

To: ☒ Hypercar ☒ LMGT3

Decision: WEC\_2026\_D03\_ALL\_Sporting\_Clarifications

Date: 03/02/2026

Subject: Sporting clarifications for the 2026 season

## APPLICABLE REGULATION(S)

☒ 2026 FIA World Endurance Championship Sporting Regulations

## DECISION

### ARTICLE 7.2.7 – OUT OF THE COMPETITION STEWARDS PANEL

#### 7.2.7 Out of Competition Stewards panel

For the entire duration of the Championship season, the FIA will appoint a standing panel of Stewards ("Out-of-Competition Stewards Panel") in accordance with Article 11.5 of the International Sporting Code and comprised of at least five members.

In accordance with Article 11.5.4 of the ISC, the FIA may refer an alleged breach of the applicable sporting, technical and/or operational regulations to the Out-of-Competition Stewards Panel:

- where it occurs outside the framework of a Competition, subject to the Article 11.7.1.b of the ISC;
- where the matter is time-sensitive such that it would not be appropriate to delay resolution until the next Competition;
- where the alleged breach does not have an immediate and direct impact on a Competition;
- or where the alleged breach relates to or has an impact on more than one Competition.

The FIA will give the relevant Competitor or Manufacturer a notice of its intention to refer an apparent or alleged breach to an Out-of-Competition Stewards Panel.

The Stewards appointed for a Competition may delegate their authority to the Out-of-Competition Stewards Panel in accordance with Article 11.7.1.a.ii of the ISC.

Proceedings before the Out-of-Competition Stewards Panel shall be conducted in accordance with the applicable provisions of the ISC.

### ARTICLE 7.4.10 – PENALTIES AT THE END OF THE RACE

#### 7.4.10 For penalties notified at the end of the race

If a penalty is notified on the timing screens during the last **5-laps 15 minutes** of the race, and the car does not serve 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 & Go penalty will be specified in the first Stewards' Bulletin for each Competition.

## ARTICLE 11.2.3 – STARTING PROCEDURES COUNTDOWN

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### 11.2.3 Countdown

As the start approaches signals will be 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 changing is forbidden, and 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 ~~closed~~ cars must be closed, and personnel from the Competitor 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 – CARS ON THE GRID DURING RED FLAG

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### 14.4.2 Procedure concerning cars present of the grid

#### At the “15 minutes” signal

- The Race Director, for safety reasons, may authorise a tyre change.
- A maximum of 4 team personnel from the Competitor 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.
- Wave by: all cars located on the grid between the leading car in the general classification 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

- The cars must be resting on their wheels, without any cooling device, **no further work allowed on the cars.**
- Cars eligible for Pass Around must be correctly positioned on the right side of the track.
- Any car eligible for the Pass Around, located on the grid between the leading car in the general classification (on track) and the red flag line, must:
  - join the rear of the line of cars behind the safety car;
  - position itself on the right side of the track;
  - await 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.

## 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 tyre and brake technicians from the Competitor 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.

## **ARTICLE 14.6.4 – 14.6.5 – SAFETY CAR**

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### **14.6.4 “Pass Around”**

If deemed appropriate, the Race Director will authorise “Pass- Around” for any car that has their category leader behind them in the order circulating behind the Safety Car.

It is the Competitor’s responsibility to determine if their car is eligible for Pass-Around. Penalty for Pass-Around when ineligible: Stop & Go for time equal to two (2) race laps.

All cars participating in the Pass-Around must, throughout the procedure, remain in line relative to each other, in the order initially established behind the Safety Car.

Cars participating in the Pass-Around must, only when directed to do so, immediately overtake the Safety Car safely in the proper order and catch up with the field as quickly as possible without affecting safety and take up position at the rear of the line of cars behind the Safety Car.

Cars that benefit from the Pass-Around must respect the “Pit Entry Closed” light, regardless of the number of laps they have completed behind the Safety Car.

**The Safety Car may also have an electrically controlled rear panel which will show the race leader’s number. When it is illuminated, cars up to but excluding the race leader, whose number is displayed, must pass the Safety Car.**

### Eligibility for Pass Around

The eligibility for Pass Around will be established based on the classification at the time of the last passing of the Safety Car on a Sector Loop before Race Control announces, ‘Prepare for Pass Around’.

If the leader of a category is in the pit lane at the moment the message ‘Prepare for Pass Around’ is announced, then the eligibility is based on the next car from the category that was physically behind the leader on track in circulating order at the time the leader entered the pit lane.

The Safety Car shall be used at least until the car in the lead is behind it (except under Article 11.3) and all remaining cars are lined up behind the leader (or, when there is more than one Safety Car, all the cars in that Safety Car’s sector). **Once the car in the lead had been behind the Safety Car, then if the leader enters the pit lane, the next car in circulating order will be placed behind the Safety Car.**

Once behind the Safety Car, the race leader (or leader of that sector) must keep within 5 car lengths of it (except as under Article 14.6.12) and all remaining cars must keep the formation as tight as possible.

#### 14.6.5 Access and work in the pits under the Safety Car

During the first three laps of the Safety Car, the pit entry will be closed (2 laps when applying Article 14.5.4).

Any car entering the pits during these first three laps must inform Race Control beforehand, and will only be allowed to enter the pits in one of the two following cases:

##### 1) Emergency pit stop

The Competitor will be allowed to refuel for 8 seconds (plus additional docking time stated in the BoP) and/or replace (a) damaged tyre(s), and to repair the associated damage or bodywork damage presenting an obvious safety risk.

In this case, the Competitor must again enter the pit lane as soon as the pit entry opens.

Once the Safety Car procedure has been deployed, only one emergency pit stop will be allowed per Competitor.

##### 2) Intervention on the car

If the Competitor must conduct an intervention that requires more work than the emergency pit stop as defined above, then it will be allowed to enter the pit lane only under the condition that following that pit stop, the car loses at least one lap. In this case, the Competitor may only exit the pit lane when the Safety Car next passes, once all the cars in the line behind the Safety Car have passed Car Line 2 of security.

If the Safety Car is withdrawn before the Competitor has left the pit lane, then he will be allowed to rejoin the track when the race restarts, when the last car on the track has passed the Safety Car Line 2.

Failure to comply with the above will entail a 3-minute Stop & Go penalty.

~~If the leader pits during the first three laps, the next car in the results will be placed behind the Safety Car and so on as the cars decide to pit in the first three laps.~~

A car may enter the pits for repairs or refuelling, without restrictions, once the pit entry is open.

## APPENDIX 3

### 9. Michelin visibility for the Hypercar Competitors

#### Visibility on the cars

Hypercar category Competitors are required to place as a minimum, 6 Michelin stickers on their cars in accordance with the drawings below.

The stickers will be available for collection from Michelin, the only tyre supplier in the Hypercar category.

Competitors must place 2 Michelin stickers of at least 350mm width or 2 Michelin Man decals of at least 200mm height or 1 Michelin sticker of 500mm width on the front part of the car (blue section).

Then, 2 Michelin stickers of 350 mm minimum width or 2 Michelin Man decals of at least 200mm height must be located at the rear of the car (yellow section).

Finally, Competitors must position either 2 Michelin stickers of 350mm minimum width or Michelin Man decals of at least 200mm height (one on each side of the car on the orange section).

The stickers (Michelin or Michelin Man) must be placed on a single element bodywork and not straddle two elements of bodywork.

Michelin Man decals must be positioned near the front wheel, and as high as possible, and at the rear sides of the car as defined in the yellow section in the drawing below. as well as on the rear wing endplates.

It is not permitted to position stickers over air-intakes or on flat parts of the bodywork like the front splitter.

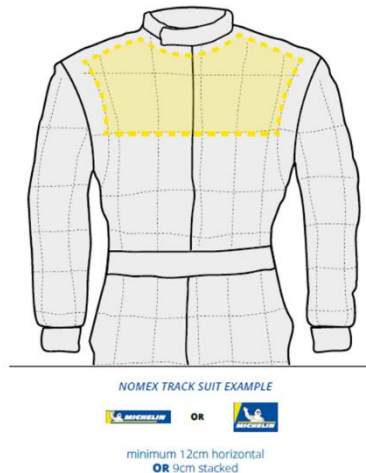
It is mandatory to have at least 1 Michelin sticker on each side of the car and not only Michelin Man decals.

## Drivers' overalls visibility

Hypercar category drivers must wear a minimum of three logos at least one logo as described below:

- One horizontal logo at the chest level, at the level of the yellow area marked on the sketch representing the overall on the right (minimum 12 cm or 9cm packed).
- The Michelin Man, 8 cm or 12 cm, on the shoulder of each of the two sleeves.

Competitors may contact Michelin if adjustments needed.



## APPENDIX 9 – ARTICLE 2 – ARTICLE 6

### 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 except for tests validated by the ACO/FIA/IMSA that are part of a tyre tender process.

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 specification of the previous range, with a maximum of 1 tyre set (4 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 wet weather tyres with a maximum of 5 sets (20 tyres) per year per team; those development tyres will be supplied free of charge to the concerned team.

### 6. Tyre manufacturer tests

[...]

6.5 Tyres Manufacturers external to the Hypercar / GTP category can organize tests with all eligible Hypercar / GTP manufacturers with a homologated car as part of a tendering process. These tests must be first validated by the ACO / FIA / IMSA and then proposed to all manufacturers and will not be counted against the manufacturer allocation. However, the eventual use of the current or previous tyres during the tender process testing will be counted in the allocation. Manufacturer must declare their participation to the ACO / FIA / IMSA.

## PERIOD OF VALIDITY/APPLICATION OF THE DECISION

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This decision comes into effect:

☒ **with immediate application**

☐ from:

And is applicable:

☒ **until further notice**

☐ for the above-mentioned Competition only