

## 2025 SEASON TEAM MANAGERS BRIEFING NOTES

23/04/25 - Changes are indicated in yellow

### Pit lane procedures

- 1) If you make any changes to your cars overnight, please ensure you inform the scrutineers first thing in the morning.
- 2) Under no circumstances can teams place timing devices and/or beacon less than 3 metres from the official timing systems.
- 3) At any time, and including after the end of the race, any mechanic handling fuel must be wearing protective clothing and equipment in accordance with the regulations.
- 4) At any time during an Event (free practice, qualifying, warm up or race), the scrutineers may decide to stop a car for scrutineering purposes. Drivers must respect the signals of the scrutineers to stop.
- 5) Prior to their respective qualifying sessions, GT3, LMP3 PRO/AM and LMP3 cars will only be allowed on the fast lane when instructed by a message on the timing monitors and a radio message from Race Control. For all other sessions, drivers may access the fast lane when proceeding into the pit lane from the assemble area.
- 6) During the race(s), after each pit stop, it is the responsibility of the teams to provide the Technical Delegate with the data usb stick. For all sessions besides the race(s), the data usb stick is to be brought to the Technical Delegate at the end of the session.
- 7) Any team member performing duties on a car in accordance with Article 12.2.2 of the MLMC Sporting Regulations, must wear the appropriate armband as described in Sporting Regulations Article 4.2.5, Three different armbands had been distributed to each competitor. The armbands must be worn around the upper arm.



- PIT LANE: the yellow armband needs to be worn to access the pit lane and to carry any type of operations on the car.
- TIRE & BRAKE: the blue armband needs to be worn to access the pit lane and to check the Tires and/or the brakes.
- RED: the red armband is to identify the only person allowed on the grid in case of a race suspension.

### Race control

- 8) Please ensure you have your Pit Wall radio on 10 minutes before each session, and it should remain on until at least 10 minutes after the session. A radio test message will be done from Race Control approximately 5 minutes before the start of each session and will be notified via the monitors.
- 9) Please ensure you turn on your Discord 10 minutes before the start of the first session of each day, and that it is kept on for the remainder of the day. For any issues relating to Driver ID please message the Chief Timekeeper directly. Please note that Scrutineers and Stewards also have access to Discord and shall send messages to you if required.
- 10) Discord will be used in accordance with the following guidelines (which are not limitative):
  - Competitors' ID's must be labelled as follows: 'aa\_bbbb\_cccc', with aa= the car number, bbbb= the team name and cccc= TECH or TM
  - Private conversations outside of identified 'individual' channels can only take place at the initiative of an official, who may choose to interrupt the conversation at discretion.
  - No regulatory inquiry from Competitors will be handled in private conversations. Any such inquiry from Competitor during a session must be dealt with during an in-person appointment, at the Officials' discretion.
  - Competitors can only report an incident once, following the principles published by Race Control at the beginning of the Competition.
  - Private conversations outside of identified 'individual' channels can only take place at the initiative of an official, who may choose to the conversation at their discretion. Private conversations with the Stewards are not permitted.
  - Any failure to comply with the above, or any other behaviour deemed inappropriate may result in removal from the Discord Server.
- 11) No private message on Discord will be answered during the sessions and the race.
- 12) During the event, the only monitors you should rely on regarding official information are the timing pages generated by Alkamel.
- 13) Race control is limited to Team managers and drivers who are invited in the room.

### On the grid

- 14) Grid access is only allowed to persons with the appropriate pass.
- 15) After the 3-minute signal, only one mechanic is allowed near the car.
- 16) After the 1-minute signal, nobody is allowed near the car. The doors of cars must be closed, and the team personnel must leave the grid. The engine is to be started by the driver without external assistance.

### End of session procedures



## LE MANS CUP

- 17) Parc Ferme after the Qualifying sessions will be in the awnings with cars on the ground and on the Tires, they qualified on, unless you have been selected to undergo scrutineering.
- 18) After qualifying, when under Parc Ferme conditions, teams are allowed only to check the Tire pressure, Tire temperature and the driver may exit the car. No other work or checks may be completed.
- 19) Bear in mind that at the end of the qualifying session, you may only change Tires to push your car to scrutineering if specifically allowed by the Race Director.
- 20) **At the end of the GT3 qualifying session, GT3 teams trolleys will be allowed to return to the paddock. All trolleys should be out of the pit lane no later than 5 minutes after the chequered flag. All trolleys from all three categories must remain in the pit lane until the end of the LMP3 Qualifying session.**
- 21) After GT3 qualifying, those cars requested to go to Scrutineering must immediately be pushed down pit lane (if required, in the opposite direction), into the Scrutineering garages/area. We must ensure this is done within the break between GT and LMP qualifying. Cars are not allowed to be lifted.
- 22) **After LMP3 PRO/AM qualifying, those cars requested to go to Scrutineering must immediately be pushed down pit lane (if required, in the opposite direction), into the Scrutineering garages/area. LMP3 cars are not allowed to be lifted.**
- 23) After LMP3 qualifying, those cars requested to go to Scrutineering must immediately be pushed down pit lane (if required, in the opposite direction), into the Scrutineering garages/area. LMP3 cars are not allowed to be lifted.
- 24) At the end of a session, Officials may ask a team to stop a determined car on track to simulate a medical intervention with extrication.
- 25) At the end of all sessions except when Refuelling and Tyres Change Tests are planned, all cars receiving the chequered flag on track must drive directly to the paddock when entering the pit lane.
- 26) At the end of all sessions, trolleys movements will be allowed only once instructed by race control.

### End of race procedures

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- 27) Climbing on the debris fence on the pit wall at the end of the race is forbidden.
- 28) If the leader of the race is not fighting for position, it will be appreciated that he leaves a gap to the car in front to present the chequered flag.
- 29) At the end of the race, after your cars have taken the chequered flag, we do not expect them to overtake other cars.
- 30) The top car from each class will be required to be underneath the podium and will be confirmed via the timing monitors and the pit wall radio.
- 31) The cars that are under the podium will be pushed to scrutineering by the team after the podium procedures and always under the surveillance of a scrutineer.
- 32) The cars required to go to scrutineering will be informed via the timing monitors and the pit wall radio.
- 33) The presence of mechanics in Parc Ferme is always dependant on authorisation from the scrutineers.

### Miscellaneous

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- 34) We strongly advise that drivers are acquainted with the FIA anti-doping regulations: <https://www.fia.com/education-0>
- 35) It is important you make sure that your drivers are aware of the contents of Appendices of the ISC, especially Appendices A, B, C, H and L.
- 36) It is important that teams immediately report any issues with radio communication with the car.



**Gwen Bourcier**  
Michelin Le Mans Cup Race Director

Le Castellelt, 01/05/2025