

TO: Teams Manufacturers

CATEGORY: Hypercar LMGT3 (LMP2 – 24 Hours of Le Mans only)

DECISION N°: WEC_2025_D11_All_Sporting_clarification

DATE: 20/02/2025 **FROM:** The WEC Committee

SUBJECT: Clarifications on the Sporting Regulations

APPLICABLE REGULATION

2025 FIA World Endurance Championship Sporting Regulations

DECISION

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 4.2.5 – ARMBANDS – Correction

4.2.5 Armbands associated with pit lane personnel

The Promotor will distribute to each Competitor three types of armbands:

- PIT LANE: the green armband must be worn by any person accessing the pit lane in the presence of the car that needs to intervene on it on the grid in case of a race suspension from the 15 40-minute signal.
- TYRE & BRAKE: the blue armband must be worn by any person accessing the pit lane in the presence of the car who needs to check brakes / tyres.
- RED: the red armband must be worn by the person authorised on the grid in case of a race suspension.
- HV: the yellow HV armband must be worn by the hybrid system technician to intervene in the pit lane or on track.

The WEC Committee will precise before the beginning of the season if any additional identification method will be used.

ARTICLE 6.2.2 – SUCCESS HANDICAP – Definition

6.2.2 Success ballast handicap

Success ballast handicap will be imposed for LMGT3 cars entered in the Championship (see Article 3.1.1). It will be in effect at all Competitions, except for the 24 Hours of Le Mans.

The calculation system will be determined by the WEC Committee before the first timed session of the Prologue.

The calculation is determined as follows:

The calculation system uses the results of previous races (if any have been held) and championship positions.

It's computed as follow: $A+B+C = \text{success handicap (in percentage of Laptime)}$ with:

- Any car not entered in the championship will receive a fixed success handicap of +0.24 % Laptime

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

- o 1st: + 0.24 % Laptime
- o 2nd: + 0.16 % Laptime
- o 3rd: + 0.08 % Laptime

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

- o 1st: + 0.24 % Laptime
- o 2nd: + 0.16 % Laptime
- o 3rd: + 0.08 % Laptime

- C being determined by the current championship standings:

- o 1st: + 0.24 % Laptime
- o 2nd: + 0.16 % Laptime
- o 3rd: + 0.08 % Laptime

- There will be no success handicap for the competition of 24h of Le Mans

This lap time handicap will be transformed into mass and/or power at ACO/FIA discretion which will be communicated in the BOP table sent before each Competition.

ARTICLE 6.4.4 – DISPLAY PANEL – Clarification

6.4.4 Display panel

The display panel system must be operational at all times during the Competition according to the characteristics provided by the ACO/FIA.

In case of malfunction, a penalty is applied at the Stewards' discretion.

ARTICLE 6.5.4 – 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.
- For the Hyperpole from the start of the session. Tyres allocated for Hyperpole must be used only and exclusively for the Hyperpole 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.

	Free practice	Hyper-pole**	Qualifying + Race		
			6h race	8h race	10h race*
HYPERCAR	12	4	18	26	32
LMGT3	12	4	18	26	32

* or of 1812km.

** The specification of the tyres used for Hyperpole will be specified in the Appendix 1 prior to the Competition.

Wet-weather tyres

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

During practices and the race, 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.

APPENDIX 7 – PERSONNEL LIMITATION DECLARATION

Deadlines of declaration for personnel accredited

As per Article 6 of Appendix 7 of the Sporting Regulations: Competitors, common suppliers, and LMDh chassis manufacturers must submit the list of persons accredited (operational and non-operational) for each competition respecting the following deadlines (considering at 12am CET):

- 1812km of Qatar: February 18th
- 6 Hours of Imola: April 9th
- 6 Hours of Spa-Francorchamps: April 30th
- 6 Hours of Sao-Paulo: July 2nd
- Lone Star Le Mans: August 27th
- 6 Hours of Fuji: September 17th
- 8 Hours of Bahrain: Octobre 29th

The personnel declaration must be done **by filing the attached Excel file and uploading it connecting** on ACOTech online.

As a reminder, the Prologue, the 24 Hours of Le Mans and the Rookie test are not subject to personnel declaration.

APPENDIX 9: HYPERCAR TESTING REGULATIONS

2. Provisions regarding the use of tyres

2.1 Tyres used for Testing must only be supplied by the designated tyre manufacturer, in compliance with these Regulations.

2.2 Unless stated otherwise in these Regulations, Testing must be carried out on tyres of the specifications declared for the corresponding Championship's Competitions. Upon the agreement between the Competitor and the tyres manufacturer, it will be allowed to use 2022 specification, with a maximum of **21** tyres sets (**eight four** tyres) per day per team; those tyres will **not** be counted within the allocations defined in 2.3.

Upon the agreement between the Competitor and the tyres manufacturer, it will be allowed to use development tyres with a maximum of 5 sets (20 tyres) per year per team; those tyres will not be counted within the allocations defined in 2.3; those development tyres will be supplied free of charge to the concerned team.

2.3 Maximum yearly numbers of usable dry-weather tyre allocations will be determined for Manufacturers and Teams. The maximum number of dry-weather tyres that can be used for the tests defined above is defined as follows:

	Yearly allocation (Sets)		
	Manufacturer test	Manufacturer Collective test per team	Team test
LMH LMDh	120 (30)	48 (12)	84 (21)
LMH w/o ERS	108 (27)	36 (9)	72 (18)

Transport tyres are not counted towards the above allocation.

2.4 These tyres must not be sold or transferred in any way from any Manufacturer and/or team to another.

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