MICHELIN LE MANS CUP COMMITTEE

MICHELIN LE MANS CUP

To: ☒ LMP3 ☒ LMP3 Pro/Am ☒ GT3

Decision: MLMC_2026_D15_All_Sporting_Clarifications

Date: 10/08/2026

Subject: Sporting clarifications for the 2026 season

APPLICABLE REGULATION(S)

☒ 2026 Michelin Le Mans Cup Sporting Regulations

DECISION

This document cancels and replaces the following Committee decision(s): #D08.
Clarifications carried over from the above-mentioned decisions are highlighted in yellow.
Further clarifications brought by this decision are highlighted in green.

ARTICLE 5.2 – SCRUTINEERING

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.~~

[…]

5.2.4 Equipment declaration

Competitors must declare all required information on the Series' technical platform no later than the start of the Administrative Checks as defined in the Competition timetable, unless otherwise specified by the Technical Delegates through an official communication ~~in an accurate and timely manner and keep it updated it throughout a Competition.~~ They must also make any changes requested y the Technical Delegates and their deputies as soon as possible.
Equipment declarations must be done on ACO-TECH: https://aco-tech.online

ARTICLE 6.3.5 – MARSHALLING DISPLAY

6.5.3 Marshalling display

It is the Competitor's responsibility to ensure that the Marshalling Display is installed within the Driver's field of vision.
The Driver must be able to easily see and recognize the signs or messages displayed.
In the absence of a proven technical failure, the Stewards will consider that the screen was visible in accordance with the requirements.

ARTICLE 6.5 – TYRES

6.5.1 Definitions and general conditions

Each tyre must be identified barcode (Technical list n°54). Competitors are responsible of getting the equipment needed to read these identification labels. For the purposes of these regulations, "carry-over tyres" means tyres from the Competitor's allocation (as mentioned in Article 6.5.4), already declared to the Technical Delegate and scanned by RFID gate during ~~the Prologue of the Series or~~ a previous Competition of the Series.

Competitors must declare to the tyre manufacturer any carry-over tyres and wet tyres, no later than five (5) days before the start of the Competition.

All references (included carry-over tyres and wet tyres) must be declared by the tyres manufacturer to the Technical Delegate at least 48 hours before the start of the Competition. This list of designated tyres will be notified to the Stewards at the beginning of the Competition. The list must comply with list according to Appendix 5.

Removing markings, logos and labels from the tyres is prohibited.

All tyres must be identifiable at any time (including when tyres are fitted on the car). When tyres are fitted on the car, barcodes must be on the outer side of the tyre.

During and directly after the practice and race, after a tyre change the Competitor must leave the complete wheels that have just been removed from the car in his pit, at the disposal of the officials. The wheels may be withdrawn only with the agreement of an official.

The use of undeclared tyres is prohibited in all Competitions of the Serie.

[…]

6.5.4 Allocations

The maximum number of dry-weather tyres that can be used during a Competition is defined as follows:

	Free practices	Qualifications + Race
	Carry over	New
LMP3	4	12*
LMP3 Pro/Am	4	12*
GT3	4	16*

For free practice sessions, the count begins from the beginning of the practice sessions.

- For the qualifying sessions and the race, the count begins from the start of the qualifying 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.

- From the start of a Competition, except for of "Carry Over" tyres which only be used in free practice, all dry- weather tyres used must be new.

* Two additional « joker » tyres can be used during the season, left to the discretion of the competitor and after declaration to the Technical Delegate. Joker tyres may not be reused at following competitions as joker tyres. Once scanned, the joker tyre is considered to be part of the competitor's allocation and replaces one previously declared tyre.

For the "~~additional~~ Supplementary" competitors (race by race entry), an additional "joker" tyre can be used at any time during the Competition concerned, left to the discretion of the Competitor after declaration to the Permanent Technical Delegate. This allocation cannot exceed two additional "joker" tyres during the season.

These rules do not apply to the Bronze Test as provided for in Article 8.1.3.

The number of wet-weather tyres usable during a Competition is not limited.
Their use is only permitted during practice and the race if the track has been officially declared wet by the Clerk of the Course or the Race Director.

ARTICLE 7.1 – MLMC Committee

7.1 Michelin Le Mans Cup Committee

Certain aspects relating to the application of the Series Regulations have been entrusted to the Michelin Le Mans Cup Committee (hereinafter "the Committee or the MLMC Committee"), whose composition is:

- Antoine Crevenat
- Clémence Héjoaka
- Julien Habbouche

The decisions of the Michelin Le Mans Cup Committee are taken in the last resort and cannot be appealed.
Any competitor, manufacturer or driver wishing to obtain a clarification on a point of the regulations between two Competitions, may submit the matter to the Committee. Any interpretation given by the Committee shall not be binding on the sporting authority represented by the Race Director and the Panel of Stewards.
To do so, the competitor, manufacturer or driver must send the Committee a request, duly motivated, no later than the Monday preceding the week of the Competition at comite.mlmc@lemans.org, clearly specifying the points on which they are requesting an interpretation.

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.

ARTICLE 10.2 – PROCEDURES DURING QUALIFYING

10.2.3 Specific cases

If a car does not participate in the qualifying practice session, the car will be placed on the grid behind the cars of its category, except exceptional circumstances at the discretion of ~~its position on the starting grid will be determined by the~~ Stewards.
If a car participates in the qualifying session but does not set a time or has its times cancelled during the qualifying practice session, it will be placed on the grid behind the cars in its category. If a car is disqualified from the qualifying session, the car will be placed behind all the cars. In this case, the fastest driver in the crew must start the race.
In the event that several cars are placed on the grid behind the cars in their category, the Stewards will determine the appropriate order at its discretion.
~~As soon as a car is placed at the rear of the cars in its category, the fastest driver in the crew must start.~~

10.2.4 Red Flag

Any car causing a red flag in a qualifying session will have ~~all~~ its lap times until the moment of the deployment of the red flag deleted from that qualifying session, except under exceptional circumstances at the Stewards' discretion. Furthermore, any car causing a red flag may not be allowed to re-join the qualifying session.

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 12 – PIT LANE AREAS

12.1.2 Pit lane areas

When the circuit allows, the pit lane is to be divided into three areas:

- The fast lane: this is the lane closest to the pit lane wall. A car can access the fast lane only under its own power.

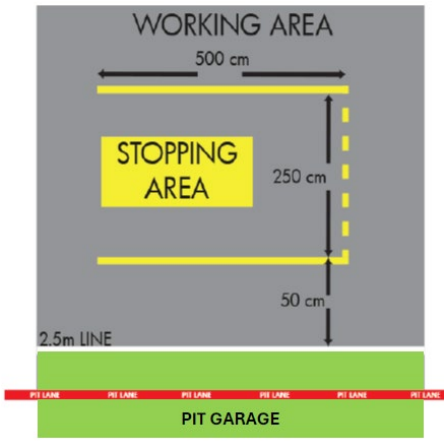
- The acceleration and deceleration lane (or blending lane): this is the central lane reserved exclusively for the transition of a car joining:
    - its dedicated stopping area, when coming from the fast lane;
    - the fast lane, when it leaves its stopping area.

  This lane is not intended for circulation.

- The working area: this is the part closest to the garages, where work on the cars is allowed~~, It has a wall or a painted line in front of the pit shutter on one side and a line separating it~~ from the 2.5m Line, as defined in Drawing n°1, on one side, to the ~~central~~ blending lane on the other. The presence of people is only authorised during interventions on the car.

Cars in the fast lane have priority over cars in the acceleration lane or working area.
Except in special circumstances or otherwise specified in the applied regulations, the pit lane must be used, in complete safety, exclusively to allow cars to stop in their dedicated stopping area.
In particular, it is not allowed to use the pit lane for the purposes of overtaking or to stop elsewhere than in its dedicated stopping area.
Penalty at the discretion of Stewards**.**

Drawing n°1



12.1.3 Pushing the car in the pit lane

A car can be pushed on its wheels or on skates by a maximum of four persons only under the following circumstances:

- From the positions indicated by the Race Director during the briefing as far as its pit;
- To position the car in its stopping area.

The use of the reverse gear is prohibited in the pit lane.

12.2.2 Pit stop procedures

a) Arrival of the car in the working area

Only one person, the car controller, is responsible for stopping the car safely in its working area and for general safety throughout the length of the pit stop.
This person must be in the working area before the car stops.
This person must remain in the pit lane throughout the stop and supervise but may perform no other function.
For operating a pit stop, the car must stop in its dedicated stopping area as the ~~following~~ drawing n°1:
When the car is stopped in its dedicated stopping area, no part of the car must cover the lateral tape defining the area in top view.

b) Driver change

A driver change may be completed at any time during a pit stop, under the condition the car is properly stopped, engine off, in its dedicated stopping area.
Drivers may not take part in any other intervention than directly related to the drivers' change.
The driver help must be administered, by a driver of the crew concerned (who will then assume the exclusive role of driver help) and/or by a dedicated person (who will then assume the exclusive role of driver help), and/or by one or more persons, wearing the appropriate armband, authorised in the working area.

c) Refuelling

Refuelling is not allowed during free practices, bronze test or qualifying sessions.
During the race, refuelling is authorised at the beginning of a pit stop and exclusively in the stopping area, unless the car has entered the garage for repairs, in which case the refuelling can be done at the end of the pit stop, only in the stopping area.
A refueller can intervene to put fuel into the car (which must, during this time, be resting on its wheels) only when:

- The car is resting on its wheels;
- The engine is off ;
- The deadman valve attendant is in position and operating the valve;
- The fire extinguisher attendant is equipped with an extinguisher;
- The car has been grounded.

During this phase:
A maximum of three persons, wearing the appropriate armband may ground the car and perform manual cleaning or visual checks, provided that no bodywork panel is removed and that no part of any sort is brought to the working area.
Tools are not allowed during the refuelling phase.
It is allowed to bring equipment that is necessary to clean the windscreen or the car.
A maximum of two industry representatives and/or technicians, wearing the appropriate armband, are permitted to check the tyres and/or the brakes.
The measurement of tyre temperatures and pressures is allowed in free practices (with manual tools only).
During the race by night, it will be allowed to bring a flashlight to check the tyres/brakes as long as its use does not jeopardize the other competitors.
Only the person(s) mentioned above are authorised in the working area.

d) Intervention

A maximum of three persons, wearing the correct armband, are authorised to intervene on the car, to conduct any type of operations.
A maximum of two industry representatives and /or technicians, wearing the correct armband, are permitted to check the tyres and/or the brakes, but may not perform any other function.
Tyre changing must be done with the help of at most one wheel guns pneumatic.
At any time during pit stop operations, wheels cannot be left unattended. Detached wheels must always be either carried or laid flag on the ground.

e) Departure of the car from the working area

A car controller is responsible for allowing the car to leave the working area safely once the area will be free of materials or personnel.

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12.4.2 Temps de référence aux arrêts au stands – *correction of the French version*

Définition du Temps de référence de l'arrêt au stand
Le Temps de Référence de l'Arrêt au Stand désigne la durée minimale obligatoire qu'un Concurrent doit respecter lors de tout arrêt au stand impliquant un changement de pilote.

Champ d'application :
- Le Temps de Référence de l'Arrêt au Stand s'applique exclusivement aux arrêts au stand qui incluent un changement de pilote.
- Tout arrêt au stand impliquant un changement de pilote doit également inclure :
  - Le ravitaillement en carburant ;
  - Le changement de pneumatiques, sauf dans le cas où les pneumatiques pour temps humide sont autorisés.
- Cet arrêt au stand doit obligatoirement être effectué devant le garage ou dans la zone dédiée au Concurrent, sous la responsabilité exclusive de celui-ci.
- Au moins un arrêt stand soumis au Temps de Référence doit être effectué avant l'écoulement de 1h39 minutes et 59.999 secondes depuis le début de la course de la course.

Exclusions :
- Le Temps de Référence de l'Arrêt au Stand ne s'applique pas aux arrêts ne comportant pas de changement de pilote, y compris les arrêts effectués dans la zone de travail attribuée dans le cadre d'une pénalité de type Stop & Go.
- Sauf instruction contraire des officiels de la Compétition, le Temps de Référence de l'Arrêt au Stand est applicable uniquement pendant la course.

Calcul du Temps de référence :
- Le Temps de Référence de l'Arrêt au Stand est déterminé en tenant compte :
- Du temps requis pour parcourir la voie des stands à une vitesse de 60 km/h, mesuré depuis la boucle d'entrée de la voie des stands jusqu'à la boucle de sortie ;
- Du temps standard nécessaire pour effectuer un changement de pilote, un changement de pneumatiques et un ravitaillement en carburant.

Notification :
Le Temps de Référence de l'Arrêt au Stand applicable à chaque Compétition sera communiqué dans les notes de briefing officielles correspondantes.

ARTICLE 13.2 – DRIVING TIMES

13.2 Race driving time
13.2.1 Definition

Actual time spent by each driver during the race of a Competition. This actual time spent excludes the ~~pit stops~~ the time spent in the pit lane, between pit entry loop and pit exit loop (irrelevant of pit stop, drive through, stop and go, Safety Car by the pit lane), and the periods of race suspensions related to red flag.

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:
  - Assisting the driver,
  - Helping to start the car with an external battery,
  - Checking the tyres and brakes,
  - Changing the tyres if allowed by the Race Director,

  - Removing the cover from the car,
  - 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.

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.

APPENDIX 7 – ARTICLE 7 – Tools with internal batteries

7. Restrictions concerning equipment

It is prohibited to have any equipment:

- For speeding up the removal of the wheels. Only one-wheel gun or one pneumatic torque wrenches are authorised per car in the working area at any given time. A maximum of one pneumatic wheel gun can be used during a wheel change to change the tyres.
- For warming the tyres and/or keeping them at constant temperature in the working area, in the garage and on the starting grid. (see Article 12.1.2) Penalty in case of infringement: at the Stewards' discretion.
- Which is operated using an external power source (electrical, pneumatic, etc.), with the exception of the wheel gun and the air-jack coupling. In case of airjack failure, a ACO approved airbag can be used to lift the car.

Tools with internal batteries are authorised but must be operated at any moment by a person wearing the appropriate armband and cannot be left unattended.

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