



LIGIER EUROPEAN SERIES COMMITTEE

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To: JSP4 JS2R

Decision: LES_2026_D02_Sporting_Clarification

Date: 31/03/2026

Subject: Sporting clarifications for 2026 season

APPLICABLE REGULATION(S)

2026 Ligier European Series Sporting Regulations

DECISION

*This document cancels and replaces the following Committee decision(s): #D01.
Clarifications carried over from the above-mentioned decisions are highlighted in yellow.
Further clarifications brought by this decision are highlighted in green.*

ARTICLE 5.1.2 – STARTING DRIVERS

5.1.2 Starting drivers' declaration

The rule for establishing the starting grid, defined in Article 11.1.1 of the present Regulations, determines the driver at the start.

ARTICLE 5.2 – SCRUTINEERING

5.2.1 General provisions

A maximum of 4 people of a Competitor is authorised per car during scrutineering. Scrutineering involves a number of checks, decided at the discretion of the Scrutineers, and focusing primarily on safety. No Car can take part in the Competition unless it has been approved following the initial scrutineering. This approval is shown by a dedicated sticker.

The fact that a Car, part or Competitor has satisfied its obligations concerning pre-race scrutineering does not imply its conformity to the applicable Technical Regulations, which is of the exclusive responsibility of the Competitor (see Article 1.3.3).

Pre-race scrutineering concerns as a minimum:

- Documents, such as (non-exhaustive): the equipment declaration online forms (which must be continually updated during the Competition), the Homologation Form of the cars.
- Safety features and devices of the cars.
- Safety features and devices of the drivers, such as (non-exhaustive): the homologation of the overalls, helmets and frontal head restraint devices (in the conditions defined in Appendix L to the Code). No modification to the helmet and frontal head restraint device is authorised apart from those homologated.
- Drivers of the same crew must wear racing overalls that are identical in design, colour and markings with the exception of the 'Supplementary crews' - à l'exception des équipages dits "Supplémentaires"

[...]



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5.2.4 Equipment declaration

Competitors must declare all required information on the Series' technical platform no later than the start of the Administrative Checks as defined in the Competition timetable, unless otherwise specified by the Technical Delegates through an official communication in an accurate and timely manner and keep it updated it throughout a Competition. They must also make any changes requested by the Technical Delegates and their deputies as soon as possible.

Equipment declarations must be done on ACO-TECH:

<https://aco-tech.online>

ARTICLE 6.5 – TYRES

6.5 Tyres

6.5.1 Definitions and general conditions

Each tyre must be identified barcode (Technical list n°54). Competitors are responsible of getting the equipment needed to read these identification labels. For the purposes of these regulations, "carry-over tyres" means tyres already declared to the Technical Delegate and scanned by RFID gate during the Prologue of the Series or a previous Competition of the Series.

Competitors must declare to the tyre manufacturer any carry-over tyres and wet tyres, no later than five (5) days before the start of the Competition.

All references (included carry-over tyres and wet tyres must be declared by the tyres manufacturer to the Technical Delegate at least 48 hours before the start of the Competition.

This list of designated tyres will be notified to the Stewards at the beginning of the Competition. The list must comply with list according to Appendix 4.

Removing markings, logos and labels from the tyres is prohibited.

All tyres must be identifiable at any time (including when tyres are fitted on the car). When tyres are fitted on the car, barcodes must be on the outer side of the tyre.

During and directly after the practice and race, after a tyre change the Competitor must leave the complete wheels that have just been removed from the car in his pit, at the disposal of the officials. The wheels may be withdrawn only with the agreement of an official.

The use of undeclared tyres is prohibited in all Competitions of the Serie.

ARTICLE 7.1 – LES Committee

7.1 Ligier European Series Committee

Certain aspects relating to the application of the Series Regulations have been entrusted to the Ligier European Series Committee (hereinafter "the Committee" or "the LES Committee"), whose composition is:

- Pierre Nicolet
- Maxime Gaudin
- Lisa Weishard
- Antoine Crevenat

The decisions of the Committee are taken in the last resort and cannot be appealed.

Any competitor, manufacturer or driver wishing to obtain a clarification on a point of the regulations between two Competitions, may submit the matter to the Committee. Any interpretation given by the Committee shall not be binding on the sporting authority represented by the Race Director and the Panel of Stewards.

To do so, the competitor, manufacturer or driver must send the Committee a request, duly motivated, no later than the Monday preceding the week of the Competition, at comite.les@lemans.org, clearly specifying the points on which they are requesting an interpretation



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ARTICLE 7.5.2 – PENALTIES AT THE END OF THE RACE

7.5.2 For penalties notified at the end of the race

If a penalty is notified on the Monitors during the last **5-laps 15 minutes**, and the car does not fulfil 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 and Go penalty will be specify in the first Bulletin of the Stewards for each Competition.

ARTICLE 9.1.3 – CLEARING OF A STOPPED CAR

9.1.3 Clearing a stopped car

During all sessions, any car that is stopped will be cleared from the track by the marshals so as not to constitute a danger or hamper the running of the session in question:

If the driver is unable to move his car from a dangerous position by himself, the marshals will assist him it;

- The driver must not benefit from that assistance to restart the engine: Penalty: at the Stewards' discretion: disqualification of the Competitor is possible;
- If the driver strays more than 10 metres from his car, the car may be considered as having retired from the session (at the Stewards' discretion);
- Nobody except the marshals may come within 10 metres of the car and/or driver;
- Whenever a driver leaves his car on the track, he must leave it in neutral or with the driveline disengaged and the steering wheel in place. This provision also applies to the Parc Fermé. Penalty: at the Stewards' discretion: disqualification of the Competitor is possible.

In the event of failure of the towing system, the track marshals will pull the car into a safe position using any part whatsoever of the chassis or the bodywork that they judge strong enough. In case of in the event of any damage to the car, the Organiser's / Promoter's liability shall not be engaged.

ARTICLE 10.2 – PROCEDURES DURING QUALIFYING

10.2.3 Specific cases

If a car does not participate in the qualifying practice session, **the car will be placed on the grid behind the cars of its category, except exceptional circumstances at the discretion of the Stewards.** ~~its position on the starting grid will be determined by the Stewards.~~

If a car **participates in the qualifying session but** does not set a time or has its times cancelled during the qualifying practice session, it will be placed on the grid behind the cars in its category. **If a car is disqualified from the qualifying session, the car will be placed behind all the cars.**

In the event that several cars are placed on the grid behind the cars in their category, the Stewards will determine the appropriate order at its discretion.

As soon as a car is placed at the rear of the cars in its category, the Competitor shall designate the Driver who will start the race.



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10.2.4 ~~Drapeau rouge~~ Red Flag

Any car causing a red flag in a qualifying session will have ~~all~~ its lap ~~times until the moment of the deployment of the red flag~~ deleted from that qualifying session, except under exceptional circumstances at the Stewards' discretion. Furthermore, any car causing a red flag may not be allowed to re-join the qualifying session.

ARTICLE 11.2.2 – STARTING PROCEDURES

11.2.2 Countdown

The approach of the start will be announced by signal given to the competitors:
These signals mean:

- "5 minutes" signal: ~~start of the countdown;~~ drivers on board, no further work allowed on the cars. ~~Tyres change is forbidden; cars must be resting on their wheels, except for tyre changes.~~
- "3 minutes" signal: start of the evacuation: ~~only officials, drivers in the cars and one Competitor's personnel per car, next to the car, are allowed on the pre-grid. everyone except the drivers in their cars, one personnel from the Competitor per car and officials must leave the Pré-grid.~~
- "1 minute" signal: the doors of closed cars must be closed, and the Competitor personnel 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 13.2 – DRIVING TIMES

13.2 Race driving time

13.2.1 Definition

Actual time spent by each driver during the race of a Competition. This actual time spent excludes ~~the pit stops~~ the time spent in the pit lane, between pit entry loop and pit exit loop (irrelevant of pit stop, drive through, stop and go, Safety Car by the pit lane), and the periods of race suspensions related to red flag.

PERIOD OF VALIDITY/APPLICATION OF THE DECISION

This decision comes into effect:

- with immediate application
- from:

And is applicable:

- until further notice
- for the above-mentioned Competition only