

LIGIER

EUROPEAN SERIES

LIGIER EUROPEAN SERIES Silverstone Heat (GBR) 9 - 12 SEPTEMBER 2026

Decision no. 46

From: The Stewards
To: TRAJECTUS MOTORSPORT

Date: 25 September 2026
Time: 11:31

N° / Competitor: 19 / TRAJECTUS MOTORSPORT
Session: Post race 2
Reference: Art. 14 of FIA International Sporting Code

The Stewards have received in writing a petition from TRAJECTUS MOTORSPORT for them to review, in accordance with Article 14 of the FIA International Sporting Code (hereinafter referred as ISC), the Decision n°40, rendered by the Stewards at the 2026 LIGIER EUROPEAN LE MANS SERIES SILVERSTONE HEAT.

Deadline: The petition was received within the deadline given in accordance with Article 14.4.1 of the ISC.

Deposit: The petition was accompanied by the required deposit.

The Stewards convened a Hearing by videoconference at 18:00 hrs CEST 23 September 2026. The Hearing was to determine

a) The admissibility of the petition

b) Whether there is a significant and relevant new element which was unavailable to the Stewards at the time of the original decision, there being no hearing conducted at the time of that decision.

Attendees to the Hearing: the Panel of Stewards (Astrid Marechal, Arthur Pelosi, Ian Watson), Marie Merienne (Steward Secretary), Thibaut Villemant (Trajectus team manager), Benoît Tréluyer (Trajectus team owner), Grégory Guissard (Trajectus legal counsel).

The Stewards, having examined the petition, determine the following:

Decision 1: The petition of review is admissible.

Reason:

Having examined the petition, the Stewards determine that the applicable procedural requirements have been satisfied:

- Article 14 of the FIA ISC is applicable to the Competition concerned, in accordance with Article 7.2.6 of the 2026 Ligier European Series Sporting Regulations;

- TRAJECTUS MOTORSPORT is a party concerned and directly affected by Decision n°40, in accordance with Article 14.1.1 of the FIA ISC;
- the petition concerns Decision n°40 only, in accordance with Article 14.1.3 of the ISC;
- the petition was submitted in writing and identifies the alleged new element upon which it relies, in accordance with Article 14.4.3 of the ISC;
- the Competition ended on the 12th of September 2026 at 21:20 CEST, and the petition was received on the 16th of September 2026 at 20:00 CEST, within the 96-hour period prescribed by Article 14.4.1 of the ISC;
- the required deposit of EUR 3,300, as specified in Article 14 of Appendix 1 of the Competition (2026 LIGIER EUROPEAN LE MANS SERIES SILVERSTONE HEAT), was duly lodged; and
- Mr Thibaut Villemant was duly authorised to represent TRAJECTUS MOTORSPORT in these proceedings.

Accordingly, the Stewards determine that the petition is formally admissible.

This determination does not prejudge whether the element relied upon by the petitioner constitutes a significant and relevant new element which was unavailable to the Stewards at the time Decision n°40 was taken. That question is addressed separately below.

Competitors are reminded that Decision 1 is subject to appeal.

Decision 2: There is no new, significant and relevant element which was unavailable to the Stewards at the time of the Decision n°40 concerned.

Reasons:

Submission of ELMS Decisions n°65 to 76

The Stewards acknowledge that ELMS Decisions n°65 to 76 were issued on 13 September 2026 and therefore did not exist when Decision n°40 was taken.

However, those decisions concern different competitors, a different series, different regulatory provisions and materially different circumstances. They relate to minimum driving-time requirements following an extended Full Course Yellow period and rely on provisions contained in the ELMS Season Briefing Notes.

Decision n°40 concerns compliance with the mandatory pit-stop window prescribed by Article 12.4.2 of the 2026 Ligier European Series Sporting Regulations, as amended for Race 2 by Bulletin n°4, which cancelled and replaced Bulletin n°3, in accordance to Article 1.2.6 of those Ligier European Series Sporting Regulations.

Although there are some commonalities between the two series, the ELMS decisions are not binding upon the Ligier European Series Stewards' decisions and do not establish any fact concerning the communication of Bulletins n°3 and 4, the conduct of Car n°19 or the mandatory pit-stop procedure applicable in Race 2.

The Stewards therefore determine that these decisions, although new elements, are neither significant nor relevant elements for the purposes of Article 14.1.1 of the ISC.

Submission of the technical timestamp of the Discord message

The technical timestamp derived from the Discord message ID records that the message containing Bulletin n°3 was created on 12 September 2026 at 14:25:04.159 hrs BST.

The Stewards accept that the time at which Bulletin n°3 was communicated is relevant to the circumstances surrounding the mandatory pit stop of Car n°19.

However, the underlying Discord message already existed and was accessible through an official communication channel when Decision n°40 was taken. The subsequent extraction of its timestamp to the nearest millisecond constitutes a more

precise technical presentation of pre-existing information rather than a new element which was unavailable to the Stewards. Although the Stewards do not have permanent access to the Race Direction Discord channel, they had received a paper copy of the Discord messages from this channel prior to them taking the Decision 40.

Furthermore, Appendix 19 expressly states that the timestamp establishes only the technical creation time of the Discord message and does not establish whether Bulletin n°3 may have been made available through another official communication channel at an earlier time.

Article 4.3.3 of the 2026 Ligier European Series Sporting Regulations identifies Discord as the principal electronic means of communication, but not as the exclusive means of official publication. Article 7.2.5 provides that official notifications and decisions are to be posted on the official notice board and/or its virtual equivalent. Appendix 1 of the Competition identifies the Ligier European Series Alkamel platform as the official virtual notice board.

Bulletin n°3 was published on the official virtual notice board at 14:22 hrs BST, as recorded by the official VNB publication timestamp displayed at the top left of the document. The Discord timestamp therefore records the later transmission of the same document through an additional official communication channel and does not establish its first official availability.

Accordingly, although the Discord timestamp is relevant, it has not been established as a new or significant element which was unavailable to the Stewards and which is capable of calling into question or modifying Decision n°40.

Onboard picture

An onboard picture showing when Car 19 moved towards the pit entry road may be considered as a new and relevant element. However, it is not significant for the purposes of Article 14.1.1 of the ISC, as it merely confirms information already available through the Official Timing service that the car entered the pit lane prior to the time set for the mandatory pit stop.

The image therefore does not establish any materially different fact capable of calling into question or modifying Decision n°40.

Other submissions

The remaining matters raised by the Petitioner, including Articles 4.3.3 and 7.2.5 of the 2026 Ligier European Series Sporting Regulations, the original pit-stop window, the red-flag procedure, the requests for clarification made by the Team Managers on Discord and Bulletins n°3 and 4, were contained in regulations, bulletins, communications or other material which existed and was available to the Stewards when Decision n°40 was taken.

During the hearing, the Team Manager submitted that Decision n°40 had been taken without the Team having first been heard.

Article 14.1.1 of the ISC expressly addresses decisions taken without a hearing. In such circumstances, the applicable test is whether the alleged new element was unavailable to the Stewards when the original decision was taken. The fact that no hearing was conducted before Decision n°40 was taken does not, in itself, constitute a new element for the purposes of Article 14.1.1.

Arguments subsequently developed from pre-existing regulations, bulletins, communications or other material do not, by themselves, constitute new elements for the purposes of Article 14.1.1 of the ISC.

Conclusion

Having considered all the elements and submissions presented, the Stewards determine that no new, significant and relevant element which was unavailable to them at the time Decision n°40 was taken has been established.

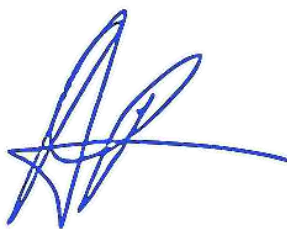
Accordingly, the petition for review is not upheld. Decision n°40 remains unchanged and no further hearing on the merits will be convened.

In accordance with Article 14.3 of the FIA International Sporting Code, Decision 2 is not subject to appeal before the National Court of Appeal or the International Court of Appeal.

In accordance with Article 14.4.3 of the FIA International Sporting Code, the deposit is not returned.



Astrid Marechal
Chairman of the Panel



Arthur Pelosi
International Steward



Ian Watson
National Steward