

Posted at: 22:05

Doc No.: 117



EUROPEAN LE MANS SERIES
GOODYEAR 4 Hours of Silverstone
9th to 13th September 2026

Decision no. 66

From: The Stewards
To: ROSSA RACING BY VIRAGE

Date: 13 September 2026
Time: 21:24

The Stewards, having received a report from the Chief Timekeeping, summoned and heard from the Competitor's Representative, have considered the following matter, determine the following:

N° / Driver: 19 / Manuel ESPÍRITO SANTO
Competitor: ROSSA RACING BY VIRAGE
Session: Race
Time (fact): 16:00
Fact: The driver Manuel ESPÍRITO SANTO in car#19 drove 00:02:51.090 sec. below the specified minimum driving time.
Offence: Breach of Appendix 5 and Art. 13.2 of ELMS Sporting Regulations
Decision: No further action

Reason:

The driving stint of the driver below the minimum 60 minutes required in accordance with Article 13.2 and Appendix 5 of the ELMS Sporting Regulations.

The Stewards understand that the issue was caused by the final driver change being delayed due to a Full Course Yellow period. They note that Article 40 of the 2026 ELMS Driver's Season Briefing Notes specify that in such circumstances "... *the Competitor must wait for the first opportunity to pit and must inform Race Control accordingly*" and accept that the competitor complied with this requirement.

The Stewards also note that the same Article also specifies that "*This tolerance applies only to the stint concerned and shall not apply to any subsequent driving time requirements*". However, the Stewards consider that the context of this provision is in relation to maximum driving times being exceeded and it is unclear as to how this applies to minimum driving times. They also consider that the question of whether the shorter stint immediately following a delayed stop is a "*stint concerned*" is open to interpretation.

Competitors have referred to cases in the previous season where precisely the same circumstances were determined to be a case of force majeure, resulting in no further action, although the Stewards note that the reference to which stint the tolerance applies to was not included in the 2025 Briefing Notes. They have also referred to the Sporting regulations which specify that "*The FCY is a tool intended for short neutralisations mainly for interventions lasting equal to or less than one lap*

travelled at 80kph." whereas the FCY period in this case extended to nearly 9 minutes – a period for which a tolerance could not reasonably be planned.

The Stewards recognise that, once the delayed driver change occurred, the competitor had no opportunity to adjust the driving time for the remaining driver and also that no sporting advantage was gained in this instance, as it was the car's fastest driver which was in the car for less time.

In all the circumstances the Stewards determine that no further action is appropriate in this case.

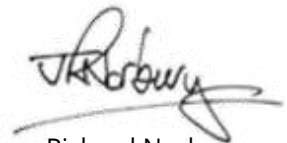
The Competitors are reminded that they have the right to appeal certain decisions of the Stewards, in accordance with Art.15 of the FIA International Sporting Code, within the applicable time limits.



Michael Schwägerl
Chairman of the Panel



Tomas Kunc
International Steward



Richard Norbury
National Steward