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## ARTICLE 7.2.6 – BANK ACCOUNT DETAILS – Correction

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### 7.2.6 Right to protest, appeal and right of review

#### Right to protest

- Protests must be made in accordance with Article 13 of the Code and accompanied by a deposit of €1,000 (or the equivalent in dollars at the rate of the day), paid in cash, by credit card or by bank transfer.
- If the deposit is made by bank transfer, the protest must be accompanied by a proof of payment. Failing this, or should the Stewards consider that the proof of payment is not satisfactory, the protest shall not be admissible.
- ~~The relevant bank account details are the ones included in Article 3.3.3 a) hereto. The reason for the transfer must be clearly indicated.~~
- If the protest is upheld or judged partially founded in accordance with Article 13.10.2 of the Code, the deposit will be returned by the FIA upon receipt of the relevant Stewards' decision.

#### Appeal deposit

- The appeal deposit for the International Court of Appeal is €6,000 (see Judicial and Disciplinary Rules of the FIA).
- Any decision taken by the WEC Committee is not subject to appeal.

#### Right of review

- This is as provided for in the Code.
- Right of review fee is €2,000.

#### Relevant details for deposits mentioned above

- The reason of the transfer must be clearly indicated.

FIA  
8, Place de la Concorde  
75008 Paris (France)

SG PARIS CENTRE ENT (02267)

132 rue Réaumur  
75002 PARIS

Account holder: FIA

IBAN: FR76 3000 3022 6700 0200 1171 295

BIC: SOGEFRPP

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## ARTICLE 9.1.13 – CHEQUERED FLAG – Clarification

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### 9.1.13 Chequered flag

At the end of ~~all a practice~~ sessions, a car cannot cross the finish line again once having been shown the chequered flag, unless contradictory instructions are given by the Race Director. In that occurrence, the sanction is at the Stewards' discretion.

~~At the end of the race, a car cannot cross the finish line again after having been shown the chequered flag. In that occurrence, the sanction is at the Stewards' discretion.~~

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## ARTICLE 9.1.14 – PIT LANE BEHAVIOUR – Change in articles organization

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### 9.1.14 Practice

During practice, the discipline applicable in the pits and on the track, as well as all the safety measures, are identical to those applicable during the race.

~~Access to the working lane and the fast lane will be given by the Race Director via the official communication channels. From that moment on, the requirements of Article 12 will apply.~~

Any decision taken by the WEC Committee is not subject to appeal.

<http://fiawec.alkamelsystems.com/committee.php>

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## ARTICLE 10.1.2 – DRIVERS IN HYPERPOLES – Clarification

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### 10.1.2 Drivers' obligation

Drivers must, under penalty of not being permitted to take part in the race:

- Take part in free practice or qualifying. Driver qualifying is not authorised during a warm-up.
- Cover at least five laps of practice by night and cross the start/finish line at least once between 22h and 24h00.
- 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.
- For all categories, Drivers must achieve, during one of the official practice sessions, a time at least equal to 110% of the best time achieved by the fastest car in its category, in the session in question.
- For the LMGT3 category, only a Bronze Driver can qualify the car in the first qualifying session Q.
- For competitors participating in H2: **only one driver can participate**. The driver **participating designated to qualify the car during H2** must be different than the driver that had qualified the car during H1.

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## ARTICLE 11.2.6 – DELAY ON FORMATION LAP – Correction

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### 11.2.6 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 **first 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 it.

Any car that is unable to be ahead of the Intervention Car before reaching the Intermediate Line 2 before the end of the first formation lap, must enter the pit lane and start from the end of the pit lane, when it is open. In this case, the car will have to respect Article 11.2.1.

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 11.3.1 – START BEHIND SAFETY CAR – Correction of publication

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### 11.3.1 General procedure

If a car is delayed during the first lap behind the Safety Car, the car can return to its position before crossing “Intermediate” Line 2, during the first lap.

If the car is unable to return to its position, it must remain at the back of the line.

In any case, if a car is delayed during the first lap behind the Safety Car, the Competitor must follow the instructions of the Clerk of the Course.

In exceptional circumstances, the race may be started behind the Safety Car. In this case, at any time before the one-minute signal, its orange lights will be turned on. This is the signal to the Drivers that the race will be started behind the Safety Car. When the green lights are illuminated, the Safety Car will leave the grid with all cars following in grid order no more than 5 car lengths apart. There will be no formation lap and the race will start when the green lights are illuminated.

A Safety Car may be used as the official car for a rolling start in conformity with Article 8.3 of the Code and Article 2.10.19 of Appendix H: in this case, the Appendix 1 governing the start will apply to it until it resumes its Safety Car function after the start has been given.

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## ARTICLE 12.1.1 – PIT LANE BEHAVIOUR – Change in articles organization

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### 12.1.1 General safety in the pit lane

The Competitor must ensure that the installations and the work in the pit and the pit lane:

- Are safe;
- Respect the prescriptions stated by the Promoter and the Officials;
- Do not obstruct the other Competitors.

These elements are left to the sole discretion of the pit lane Officials and are not subject to appeal before the Sporting Power.

Access to the working lane and the fast lane will be given by the Race Director via the official communication channels ; from that moment on, the requirements of Article 12 will apply.

Cars cannot enter or exit their garage under their own power.

Cars may not enter or leave the pits or their pit stop position in a way that could endanger pit lane personnel or another car and Driver.

It is permitted to use skates.

Cars may be released only if it is safe to do so. An additional penalty may be assessed if, in the opinion of the stewards, a

Driver continues to drive a car knowing it to have been released in an unsafe condition.

During a pit stop, from the line painted in front of the pit shutter, an assistant with an extinguisher must be beside the car at all times.

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## ARTICLE 13.4 – COMPOSITION OF THE CREW – Correction of typing mistake

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### 13.4 13.3 Composition of crews

[...]

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## ARTICLE 14.4.2 – CARS ON THE GRID DURING RED FLAG – Clarification

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### 14.4.2 Procedure concerning cars present on the grid

#### At the “20 minutes” signal

- The Race Director, for safety reasons, may authorise a tyre change.
- A maximum of 4 team personnel 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 allowed to move the cars to the right-hand-side of the track to ease the procedure.
  - The same operations will be allowed for cars in the pit lane.

#### At the “9 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 best overall classified car 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 “5 minutes” signal

- 5 minutes before the race resumes.
- **The cars must be resting on their wheels, without any cooling device.**
- Cars eligible for Pass Around must be correctly placed on the right-hand-side of the track.
- If a car that is on the grid between the top overall car on the track and the red flag line is also eligible for Pass Around, then once it joins the back of the line of cars behind the car safety, this car must position itself on the right side of the track and wait for 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 “3 minute” signal

- All the cars eligible for Pass Around (car which category leader is behind in the order of cars on track), correctly placed on the right-hand-side of the track, will receive the instructions to do a lap without overtaking between themselves and rejoin the back of the queue behind the Safety Car.
- For the other cars, engines must be started, and the team, tyre and brake technicians 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.

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## **ARTICLE 14.4.5 – RESUMING OF THE RACE AFTER A RED FLAG – Clarification**

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### **Article 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.

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.

~~In this case, under exceptional circumstances, and at the sole discretion of the Race Director, pit entry may be opened.~~

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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## **ARTICLE 14.6.1 – END OF SC PROCEDURE – Clarification**

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### **14.6.1 General provisions and conduct to adopt**

The general provisions concerning the Safety Car procedure, defined in this Article 14.6, may be specified, clarified or supplemented by the WEC Committee before the first Competition of the season.

Article 2.10 of Appendix H to the Code applies, except for the provisions listed below.

On the decision of the Race Director, the Safety Car may be brought into operation to:

- Neutralise a race if Competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate stopping the race;
- Start a race in exceptional conditions;
- Pace a rolling start;
- Resume a suspended race.

For the Competition, there will be 3 Safety Cars.

When the order is given to deploy the Safety Car, all marshal posts will display waved yellow flags and “SC” boards and the orange lights at the Line will be illuminated, for the duration of the intervention.

The marshal post(s) preceding the intervention area(s) will have double waved yellow to alert the drivers to the presence of, marshals, obstacles, intervention vehicles on the track or its boundaries.

There will be 3 safety cars, starting from their respective positions (see Appendix 11), with their orange lights illuminated. They will join the track regardless of where the overall leader is.

All the competing cars must then form up in line behind the Safety Car no more than five car lengths apart, and overtaking, with the following exceptions, is absolutely forbidden until the cars reach the Line ~~(or the next race neutralisation end point)~~ after the Safety Car has returned to the pits.

Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other Drivers at any time whilst the Safety Car is deployed will be reported to the Stewards. This will apply whether any such car is being driven on the track, the pit entry road or the pit lane.

Penalty: 3 minutes Stop & Go

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## ARTICLE 14.6.3 – OVERTAKING SIGNAL BY THE SC – Correction specific Le Mans

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### 14.6.3 Overtaking signal given by the Safety Car

Non applicable to the 24 Hours of Le Mans.

When ordered to do so by the Clerk of the Course, the observer in the Safety Car will use a green light to signal to any cars between it and the race leader that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.

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## ARTICLE 14.6.4 – PIT LANE DISCIPLINE UNDER SC – Clarification

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### 14.6.4 Pit lane discipline

Once the Safety car procedure will be deployed and until the “merge behind one safety car” stage, any car entering the pit lane will only be allowed on track, at the earliest, after the last car behind the next Safety Car passes Safety Car Line 2, this principle also applies in case the Safety Car has to go through the pit lane when a car stops in its working area. It is the Competitor’s responsibility to release the car at the moment the car is allowed on track.

Penalty: 3 minutes stop and go

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## ARTICLE 14.6.6 – PASS AROUND – Clarification

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### 14.6.6 “Pass-Around”

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 A.

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.

When the Race Director considers it safe to do so, the message “Prepare for Pass Around” will be posted on timing monitors.

From that time, it is not allowed to change one’s racing line or to weave.

From that moment, and until the end of the Safety Car procedure, any car entering the pits must beforehand inform Race Control via the official messaging system.

Any car entering the pit lane once the message ‘Prepare for pass around’ will be posted on the timing monitors will be allowed to enter the pits only in the following case:

- The competitor will be allowed to replace (a) damaged tyre(s), and to repair the associated damage or bodywork damage that presents an obvious safety risk.

The procedure will be organized as follows:

- All cars will remain on the left-hand side of the track.
- Once the Safety Car has turned on its green lights, the message “Start the Pass Around” will be posted on the timing monitors,
- All cars eligible for Pass Around must overtake the line of cars and the Safety Car A by the right-hand side safely, in the proper order. Once they have done so, they will continue as quickly as possible without compromising safety and take up position at the back of the line of cars behind the Safety Car A.

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.

Eligibility to pass Around:

Cars circulating in front of their category leader and behind the safety car are eligible for the pass around.

The eligibility will be established based on the last Intermediate 1 **passing classification** before the 'prepare for pass around' message is displayed on the timing monitors.

If the leader of the category is in the pit lane at the moment the **eligibility is established** ~~the message 'prepare for pass around' is displayed on the timing monitors~~, then the eligibility shall be based on the next car from category that was physically behind the leader on track in circulating order at **the time the leader of this category entered the pit lane** ~~the eligibility order was established~~.

The Safety Car shall be used at least until the car in the lead of a category is behind it (except under Article 11.3) and all remaining cars are lined up behind the category leader (or, when there is more than one Safety Car, all the cars in that Safety Car's sector).

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

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## ARTICLE 14.6.13 – LAPS UNDER SC – Correction

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### 14.6.13 If the Safety Car has to use the pit lane

Under certain circumstances, the Clerk of the Course may ask the Safety Car to use the pit lane. In this case, and provided its orange lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.

~~If the Safety Car has to bring all cars through the pit lane during its first three laps, the counting of laps will be done when the Safety Car and all other cars cross the pit lane exit loop.~~

If the Safety Car is using the pit lane, any car that is in its working area cannot leave its position once the pit exit light turns red. In this case, a car may only leave its working area once the last car in line behind the Safety Car has passed in front of its garage.

~~If a Competitor needs to conduct an emergency pit stop then the Competitor can re-join the line behind the Safety Car only when the last car of the line has passed in front of its working area.~~

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## ARTICLE 14.6.14 – END OF THE SC PROCEDURE – Correction

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### 14.6.14 End of the Safety Car procedure

When the Clerk of the Course calls in the Safety Car, its orange lights will be extinguished; this will be the signal that it will be entering the pit lane at the end of that lap. At this point, the first car in line behind the Safety Car may dictate the pace and, if necessary, fall more than five car lengths behind it.

In order to avoid the likelihood of accidents before the Safety Car returns to the pits, from the point at which the lights on the car are extinguished, Drivers must proceed at a pace which involves no erratic acceleration, braking, or any other manoeuvre which is likely to endanger other Drivers or impede the re-start.

As the Safety Car is approaching the pit entry, the yellow flags and SC boards at the marshal posts will be withdrawn and replaced by waved green flags with green lights at the Line and at the Intermediate race neutralisation end point(s). At this moment, pit entry will open. These flags will be displayed until the last car crosses the Line.

The pit lane exit will be closed from when the Safety Car crosses Safety Car Line 1 until the last car of the line of cars crosses Safety Car Line 2.

In the case of more than one Safety Car, their withdrawal must be precisely synchronised.

At any moment, if he deems it necessary, the Race Director may decide to:

- Do an extra lap behind the Safety Car A. If this is the case pit exit will be operated as defined in article [14.6.4](#).
- [14.6.8](#)
- Declare one or several Slow Zone(s)
- Declare a new Safety Car procedures
- Declare Full Course Yellow
- Suspend the race.

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## ARTICLE 14.7.2 – END OF SC PROCEDURE – Clarification and correction

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### 14.7.2 End of the Safety Car procedure

When the Race Director calls in the safety cars, the orange lights will be switched off the message “Safety Car in this lap” will be posted on the timing monitors.

This is the signal that they will be returning to the first Safety Car post after their lights have been switched off.

At this point, the first car in line behind the safety car may dictate the pace and, if necessary, fall more than five car lengths behind it.

In order to avoid the likelihood of accidents before the safety car returns to its post, from the moment the lights are switched off drivers must proceed at a pace which involves no erratic acceleration, braking or other manoeuvre which is likely to endanger other drivers or impede the restart.

**Overtaking is absolutely prohibited until a car reaches the Safety Car Line relative to the Safety Car it follows, with a waived green flag/light.**

After the safety car has returned to its post, the waved green flags will be shown at the marshal posts. These flags will be deployed for a maximum of one lap.

At the end of the Safety Car procedure, and once the track has become green, the pit exit will remain closed until the last car (that was in line behind Safety Car A) has passed on track by the pit exit.

If the Safety Car is still deployed at the beginning of the last lap, or is deployed during the last lap, then the Safety Car A will enter the pit lane at the end of the lap and the cars will take the chequered flag as normal without overtaking, same as Safety Car B, Safety Car C, and the cars that follow them.

At any moment, if the Race Director deems it necessary, the Race Director may decide to:

- Do an extra lap behind the Safety Cars, if this is the case Pit Exit will be operated as defined in article 14.6.1, 14.6.8
- Declare one or several Slow Zone(s)
- Declare Full Course Yellow
- Declare a new Safety Car procedures
- Suspend the race.

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## APPENDIX 1 – FIA OFFICIALS

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DEPUTIES FIA TECHNICAL DELEGATES
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Nicolas AUBOURG Lionel BERARD Antoine CHEVRIER Clément CLERC Thibaut DONZE Elliot MARTIN Carlos BARROS Luca GIBELLO Jérémy GUITARD Marc BOUFFANAIS
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FIA MEDIAL DELEGATES
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Christian WAHLEN Steffen WESTELINCK
--

FIA E-SAFETY DELEGATES
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Josef HALTER Yvan DEVIGNE Konrad ESSEN
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## APPENDIX 15 – DEADLINES – Correction of references

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### Appendix 15: Dates & deadlines

#### **13.3.2 13.4 Drivers no having taken part in at least one of the last five editions of the 24 Hours of Le Mans**

On the other hand: attend a training session with an ACO approved simulator (one day training) on May 31st 2025 the latest.

#### **13.3.4 13.4 Particular cases: bronze categorized drivers**

Bronze categorised drivers, who have not participated in the 24 Hours of Le Mans of the previous year must attend a training session on an ACO approved simulator (one-day training) on May 31st 2025 at the latest.

#### **13.4.1 13.3.1 Rules governing the composition of crews**

For the « main » driver

Before: February 18th, 2025 (13th January for FIA WEC Competitors) at noon CET, Competitors must nominate at least one driver – the “main” driver – per car entered to the Competition.

After: February 18th, 2025 (13th January for FIA WEC Competitors) at noon CET, it is not possible to change the « main » driver anymore.

For the other drivers

Before: May 2nd 2025 at noon CET, Competitors must nominate the two other drivers that will compose the line-up of each car for the Competition.

After: May 2nd 2025 at noon CET and until the administrative and technical checks of the 24 Hours of Le Mans event open, no change is allowed.

### 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: 24 Hours of Le Mans**