



# LIGIER EUROPEAN SERIES COMMITTEE

**LIGIER**  
EUROPEAN SERIES

**TO:**  Teams  Manufacturers

**CATEGORY:**  JSP4  JS2R

**DECISION N°:** 2024\_LES\_D01\_Sporting\_clarification

**DATE:** 03/04/2024

**FROM:** The Ligier European Series Committee

**SUBJECT:** Sporting clarifications

## APPLICABLE REGULATION

2024 Ligier European Series Sporting Regulations

## DECISION

### ARTICLE 4.2.3 – COMPETITORS’ CAMERAS – Clarification

#### 4.2.3 Competitors’s cameras

Images collected may only be used by the team for private use **or under reserve of the Promotor’s approval.**

The images may not be broadcast in any way via the internet or any other means. They may not be given to third parties. The images filmed by the team may, subject to the prior and discretionary approval of the Stewards’, be used by teams as evidence in their defence in case of an inquiry, provided that the team owning / using the camera that filmed them.

A camera may only be used to film the team which made the request for that camera.

Any camera that is found to be filming the activities of third parties may be seized and may result in the team having all its permits for cameras revoked.

Under no circumstances may a camera recording be used to form the basis of any kind of protest, complaint or action against another team or a third party.

Teams must surrender any images requested by a race official or the Series TV rights holder.

### ARTICLE 4.2.4 – ON-BOARD CAMERAS – Clarification

#### 4.2.4 On-board cameras

If the competitor wishes, only one On Board camera in accordance with the applicable Technical Regulation or camera homologated by the car manufacturer can be set- up. The camera must be set up by the Competitor before scrutineering **and are allowed for all the sessions they must be dismantled at the end of the free practice sessions.**

**Any decision taken by the Ligier European Series Committee is not subject to appeal.**

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## ARTICLE 6.5.5 - TYRE HEATING - Clarification

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### 6.5.5 Heating, treatment and modifications

No device for warming the tires or keeping them up to temperature is allowed.

It will be permitted to use a heating tool to remove debris or clean the wheels except for slots beginning two hours before a session until the end of that session.

During a session, using a heating tool to remove debris from a tyre is allowed as long as it is only on a portion of the tyre ; tyre cannot have exceed heat when being fitted in the car.

In any case, the heat gun cannot be used to add heat in the tyre in order to gain performance.

Only the Technical Delegate and its Assistants are responsible for determining a breach of the below.

Any chemical and/or mechanical treatment of the tyres is prohibited except for the removal of debris collected on track. The tread or the profile of the tyres must not be modified or recut.

Any process that would involve a direct or indirect attempt at modifying the temperature of a tire (compared to the ambient temperature) is forbidden. This includes but is not limited to: warming of the cars suspension components, wheel hub assembly, braking system, modification to the filling medium, water heating system / element when washing the wheels.

Use of any thermal or heat retention device, as well as the chemical treatment or use of chemical component for tires, rims, wheels are forbidden. Competitors are forbidden to have any of the previous in their possession throughout a Competition.

Tires, wheels, and rims must stay entirely visible, without any form of obstruction, throughout a Competition. They must only be stored in areas designated by the MLMC committee in the paddock zone that had been attributed to the competitor by the promoter.

In any case, instructions of the officials must be respected.

Use of storage tents in designated areas is permitted only if always aerated with ambient air and accessible. Further restrictions may be applied regarding qualifying tires by the Technical Delegate.

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## ARTICLE 6.6 CRANKING OPERATION – clarification – new article

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### 6.6 Engine starting

For the purpose of these regulations, any cranking operation is considered as starting the engine.



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## ARTICLE 7.4.2 – 7.4.3 – 7.5.1 – PIT LANE PENALIES – Clarification

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### 7.4.2 Drive through

Once the Drive-Through penalty has been notified on the timing monitors, the car cannot cross the Line more than four times **on track**, except if provided for under these Regulations.  
Drive-Through penalties are not subject to appeal.

### 7.4.3 Stop & go

Once the Stop & Go penalty has been notified on the timing monitors, the car cannot cross the Line more than four times **on track**, except if provided for under these Regulations.  
The Stop & Go is completed in the working area, under the sole responsibility of the car controller. The car must come to a complete stop and may be released either immediately, or if a Stop & Go with time penalty is specified, the car must remain motionless for this time. The engine can be kept running (unless otherwise stated in the decision), but no operation is authorized on the car, and the driver must remain on board.  
After the Stop & Go the car must leave the working area to rejoin the track  
Stop & Go penalties are not subject to appeal.

### 7.5.1 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 timing monitors. Furthermore, they may not be served:

- if the Safety Car is **deployed on track**.
- 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, the driver has been notified on the timing monitors.

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## ARTICLE 10.1.2 – DRIVERS' OBLIGATIONS – Clarification

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### 10.1.2 Drivers' obligations

Drivers must, on pain of not being permitted to take part in the race:

- Take part in free practice and **or** qualifying practice;
- Drivers must drive only the car for which they have been designated, unless prior and express dispensation has been granted by the Stewards in a case of force majeure.
- There is no minimum of qualification in Ligier European Series.



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## ARTICLE 11.2.5 – STARTING PROCEDURES – Clarification

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### 11.2.5 Car delayed on the formation lap

If a car is delayed during the formation lap(s), the car may regain its position before crossing the Intermediate Line 2, in the course of the second formation lap, if the car is unable to regain its position, it must start the race from the back of the grid.

The car must drop back to the rear of the grid immediately by allowing all cars behind to pass.

Any car that is unable to be ahead of the Intervention Car before reaching the Intermediate Line 2 before the end of the formation lap, must enter the pit lane and start from the end of the pit lane when pit exit will open, on Race Director decision.

In all cases, if a car is delayed on the formation lap, the Competitor must follow the Race Director's instructions.

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## ARTICLE 12.4.2 – MANDATORY PIT STOP – Clarification

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### 12.4.2 Reference pit stop time – mandatory pit stop

Unless instructed otherwise, only to be used during the race:

The Reference Pit Stop Time measured from the pit-in to pit-out loop of the pit lane.

The pit stop must be carried out in front of the designated pit or area of each team under the responsibility of the designated competitor Team Manager..

The Reference Pit Stop Time will be adjusted according to the crew composition, as follows:

PitLane Reference Time	Ligier European Series					
	Barcelona	Le Castellet	Le Mans	Spa-Francorchamps	Mugello	Portimao
Bronze/Bronze	107	108	80	107	107	112
Bronze	112	113	85	112	112	117
Bronze/Silver	122	123	95	122	122	127
Bronze/Gold	129	130	102	129	129	134
Silver/Silver	137	138	110	137	137	142
Silver	142	143	115	142	142	147

The Reference Pit Stop Time will not be considered if a car/driver is stopping in its allocated working area for the purpose of abiding to a Stop & Go penalty.

Each Competitor must stop in the pits cross pit entry line between 27min00s000 and 33min59s999 and respect the Reference Pit Stop Time. This is the only occasion when, for a two-drivers crew, driver change can and must take place. In case of a stop outside of the above-mentioned window: Stop & Go 2 minutes.

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## ARTICLE 13.2.1 – DRIVING TIMES – Clarification

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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: loop from pit lane exit - loop to the pit lane entry

Following stints: Loop from pit lane exit - loop to the pit lane entry

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



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## ARTICLE 14.4.4 – RESUMING THE RACE AFTER A RED FLAG – Clarification

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### 14.4.4 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.

At the resuming of the race, ~~Seen~~ after the last car in line behind the safety car passes the end of the pit lane, the pit exit light will turn green; any car in the pit lane may then enter the track and join the line of cars behind the safety car. After that, the procedure defined in Article 14.6 of these regulations will apply.

~~The Safety Car will then enter the pits, unless repairs still need to be made (guardrails, tyre barriers, etc.). The Clerk of the Course may decide to keep the Safety Car out until the work has been completed or because of weather conditions. During these laps, Article 2.10, Chapter II of Appendix H to the Code 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 – GENERAL SAFETY IN PIT LANE – Clarification

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### 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, including but not limited to the following obligations:

- Air bottles must be firmly anchored.
- Tools that cause sparks are prohibited in the working area and garage.
- No tools may be in the working area except during an intervention.
- The use of dry ice is forbidden in the garage, in the pit lane and on the grid at any moment during a Competition.
- 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 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.
- Installations on the signalling wall may not protrude into the pit lane or track except to signal the driver when passing. Signals may not flash.
- Teams must follow the instructions of the officials regarding safety. These instructions regarding safety are not subject to protest or appeal.

Each competitor must be in possession, per car entered, of a minimum of three fire extinguishers (at least two of them in the garage). The minimum accepted capacity is 5 kg / 6 litres. Powder-based and CO2 extinguishers are accepted, water-based extinguishers are recommended.

### 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

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