

**TO:**  Teams  Manufacturers

**CATEGORY:**  Hypercar  LMGT3

**DECISION N°:** WEC\_2024\_D07\_All\_Sporting\_clarifications

**DATE:** 26/01/2024 **FROM:** The WEC Committee

**SUBJECT:** Several clarifications on the Sporting Regulations

## APPLICABLE REGULATION

2024 FIA World Endurance Championship Sporting Regulations

## DECISION

### ARTICLE 4.2.4 – ONBOARD CAMERAS

#### 4.2.4 On-board cameras

The technical description will be summarised in the document sent by the promoter.

As the minimum weight of all cars is defined and maintained without a camera system, it is considered of major importance that the cars equipped with a camera system do not suffer any performance penalty.

The following will be put in place, considering the weight of the camera system = 3.8kg

- Cars without a camera will need to have ballast on board (total 3.8kg)
- HYPERCAR: minimum car weight with a camera system or camera ballast = described in BoP
- LMGT3: minimum car weight with a camera system or camera ballast = described in the BoP

### ARTICLE 4.3.1 – CLARIFICATION ON COMPETITOR RADIO COMMUNICATION

#### 4.3.1 Competitor radio communication

The ACO and FIA officials are allowed to listen to, record and transcript car and pit crew channels, the conversations at any time and for any purpose by any electronic means available to the ACO and FIA, on all the frequencies that have been given a licence for the Competition.

English will be the only language admitted for all radio conversations unless exceptional authorization granted by the WEC Committee.

In case of infringement: penalty at the Stewards' discretion.

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## ARTICLE 7.4.9 – PIT LANE PENALTY CLARIFICATION

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After the publication of the Committee Decision #D02, the WEC Committee would like to clarify the following

### 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:

- if the Safety Car is on track.
- 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.

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## ARTICLE 10.2.5 – END OF QUALIFYING SESSIONS AND PARC FERME

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To cope with the implementation of the Hypercar qualifying session in FIA WEC, the WEC Committee would like to clarify article 10.2.5 as follows:

### 10.2.5 End of sessions and Parc Fermé

#### At the end of the first session of qualifying

Cars that will not be eligible for Hyperpole will be placed under *Parc Fermé*.

The Those cars must go inside their garage, except those which must proceed to scrutineering.

Cars eligible for Hyperpole are forbidden to go inside their garage et will not be placed under *Parc Fermé*.

#### At the end of the Hyperpole qualifying session

Cars that participated in Hyperpole will be placed under *Parc Fermé*.

Those cars must go inside their garage, except those which must proceed to scrutineering.

#### For all cars under Parc Fermé regulations

It is strictly forbidden to lift their car to go inside their garage or to go into the scrutineering area.

Only for the cars which are in their garage, teams are allowed only to check tyre pressure, tyre temperature and remove the data logger USB sticks, and the Driver may exit the car. No other checks may be completed.

~~It is strictly forbidden to lift their car to go inside their garage or to go into the scrutineering area.~~

Lifting of the *Parc Fermé* rules will be confirmed to the Competitors on the orders of Race Control.

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## ARTICLE 11.2.1 – CLARIFICATION FOR CARS STARTING FROM THE PIT LANE

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### 11.2. Starting procedure

#### 11.2.1 General procedure

From the moment indicated during the briefing, Drivers must assume their relative grid positions on track.

Drivers in their cars must keep the formation as tight as possible maintaining the distance from the cars in front until they have crossed the start line after the start signal has been given, following one or more formation laps.

At the end of the (last) formation lap, the Leading Car will pull off before the start line.

The car in Pole Position must maintain its speed until the start signal is given. Unless otherwise specified in the briefing, the start signal will be given by turning off the red lights. All the cars will keep their position until they have passed the start line.

There will be a rolling start, given by means of lights.

Any car not starting from the starting grid, and any car that does not cross the start line on track at the end of the last formation lap, will have to start from the pit lane and cannot join the race until the last car on track crosses Safety Car Line 2.

A car starting from the pit lane may be allowed by the Race Director to join **any of** the formation lap(s), when the last car on track crosses Safety Car Line 2 under the condition that the car rests on its wheels at the 5 minutes signal and that no change of tyre will be operated before the start of the formation lap(s).

In this case, the car must stay at the back of the queue for the formation lap(s), and, **at the latest** at the end of the last formation lap, this car must enter the pit lane, **get drive** directly to the end of the pit lane without stopping in its working area and will be allowed to rejoin the track when pit exit will open.

Penalty for the cars starting from the pit lane: 1 minute added to the next pit stop, respecting Article 7.5.1.

At the time of the start, nobody is allowed in the “Signalling Area” except for officials and fire marshals wearing their passes in full view.

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## ARTICLE 13.2.1 – DRIVING TIME – LAP COUNT

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### 13.2.1 Lap count

Driving time will be measured without taking pit stops into account:

First stint: Green start light – loop to pit lane entry

**First stint** for the cars starting from the pit lane: pit exit loop – pit lane entry loop

Following stints: loop from pit lane exit – loop to pit lane entry

Last stint: loop from pit lane exit – elapsed time of the race **per car (individual passing on the control line once chequered flag is presented)**

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## ARTICLE 14.4.5 – CORRECTION

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### 14.4.5 Concerning all cars, at the resumption of the race

The race will be resumed behind the Safety Car.

When the green lights are switched on, the Safety Car will leave the grid, followed by all the cars in the order in which they stopped behind the red flag line.

~~After the Safety Car has completed one lap, At the resuming of the race,~~ after the last car on track has crossed Safety Car Line 2, the pit exit will open; after that, the procedure defined in Article 14.6 of these regulations will apply.

If the race cannot be resumed, the results will be taken as they stood at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

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## APPENDIX 6 – ARTICLE 1 – SAFETY IN PIT LANE – STARTING THE ENGINE

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*For safety reasons, the WEC Committee would like to clarify the following:*

### 1. General safety recommendations

It is the obligation of the teams to complete a pit stop and operate the garage in a safe manner at all times. The following must be taken into account:

- Air bottles must be firmly anchored.
- The use of tools that may cause sparks is prohibited in the working area and garage.
- No tools may be in the working area except during an intervention.
- Installations on the signaling wall may not protrude into the pit lane or track, except to signal the Driver when passing. Signals may not flash.
- Cars equipped with a Hybrid energy recovery system must be in a safe position with red light off and green light on.
- Teams must follow the instructions of the officials regarding safety. Safety instructions are not subject to protest or appeal.
- It is prohibited to use any system allowing the driver to give the start command while relying entirely on vehicle sensors to prevent engine starts. This includes but is not limited to “drop start” functions and “fuel coupling” strategies. The engine (ICE and any electrical motor providing torque to the axles) start command must be given by the driver once the refuelling or other operations are complete, and when safety conditions are met, in compliance with article 12.
- During any engine fire up conducted inside the garage, all exhaust fumes must be extracted and redirected outside the garage and away from personnel. Fumes may not be directed towards the public when present.

## APPENDIX 7 – CLARIFICATION ON PERSONNEL DECLARATION

The WEC Committee would like to clarify the following article (taking into account WEC Committee decision #D04):

### 6. Staff declaration

Any person accredited by the Competitor (operational and non-operational) will have to be declared on the declaration list (that will be sent by the WEC Committee) and uploaded on ACO Tech available on ACO Tech duly completed before the following deadlines the start of the administrative checks :

- Qatar 1812km: Wednesday February 14<sup>th</sup> 12h (CET)
- 6 Hours of Imola: Wednesday April 10<sup>th</sup> 12h (CET)
- TotalEnergies 6 Hours of Spa-Francorchamps: Wednesday May 1<sup>st</sup> 12h (CET)
- 6 Hours of Sao Paulo: Wednesday July 3<sup>rd</sup> 12h (CET)
- Lone Star Le Mans: Wednesday August 21<sup>st</sup> 12h (CET)
- 6 Hours of Fuji: Wednesday September 4<sup>th</sup> 12h (CET)
- 8 Hours of Bahrain: Wednesday October 23<sup>rd</sup> 12h (CET)

Declaration lists are available on ACO Tech and 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, the person must be declared on the list of each concerned competitor.

### 7. Personnel declaration from suppliers

Personnel accredited by suppliers of the common LMDh hybrid system, as well as personnel accredited by LMDh chassis manufacturers must be declared on the declaration lists (that will be sent by the Committee) and uploaded on ACO Tech available on ACO Tech, duly completed before the following deadlines the start of the administrative checks.

- Qatar 1812km: Wednesday February 14<sup>th</sup> 12h (CET)
- 6 Hours of Imola: Wednesday April 10<sup>th</sup> 12h (CET)
- TotalEnergies 6 Hours of Spa-Francorchamps: Wednesday May 1<sup>st</sup> 12h (CET)
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LMDh chassis manufacturers will have to classify their personnel according to 2 categories:

#### 1. Non-operational without seat (see Article 3)

- Support staff assigned to other activities outside of specific Hypercar support (e.g. shock absorbers);
- Management.

#### 2. Non-operational, with seat (see Article 4)

- LMDh design/technical support personnel within the limit of 5 people per chassis manufacturer (including LMDh spare parts management staff), who will wear a dedicated armband when present in the Competitor's technical areas.

In LMGT3, technical support staff must be included in the Competitor's declaration.



# WEC COMMITTEE



## 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