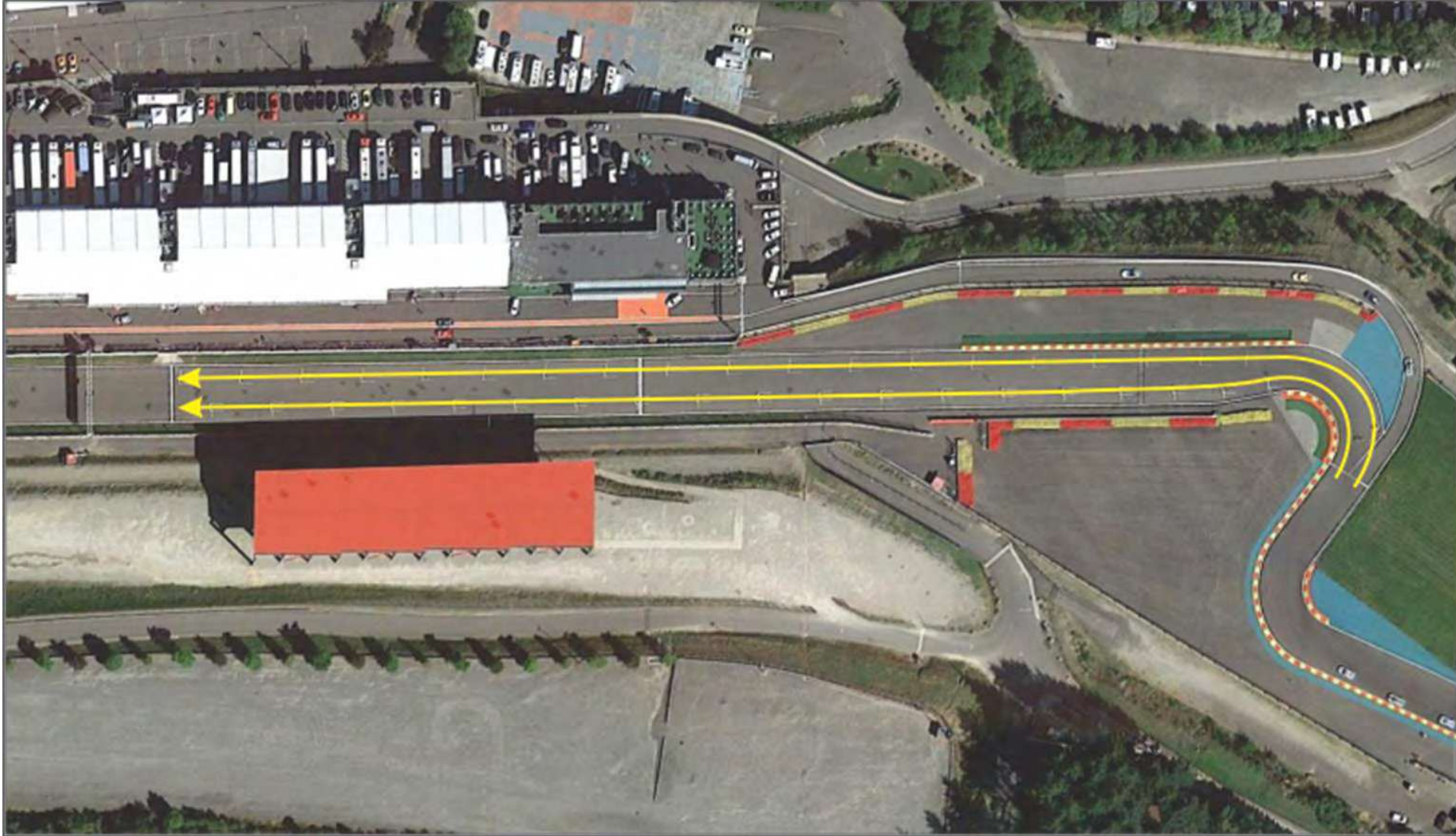




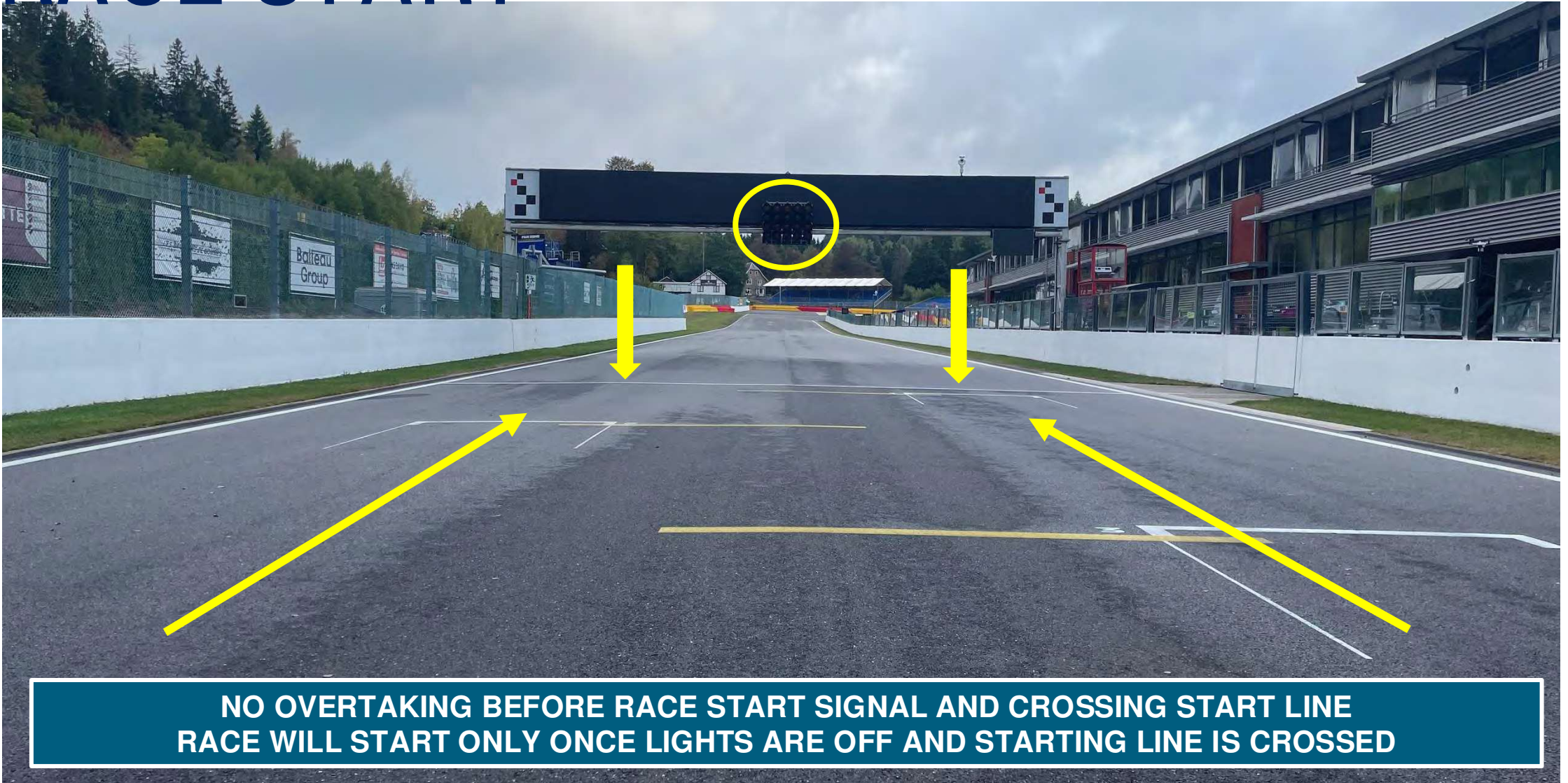
PROCEDURES:

- START
- END OF RACE

RACE START – EXITING T19



RACE START



**NO OVERTAKING BEFORE RACE START SIGNAL AND CROSSING START LINE
RACE WILL START ONLY ONCE LIGHTS ARE OFF AND STARTING LINE IS CROSSED**

PROCEDURE AFTER THE RACE

All cars will do 1 complete cool down lap after the checkered flag. Make sure to have enough fuel to do it.



AFTER THE COOL DOWN LAP, CARS MUST FOLLOW THE PROCEDURE AS FOLLOW:

-  Winners of each category (LMP2 – LMP2 PRO/AM – LMGT3 – LMP3)
-  Cars to scrutineering
-  Parc Fermé after the race will be in the T1 run-off (La Source)





SILVERSTONE CIRCUIT - FRIDAY 11TH SEPTEMBER FROM 18:50

ELMS *CHARITY RUN*

FOR THE LUCA GUINTOLI FOUNDATION

BOOK YOUR TICKET



MAKE A DONATION



GENERAL TEAM MANAGER INFORMATION



TIMETABLE V3

- Discord should be online 10min prior the session
- Discord pseudo for the Team Manager NUMBER OF CAR_NAME OF THE TEAM
- Discord pseudo for other team members : NAME OF THE TEAM_NAME OF THE PERSON
- Pit wall radio will be tested 5mins before each session
- Race control access via Pit lane and Race Control Tower



ELMS SPORTING REGULATIONS V2



ELMS COMMITTEE DECISION N°18



SUPPORT RACES: Michelin Le Mans Cup, Ligier European Series



PIT STOP PRACTICES: After FP1 and FP2



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COMMITTEE DECISION 18

IMPORTANT CLARIFICATION

6.5.5 Tyre storage

All Competitors must identify two tyre storage areas in each cars' garage and its surrounding.

Competitors will submit schematic solutions for approval to the Technical Delegate two weeks before the start of the competition including cumulatively:

- An area inside the garage (front part) where maximum 3 sets per car are allowed to stay into the garage and must remain all visible from the pit lane ;
- A second area for storing and preparing all the other tyres sets (immediately out of the rear of the garage) including wheel washing area.

Once in possession of the tyres, it is the responsibility of the Competitor to ensure that there are stored in the approved location. Use of storage tents in designated areas is permitted only if they are always ventilated with ambient air and accessible.

Tyres and wheels must remain entirely and easily visible, without any form of obstruction and in locations approved by the Technical Delegate, throughout the competition at all times, except the following cases:

- When tyres are being fitted on a car;
- When mounting and dismounting the tyre to the rim at the Tyre Suppliers garages;
- During transport between storage locations;
- During a pitstop when tyres are near the working area;
- When tyres are in racks / trolleys being taken to/returning from ~~or sitting on~~ the grid; **on the grid, tyres must remain stacked on their racks/trolleys before being fitted to the car.**
- When tyres taken to tyre manufacturers structure for damage/puncture examination.

At its absolute discretion, the Technical Delegate may at any time enforce Parc Fermé conditions on tyres located outside the approved storage areas, as well as to tyres making unnecessary or unreasonable stops, transits between the storage areas or between these and the Tyre suppliers' structure.

Where this is deemed necessary, details may be specified in a Stewards' bulletin.

TOP-4 STARTING DRIVERS MEETING

Saturday 15:15 in the Briefing Room

Top 4 of the LMP2 category
Top 4 of the LMP2 Pro/Am category
Top 4 of the LMP3 category
Top 4 of the LMGT3 category

QUESTIONS & ANSWERS



THANK YOU