

TO: ☒ Teams ☒ Manufacturers

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

DECISION N°: WEC_2025_D33_All_Sporting_clarification

DATE: 02/07/2025 **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): #D21.
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: $A+B+C$ = 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 1st: + 0.24 % Laptime
 - o 2nd: + 0.16 % Laptime
 - o 3rd: + 0.08 % Laptime
- B being determined by the result of the Competition preceding the previous Competition (Race-2):
 - o 1st: + 0.24 % Laptime
 - o 2nd: + 0.16 % Laptime
 - o 3rd: + 0.08 % Laptime
- C being determined by the current championship standings:
 - o 1st: + 0.24 % Laptime
 - o 2nd: + 0.16 % Laptime
 - o 3rd: + 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*
HYPERCAR	12	4	18	26	32
LMGT3	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.

ARTICLE 7.2.6 – BANK ACCOUNT DETAILS – Correction

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.

ARTICLE 7.4.9 – PIT LANE PENALTIES – Clarification

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 9.1.14 – PIT LANE BEHAVIOUR – Change in articles organization

9.1.14 Practice

During practice, the discipline applicable in the pits and on the track, as well as all the safety measures, are identical to those applicable during the race.

~~Access to the working lane and the fast lane will be given by the Race Director via the official communication channels. From that moment on, the requirements of Article 12 will apply.~~

ARTICLE 12.1.1 – PIT LANE BEHAVIOUR – Change in articles organization

12.1.1 General safety in the pit lane

The Competitor must ensure that the installations and the work in the pit and the pit lane:

- Are safe;
- Respect the prescriptions stated by the Promoter and the Officials;
- Do not obstruct the other Competitors.

These elements are left to the sole discretion of the pit lane Officials and are not subject to appeal before the Sporting Power.

Access to the working lane and the fast lane will be given by the Race Director via the official communication channels ; from that moment on, the requirements of Article 12 will apply

Cars cannot enter or exit their garage under their own power.

Cars may not enter or leave the pits or their pit stop position in a way that could endanger pit lane personnel or another car and Driver.

It is permitted to use skates.

Cars may be released only if it is safe to do so. An additional penalty may be assessed if, in the opinion of the stewards, a Driver continues to drive a car knowing it to have been released in an unsafe condition.

During a pit stop, from the line painted in front of the pit shutter, an assistant with an extinguisher must be beside the car at all times.

ARTICLE 12.1.2 – PIT LANE AREAS – Clarification

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 central lane on the other. The presence of people is authorised only during interventions on the car.

Cars in the fast lane have priority over those 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 the Stewards.

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).

ARTICLE 14 – RED FLAG PROCEDURES – Clarification

14.3.1 General provisions and conduct to adopt

Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course will order red flags to be shown at all marshal posts and the abort lights to be shown at the start line.

When the signal to suspend the race is given, overtaking is prohibited, the pit entry and exit will be closed, and all Drivers must drive their cars slowly to the red flag line (the location of which will be confirmed by the Race Director in the Drivers' Briefing), where they will line up in single file, on the left hand side of the track.

The order of cars that will be taken into account will be the order in which they stopped behind the red flag line. The Safety Car will be placed in front of the cars lined up behind the red flag line.

While the race is suspended:

- Neither the race nor the timekeeping will be halted unless in the case specified below.
- If the circumstances so require and permit it, the Stewards may take the decision to stop and/or modify the race time set. This may not exceed the time of the race provided for in Appendix 1 of the Competition.
- Driving time during a red flag period will not be counted and the Stewards will confirm the updated driving times before the re-start of the race. The driving time will re-start to count, at the resuming of the race, once the Safety Car will leave the **grid track**, as defined in Article 14.4.5.
- Only officials and one person per car wearing a red armband are allowed on the grid.
- The Drivers are allowed to leave their cars (but must not move away from them) and remove their helmets and gloves.
- Driver changes are prohibited.
- The Drivers must obey the officials' instructions at all times.
- As *Parc Fermé* rules apply to all the cars, no repairs are authorised on the track or in the pits.

14.4.2 Procedures concerning cars present on the grid

At the "15 minutes" signal

- The Race Director, for safety reasons, may authorise a tyre change.
- A maximum of 4 team personnel per car, wearing the appropriate armbands, and equipped as defined in Article 4.2.2, 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,
 - Removing the cooling or heating device for Hybrid cars,
 - Demisting the windscreen,

- For cars eligible for Pass Around, the use of skates will be permitted to shift cars to the right side of the track to facilitate the procedure.
- The same operations will be allowed for cars in the pit lane.

At the “5 minutes” signal

- The cars must be uncovered.
- The Driver needs to be in the car.
- The cars must be resting on their wheels, without any cooling device.
- Cars eligible for Pass Around must be correctly positioned on the right side of the track.
- If a car that is on the grid between the top overall car on the track and the red flag line is also eligible for Pass Around, then once it joins the back of the line of cars behind the car safety, this car must position itself on the right side of the track and wait for instructions from the Race Director to proceed with the Pass Around.
- If the leader of the category entered the pit lane after the red flag procedure has been deployed, the next car in the classification of the relevant category will be deemed to be the category leader for the purpose of Pass Around eligibility.

5 minutes before the race resumes

- Once the cars are on their wheels, 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.
- The cars must be resting on their wheels, without any cooling device.
- Cars eligible for Pass Around must be correctly positioned on the right side of the track.
- If a car that is on the grid between the top overall car on the track and the red flag line is also eligible for Pass Around, then once it joins the back of the line of cars behind the car safety, this car must position itself on the right side of the track and wait for instructions from the Race Director to proceed with the Pass Around.
- If the leader of the category entered the pit lane after the red flag procedure has been deployed or is in the pit lane at the 3 minutes signal, the next car in the classification of the relevant category will be deemed to be the category leader for the purpose of Pass Around eligibility.

At the “1 minute” signal

- All cars eligible for Pass Around (car whose category leader is behind, in the order of cars on the track) correctly positioned on the right side of the track, will be instructed to complete a lap without overtake and join the back of the line of cars behind the Safety Car.
- For the other cars, engines must be started, and the team, 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.

14.4.3 Procedure concerning cars that entered the pit lane before the red flag signal

Any car that is already in the pit entry road at the moment the Red Flag is deployed, for the purpose of this article, will be deemed to have entered the pit lane before the Red Flag signal.

At the “15 minutes” signal

- Work on the cars may resume, respecting the conditions set out in Article 12.

At the “4(four) 5 minutes” signal

- Once the last car eligible for Wave by will pass Safety Car Line 2, the pit exit will open for one minute.

Any cars intending to resume the race from the pit exit may do so in the order in which they got there under their own power, unless another car was unduly delayed.

- These cars will be waved off to complete one lap without overtaking and join the back of the line of cars on track. If one of these cars is also eligible for Pass Around, then once it has joined the back of the line of cars behind the Safety Car, this car must position itself on the right side of the track and wait for instruction from the race direction to proceed with the Pass Around.

3 (three) 4 minutes before the race resumes

- The pit exit will be closed.
- Any car, that entered the pit lane before the Red Flag signal, which has not left the pit must stay at the pit exit until it opens again which will happen after the race has restarted and once the last car on track has crossed Safety Car Line 2.

APPENDIX 7 – PERSONNEL LIMITATION DECLARATION

1. General principle

These limitations concern access to garages, trucks, offices, and all areas reserved for the technical operations of the Competitor from the start of the Competition until the end of the race.

At the beginning of the season, Competitors will be assigned a specific identification system corresponding to its relevant personnel authorisations, that must be worn/visible at any moment of the Competition.

This system will have to be maintained throughout the season and used in accordance with the instructions given by the ACO and the FIA.

Additional restrictions or adaptations, as well as adjustments relating to declaration methods, might be enforced during the season by the WEC Committee in the spirit of cost reductions.

ACO and FIA will have full authority to investigate whether Competitors comply with the rules listed under Appendix 7. Appendix 7 does not apply for the 24 Hours of Le Mans.

[...]

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

Any decision taken by the WEC Committee is not subject to appeal.

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

LMGT3 – 2 cars	32
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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 18th
- 6 Hours of Imola: April 9th
- 6 Hours of Spa-Francorchamps: April 30th
- 6 Hours of Sao-Paulo: July 2nd
- Lone Star Le Mans: August 27th
- 6 Hours of Fuji: September 17th
- 8 Hours of Bahrain: Octobre 29th

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 per team	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