



MICHELIN LE MANS CUP COMMITTEE



To: LMP3 LMP3 Pro/Am GT3

Decision: MLMC_2026_D03_bis_All_Sporting_Clarifications

Date: 19/02/2026

Subject: Sporting clarifications for the 2026 season

APPLICABLE REGULATION(S)

2026 Michelin Le Mans Cup Sporting Regulations

DECISION

ARTICLE 5.2.1 – DRIVERS' OVERALLS

5.2 Scrutineering

5.2.1 General provisions

A maximum of 4 people of a Competitor is authorised per car during scrutineering. Scrutineering involves a number of checks, decided at the discretion of the Scrutineers, and focusing primarily on safety.

No car can take part in the Competition unless it has been approved following the initial scrutineering. This approval is shown by a dedicated sticker.

The fact that a car, part or Competitor has satisfied its obligations concerning pre-race scrutineering does not imply its conformity to the applicable Technical Regulations, which is of the exclusive responsibility of the Competitor (see Article 1.3.3).

Pre-race scrutineering concerns as a minimum:

- Documents, such as (non-exhaustive): the equipment declaration online forms (which must be continually updated during the Competition), the Homologation Form of the cars.
- Safety features and devices of the cars.

Safety features and devices of the drivers, such as (non-exhaustive): the homologation of the overalls, helmets and frontal head restraint devices (in the conditions defined in Appendix L to the Code). No modification to the helmet and frontal head restraint device is authorised apart from those homologated. Drivers of the same crew must wear racing overalls that are identical in design, **colour and markings**.

ARTICLE 7.5.2 – PENALTIES AT THE END OF THE RACE

7.5.2 For penalties notified at the end of the race

If a penalty is notified on the Monitors during the last **5 laps-15 minutes**, and the car does not fulfil the penalty, the latter shall be converted into a time or lap penalty and can be revised upwards.

The time added for a Drive Through penalty or a Stop and Go penalty will be specify in the first Bulletin of the Stewards for each Competition.



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ARTICLE 11.2.3 – STARTING PROCEDURES COUNTDOWN

11.2.3 Countdown

The approach of the start will be announced by signal given to the competitors:

These signals mean:

- "5 minutes" signal: **start of the countdown:** drivers on board, no further work allowed on the cars. Tyre change is forbidden; cars must be resting on their wheels.
- "3 minutes" signal: **start of the grid evacuation:** **only officials, drivers in the cars and one Competitor's personnel per car, next to the car, are allowed on the grid everyone except the drivers in their cars, one personnel from the Competitor per car and officials must leave the grid.**
- "1 minute" signal: the doors of cars must be closed, and the Competitor personnel must leave the grid. The engines are started by the drivers without external assistance.
- "30 seconds" signal: only 30 seconds remaining before the formation lap.
- Showing of the green flag: start of the formation lap(s) behind the Leading Car: the cars must maintain their grid positions.

The details will be specified at each Competition.

ARTICLE 14.4.2 RED FLAG PROCEDURES FOR CARS ON THE GRID

14.4.2 Procedure concerning cars present on the grid

At the "10 minutes" signal

- The Race Director, for safety reason, may authorise a tyre change.
- a maximum of 3 personnel from the Competitors per car, wearing the appropriate armbands, will be allowed to access the grid to carry out exclusively the following tasks:
 - o Assisting the driver,
 - o Helping to start the car with an external battery,
 - o Checking the tyres and brakes,
 - o Changing the tyres if allowed by the Race Director,
 - o Removing the cover from the car,
 - o Demisting the windscreen.
- The same operations will be allowed for cars in the pit lane.

At the "5 minutes" signal

- The cars must be resting on their wheels, without any cooling device, **no further work allowed on the cars.**
- The cars must be uncovered.

4 minutes before the resuming of the race

- "Wave-by": All cars located on the grid between the best overall classified car on track and the red flag line will be waved off to complete one lap without overtaking and join the rear of the line of cars behind the Safety Car.

At the "3 minutes" signal

- 3 minutes before the race resumes.
- The driver needs to be in the car.

At the "1 minute" signal

- engines must be started and the tyre and brake technicians must withdraw from the grid. If a driver needs assistance after the "30 seconds" signal, this shall be signalled by the marshals with the yellow flags.



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APPENDIX 2 – ARTICLE 3 – LMP3 RACE-BY-RACE COMPETITORS

3. Participation fees for « race-by-race” Competitors

The participation fees for “race by race” Competitors in a Series Competition are as follows:

- € 10800 per car and per Competition (excluding Road To Le Mans)
- € 6000 as an advance on supplies and other technical costs
- € 5500 for rental fee for marshalling system
- € 2129 as rental fee for Marelli Kit concerning Category GT3
- € 475 as rental fee for Marelli Kit concerning LMP3 category

APPENDIX 3 – ARTICLE 1 - TRANSPONDERS

1. Transponder

1 main + 1 spare

Main = MyLaps X2 Plus + Driver ID Kit: it must be connected on the CAN line of the “Marelli-scrutineering” loom to send data via Smart Antenna.

Spare =

- MyLaps X2 Plus
- MyLaps TR2 Direct Power
- MyLaps X2 car/bike
- MyLaps Car Pro DP-I
- AMB TranX 260 DP

A driver ID kit must be connected to the spare transponder.

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