



# MICHELIN LE MANS CUP COMMITTEE



**TO:**  Teams  Manufacturers

**CATEGORY:**  LMP3  GT3

**DECISION N°:** MLMC\_2024\_D03\_All\_Sporting\_clarifications\_V2

**DATE:** 04/04/2024

**FROM:** The Michelin Le Mans Cup Committee

**SUBJECT:** Sporting clarifications

## APPLICABLE REGULATION

2024 Michelin Le Mans Cup Sporting Regulations

## DECISION

### ARTICLE 6.5.5 – TYRE HEATING – clarification

#### 6.5.5 Heating, treatment and modifications

Only the Technical Delegate and its Assistants are responsible for determining a breach of the below.

Any chemical and/or mechanical treatment of the tyres is prohibited except for the removal of debris collected on track. It will be permitted to use a heating tool to remove debris or clean the wheels except for slots beginning two hours before a session until the end of that session.

During a session, using a heating tool to remove debris from a tyre is allowed as long as it is only on a portion of the tyre ; tyre cannot have exceeded heat when being fitted in the car. In any case, the heat gun cannot be used to add heat in the tyre in order to gain performance.

The tread or the profile of the tyres must not be modified or recut.

Any process that would involve a direct or indirect attempt at modifying the temperature of a tire (compared to the ambient temperature) is forbidden. This includes but is not limited to: warming of the cars suspension components, wheel hub assembly, braking system, modification to the filling medium, water heating system / element when washing the wheels. Use of any thermal or heat retention device, as well as the chemical treatment or use of chemical component for tires, rims, wheels are forbidden. Competitors are forbidden to have any of the previous in their possession throughout a Competition.

Tires, wheels, and rims must stay entirely visible, without any form of obstruction, throughout a Competition. They must only be stored in areas designated by the MLMC committee in the paddock zone that had been attributed to the competitor by the promoter. In any case, instructions of the officials must be respected.

Use of storage tents in designated areas is permitted only if always aerated with ambient air and accessible. Further restrictions may be applied regarding qualifying tires by the Technical Delegate.



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## ARTICLE 6.6 CRANKING OPERATION – Clarification – new article

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### 6.6 Engine starting

For the purpose of these regulations, any cranking operation is considered as starting the engine.

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## ARTICLE 7.2.5 – VIRTUAL NOTICE BOARD – Clarification

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### 7.2.5 Notification of decisions

All fines must be paid to LMEM.

**HSBC FR MID MARKET**  
**3 rue des Mathurins**  
**75009 PARIS - FRANCE**  
**Banking code: 30056**  
**Counter code: 00956**  
**Account number: 09560002102 key RIB 88**  
**Code IBAN: FR 76 3005 6009 5609 5600 0210 288**  
**Swift code: CCFRFRPP**

Decisions from the Stewards are given to the Competitors in writing.

- Competitors must acknowledge receipt: the signature of the Competitor or of his designated representative is mandatory. This also applies to cases in which decisions are sent to the Competitor in electronic format. Any decision sent electronically which has not received an acknowledgement of receipt will be deemed to have been received 30 minutes after transmission.
- Officials' notifications and decisions and the results (practice and race) will be posted on the official notice board **and/or the virtual equivalent.**

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## ARTICLE 7.2.6 – RIGHT TO PROTEST – Correction

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

#### Right to protest

Protests must be made in conformity with the Code and accompanied by a deposit defined by the local ASN, paid in cash.

#### Right of appeal

The competent sporting tribunal for an appeal is the one from the FFSA, save the right to appeal the decision directly before the International Court of appeal in accordance with the FIA juridical and Disciplinary Rules

The appeal fees are defined by the FFSA and will be specified in the appendix 1 of each Competition.

Any decision taken by the **Michelin Le Mans Cup European Le Mans Series** Committee is **not** subject to appeal as well as the penalties listed under Articles 7.4.

#### Right of review

This is as provided for in the Code.



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## ARTICLE 7.4.2 – 7.4.3 – 7.5.1 – PIT LANE PENALIES – Clarification

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### 7.4.2 Drive through

Once the Drive-Through penalty has been notified on the timing monitors, the car cannot cross the Line more than four times **on track**, except if provided for under these Regulations. Drive-Through penalties are not subject to appeal.

### 7.4.3 Stop & go

Once the Stop & Go penalty has been notified on the timing monitors, the car cannot cross the Line more than four times **on track**, except if provided for under these Regulations.

The Stop & Go is completed in the working area, under the sole responsibility of the car controller. The car must come to a complete stop and may be released either immediately, or if a Stop & Go with time penalty is specified, the car must remain motionless for this time. The engine can be kept running (unless otherwise stated in the decision), but no operation is authorized on the car, and the driver must remain on board.

After the Stop & Go the car must leave the working area to rejoin the track. Stop & Go penalties are not subject to appeal.

### 7.5.1 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 timing monitors. Furthermore, they may not be served:

- if the Safety Car is **deployed on track**.
- 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, the driver has been notified on the timing monitors.

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## ARTICLE 10.1.2 – DRIVERS ELIGIBILITY – Clarification

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### 10.1.2 Drivers' obligations

Drivers must, on pain of not being permitted to take part in the race:

- Take part in free practice or qualifying practice **on pain of disqualification; unless prior and express dispensation has been granted by the Stewards in a case of force majeure.;**
- Cover at least three laps of practice by night and cross the start/finish line at least once when the race takes place partly at night.
- Drivers must drive only the car for which they have been designated, unless prior and express dispensation has been granted by the Stewards in a case of force majeure.
- For all categories, the drivers must set, during one of the official practice sessions, a time at least equal to 110% of the best time set by the fastest car in their category. The panels of the stewards, with the agreement of the Race Director, may derogate this rule if they deem necessary.
- Only Bronze drivers can **participate qualify the car** in the qualifying sessions.



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## ARTICLE 11.2.1 – 11.2.6 – STARTING PROCEDURES – Clarification

### 11.2.1 General procedures

From the moment indicated during the briefing, drivers must assume their relative grid positions on track.

Drivers in their cars must keep the formation as tight as possible maintaining the distance from the cars in front until they have crossed the start line after the start signal has been given, following one or more formation laps.

At the end of the (last) formation lap, the Leading Car will pull off before the start line.

The car in Pole Position must maintain its speed until the start signal is given. Unless otherwise specified in the briefing, the start signal will be given by turning off the red lights. All the cars will keep their position until they have passed the start line.

There will be a rolling start, given by means of lights.

Any car not starting from the starting grid, and any car that does not cross the start line on track at the end of the formation lap, cannot join the race until the Race Director will order the opening of the pit exit.

A car starting from the pit lane may be allowed by the Race Director to join any of the formation lap(s), when the last car on track crosses Safety Car Line 2 under the condition that the car rests on its wheels at the 5 minutes signal and that no change of tyre will be operated before the start of the formation lap(s).

In this case, the car must stay at the back of the queue for the formation lap(s), and, at the latest at the end of the last formation lap, this car must enter the pit lane, drive directly to the end of the pit lane without stopping in its working area and will be allowed to rejoin the track when pit exit will open.

At the time of the start, nobody is allowed in the "Signalling Area" except for officials and fire marshals wearing their passes in full view.

### 11.2.6 Car delayed on the formation lap

If a car is delayed during the formation lap(s), the car may regain its position before crossing the Intermediate Line 2, in the course of the second formation lap, if the car is unable to regain its position, it must start the race from the back of the grid.

The car must drop back to the rear of the grid immediately by allowing all cars behind to pass.

Any car that is unable to be ahead of the Intervention Car before reaching the Intermediate Line 2 before the end of the formation lap, must enter the pit lane and start from the end of the pit lane when pit exit will open, on Race Director decision.

In all cases, if a car is delayed on the formation lap, the Competitor must follow the Race Director's instructions.



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## ARTICLE 13.2.1 – DRIVING TIMES – Clarification

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### 13.2.1 Lap count

Driving time will be measured without taking pit stops into account:

First stint: Green start light - loop to pit lane entry

**First stint** for the cars starting from the pit lane: loop from pit lane exit - loop to the pit lane entry

Following stints: Loop from pit lane exit - loop to the pit lane entry

Last stint: Loop from pit lane exit elapsed time of the race per car (~~individual chequered flag~~ per car (individual passing on the control line once chequered flag is presented))

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## ARTICLE 14.4.4 – RESUMING THE RACE AFTER A RED FLAG – Clarification

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### 14.4.4 Concerning all cars, at the resumption of the race

**The race will be resumed behind the Safety Car.**

When the green lights are switched on, the Safety Car will leave the grid, followed by all the cars in the order in which they stopped behind the red flag line.

**At the resuming of the race, ~~Seen~~** after the last car in line behind the safety car passes the end of the pit lane, the pit exit light will turn green; any car in the pit lane may then enter the track and join the line of cars behind the safety car. **After that, the procedure defined in Article 14.6 of these regulations will apply.**

**The Safety Car will then enter the pits, unless repairs still need to be made (guardrails, tyre barriers, etc.). The Clerk of the Course may decide to keep the Safety Car out until the work has been completed or because of weather conditions. During these laps, Article 2.10, Chapter II of Appendix H to the Code will apply.**

If the race cannot be resumed, the results will be taken as they stood at the end of the penultimate lap before the lap during which the signal to suspend the race was given.



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## APPENDIX 5 – LOGO & VISUALS

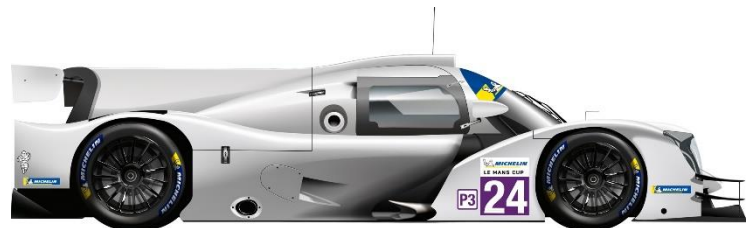
### 5. Sticker with the Series' logo

The stickers with the Series logo will be supplied by LMEM and must be in place before scrutineering. Competitors cars must have three free locations measuring ~~20 cm~~ 15 cm (height) x 35 cm (width) for installing the stickers with the Series logo. They must be situated directly above the backgrounds of the numbers.

### 8. Signage affixed to the drivers' and mechanics' overalls

The Series' patches must be stitched/embroidered on the drivers' and mechanics' overalls in the respect of the FIA safety rules.

Any breach of this article may lead to sanctions imposed by the Stewards up to the disqualification of the car. The position of the patches on the drivers' and mechanics' overalls must respect the positioning diagram below. All the specifications are available from LMEM upon request. Patches will not be supplied by LMEM. The dimensions of the embroidered patches are: 10 cm (length) x 8.5 cm (height).



Any decision taken by the Michelin Le Mans Cup Committee is not subject to appeal.

<http://lemanscup.alkamelsystems.com/committe.php>



# MICHELIN LE MANS CUP COMMITTEE



## APPENDIX 6 – GENERAL SAFETY IN PIT LANE – Clarification

### 1. General safety recommendations

It is the obligation of the teams to complete a pit stop and operate the garage in a safe manner at all times, including but not limited to the following obligations:

- Air bottles must be firmly anchored.
- Tools that cause sparks are prohibited in the working area and garage.
- No tools may be in the working area except during an intervention.
- The use of dry ice is forbidden in the garage, in the pit lane and on the grid at any moment during a Competition.
- It is prohibited to use any system allowing the driver to give the start command while relying entirely on vehicle sensors to prevent engine starts. This includes but is not limited to “drop start” functions and “fuel coupling” strategies. The engine start command must be given by the driver once the refuelling or other operations are complete, and when safety conditions are met, in compliance with article 12.
- Installations on the signalling wall may not protrude into the pit lane or track except to signal the driver when passing. Signals may not flash.
- Teams must follow the instructions of the officials regarding safety. These instructions regarding safety are not subject to protest or appeal.

Each competitor must be in possession, per car entered, of a minimum of three fire extinguishers (at least two of them in the garage). The minimum accepted capacity is 5 kg / 6 litres. Powder-based and CO2 extinguishers are accepted, water-based extinguishers are recommended.

## APPENDIX 8 – COVERING THE CAR – Clarification

### 3.2 Rules for the grid walk

During each Competition, LMEM will have the possibility, at its sole discretion, of organising a “grid walk” during which any person with the valid accreditation will have the right to circulate on the starting grid.

During the “grid walk”, the entire bodywork of the car(s) must remain uncovered.

In case of very high temperatures, the placing of a windscreen blanket will be allowed as long as the blanket size does not exceed that of the windows and roof.

### 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 Competition(s) only