

**TO:**  Teams  Manufacturers

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

**DECISION N°:** WEC\_2025\_D16\_All\_Sporting\_clarification

**DATE:** 11/04/2025 **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): #D15.  
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 1<sup>st</sup>: + 0.24 % Laptime
  - o 2<sup>nd</sup>: + 0.16 % Laptime
  - o 3<sup>rd</sup>: + 0.08 % Laptime
- B being determined by the result of the Competition preceding the previous Competition (Race-2):
  - o 1<sup>st</sup>: + 0.24 % Laptime
  - o 2<sup>nd</sup>: + 0.16 % Laptime
  - o 3<sup>rd</sup>: + 0.08 % Laptime
- C being determined by the current championship standings:
  - o 1<sup>st</sup>: + 0.24 % Laptime
  - o 2<sup>nd</sup>: + 0.16 % Laptime
  - o 3<sup>rd</sup>: + 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*
<b>HYPERCAR</b>	12	4	18	26	32
<b>LMGT3</b>	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.

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## **ARTICLE 7.2.6 – BANK ACCOUNT DETAILS – Correction**

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### **7.2.6 Right to protest, appeal and right of review**

#### Right to protest

- Protests must be made in accordance with Article 13 of the Code and accompanied by a deposit of €1,000 (or the equivalent in dollars at the rate of the day), paid in cash, by credit card or by bank transfer.
- If the deposit is made by bank transfer, the protest must be accompanied by a proof of payment. Failing this, or should the Stewards consider that the proof of payment is not satisfactory, the protest shall not be admissible.
- The relevant bank account details are the ones included in ~~Article 3.3.3 a)~~ Appendix 2 Article 4 hereto. The reason for the transfer must be clearly indicated.
- If the protest is upheld or judged partially founded in accordance with Article 13.10.2 of the Code, the deposit will be returned by the FIA upon receipt of the relevant Stewards' decision.

#### Appeal deposit

- The appeal deposit for the International Court of Appeal is €6,000 (see Judicial and Disciplinary Rules of the FIA).
- Any decision taken by the WEC Committee is not subject to appeal.

#### Right of review

- This is as provided for in the Code.
- Right of review fee is €2,000.

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## **ARTICLE 7.4.9 – PIT LANE PENALTIES – Clarification**

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### **7.4.9 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 monitors. Furthermore, 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 13.2.2 – START SIGNAL - Clarification

### 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).

## APPENDIX 7 – PERSONNEL LIMITATION DECLARATION

[...]

### 3. Non-operation staff

Non-operational personnel is not limited in number, but must not, under any circumstances, directly or indirectly participate in the operations related to the functioning of the car. This will be assessed at the sole and absolute discretion of the ACO and the FIA.

- Management (C-level) of the manufacturer or competitor, Team Principal
- Hospitality (including guests), motor homes and catering personnel;
- Sponsors, marketing, media and public relations personnel;
- Security and logistics personnel (e.g: staff travel, truck drivers, as long as they do not intervene in areas such as the management of rims and tires during the Competition);
- Drivers, their management and their medical staff

[...]

### 5. Quantity of operational personnel for Competitors

The operational personnel authorized in the technical areas (garages, trucks, villas, at the discretion of the ACO and the FIA) of the Competitor is limited as follows:

Type of Competitor	Number of personnel
LMH – 2 cars	51
LMH – 1 car	26
LMDh – 2 cars	50
LMDh – 1 car	25
LMH without ERS – 2 cars	46
LMH without ERS – 1 car	23
LMGT3 – 2 cars	32

For the Competition of Spa-Francorchamps and Sao Paulo, 1 additional operational staff allocation, dedicated to fuel and tyres handling in the paddock will be allowed by Competitor to fit with the specificities of the circuit. This additional staff must be declared in the declaration list of each Competitor.

## 6. Staff declaration

Any **person staff** accredited by the Competitor (operational and non-operational **as defined in Articles 2 and 3 of this Appendix**) common suppliers, and LMDh chassis manufacturers, must be declared on the declaration list, which will be sent by the WEC Committee.

Competitors, common suppliers, and LMDh chassis manufacturers must submit the list, duly completed, according to the procedures defined by and before the deadlines published by the WEC Committee before the start of the season. Any modification of these lists between the deadlines described above and the start of administrative checks is not allowed and will be reported to the panel of Stewards.

Substitutions due to force majeure (including, but not limited to, reasons of illness, accident, or family matters) are allowed after the start of administrative checks, provided they are approved by the ACO and the FIA and are clearly justified.

Declaration lists will have to be completed in accordance with the type of car entered (LMH with or without ERS, LMDh, LMGT3).

When an operational staff is shared between a Hypercar Competitor and/or a LMGT3 Competitor, this person must be declared on the list of each concerned Competitor.

[...]

### 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 18<sup>th</sup>
- 6 Hours of Imola: April 9<sup>th</sup>
- 6 Hours of Spa-Francorchamps: April 30<sup>th</sup>
- 6 Hours of Sao-Paulo: July 2<sup>nd</sup>
- Lone Star Le Mans: August 27<sup>th</sup>
- 6 Hours of Fuji: September 17<sup>th</sup>
- 8 Hours of Bahrain: Octobre 29<sup>th</sup>

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 <i>per team</i>	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