

Request number (to be completed by the Committee Secretariat)	WEC_2024_R05_Toyota_Gazoo_Racing_Pit_lane_operations_in_qualifying
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APPLICANT INFORMATION

Type of applicant: Team Manufacturer Other:

Licence name: **TOYOTA GAZOO RACING**

Applicant name: John Steeghs

Quality: Team Manager

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Date: 07-02-2024

CATEGORY

Hypercar LMGT3

PURPOSE OF THE REQUEST

Dear Committee,

1. Pitlane procedure between Qualifying and Hyperpole

The qualifying for Hypercar + LMGT3 is defined as first session and the Hyperpole for Hypercar + LMGT3 as a separate 2nd session in the regulation.

1.4.1 Definition

- One **first qualifying session, divided into two parts**, as follows:
 - One part of at least 12 minutes reserved for cars of category Hypercar
 - One part of at least 12 minutes reserved for cars of category LMGT3.

These two parts will be separated by at least 5 minutes. They will determine the starting grid of each category from the 11th place onward.

- 1 **second qualifying practicesession** divided into two parts called Hyperpole, the duration of which will be 10 minutes each unless otherwise specified in the supplementary regulations of the event (Appendix 1) and may not exceed 12 minutes if applicable.

This session is reserved for 10 best cars from the first qualifying practice session for each category which will determine the first 10 positions on the starting grid for each category.

It would make sense to change the order of the qualifying in the wording to list first GT3 followed by Hypercar, which is in line with the track activity.

Proposed wording

1.4.1 Definition

- One first qualifying session, divided into two parts, as follows:
 - One part of at least 12 minutes reserved for cars of category ~~Hypercar~~-LMGT3
 - One part of at least 12 minutes reserved for cars of category ~~LMGT3~~-Hypercar

The regulations specify that refueling has to be done before the start of the qualifying practice, which would mean that all Hypercars need to refuel before the start of the LMGT3.

10.2.3 Specific provisions for the qualifying practice

During the qualifying sessions, it is prohibited:

- o for a car to go into its garage; it must stay on the pit lane (under penalty of cancellation of the times set before the car entered its garage).
- o To refuel.

In addition:

- o Cars not taking part in the session (e.g. LMGT3 during the Hypercar session, Hypercar during the LMGT3 session) must imperatively be placed inside their garages, except those which must proceed to scrutineering.
- o Competitors will be allowed to take the cars out of the garages and place them on the pit lane only once authorised by the Race Director. Competitors will only be allowed to join the “fast lane” when authorized by the Race Director.

Can we allow cars to allow refuelling at the start of their qualifying practice under the following condition, as it would be a logic way, and will improve the handling for the teams, as it avoids cars to rush into the pitlane before the 2 qualifying practice sessions and need to be back into the garage.

Proposed wording

10.2.3 Specific provisions for the qualifying practice

During the qualifying sessions, it is prohibited:

- o for a car to go into its garage; it must stay on the pit lane (under penalty of cancellation of the times set before the car entered its garage).
- o To refuel. (under penalty of cancellation of the times set before the refueling the car).

Further we understand from clarifications in WEC_2024_D07, that the Parc Fermé will be lifted for those cars eligible for Hyperpole, so any intervention (in the pitlane) on the Hypercars will be possible during the LMGT3 Hyperpole.

10.2.5 End of sessions and Parc Fermé

At the end of the first session of qualifying

Cars that will not be eligible for Hyperpole will be placed under *Parc Fermé*.

~~The~~ Those cars must go inside their garage, except those which must proceed to scrutineering.

Cars eligible for Hyperpole are forbidden to go inside their garage et will not be placed under *Parc Fermé*.

At the end of the Hyperpole qualifying session

Cars that participated in Hyperpole will be placed under *Parc Fermé*.

Those cars must go inside their garage, except those which must proceed to scrutineering.

For all cars under Parc Fermé regulations

It is strictly forbidden to lift their car to go inside their garage or to go into the scrutineering area.

Only for the cars which are in their garage, teams are allowed only to check tyre pressure, tyre temperature and remove the data logger USB sticks, and the Driver may exit the car. No other checks may be completed.

~~It is strictly forbidden to lift their car to go inside their garage or to go into the scrutineering area.~~

The new wording does already clarify that refueling is allowed between the 2 qualifying practice sessions for those cars eligible for Hyperpole.

Above proposed wording (under penalty of cancellation of the times set before the refueling the car). could to give time for the refuelling, before the car goes out on track.

APPLICABLE REGULATION

- 2024 FIA WEC Sporting Regulations
- 2024 Le Mans Hypercar Technical Regulations
- 2024 LMDh Technical Regulations
- 2024 Technical Regulations for Grand Touring Cars – LMGT3
- Other:

DECISION (TO BE COMPLETED BY THE COMMITTEE)

- Accepted**
- Accepted (conditional – see comments below)**
- Rejected**
- Suspended**
- Other: see comments below**

Date: 15/02/2024

COMMENTS (TO BE COMPLETED BY THE COMMITTEE)

**Article 10.2.3 will be clarified in a Committee Decision.
It will be allowed for Hypercar to refuel the car in the pit lane during the LMGT3 first qualifying session.
For Hypercar eligible for Hyperpole, they will be allowed to refuel in the pit lane during the LMGT3 Hyperpole session.**

PERIOD OF VALIDITY/APPLICATION OF THE DECISION

This decision comes into effect:

- with immediate application**
- from:

And is applicable:

- until further notice**
- for the above-mentioned Competition only