

Request number (to be completed by the Committee Secretariat)	WEC_2024_R08_Hertz_Team_Jota_Miscellaneous
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APPLICANT INFORMATION

Type of applicant: Team Manufacturer Other:

Licence name: Hertz Team JOTA

Applicant name: Tomoki Takahashi

Quality: Technical Director

Email address: t.takahashi@jotagroup.com

Date: 05.02.24

CATEGORY

Hypercar LMGT3

PURPOSE OF THE REQUEST

1. Further to the comite decision WEC 2024 D09 – could the comite also clarify if refuelling is permitted between qualifying and Hyperpole. If it is allowed, can the car be refuelled during the other categories qualifying or hyperpole session?
2. Please could the comite carry over the WEC 2023 R19 JOTA Heat Scrapper decision to 2024?
3. Please could the comite carry over the WEC 2023 R30 JOTA Camber Tolerance decision to 2024? Although submitted for LMP2 at the time, it was a decision that covered both LMP2 and HY

APPLICABLE REGULATION

- 2024 FIA WEC Sporting Regulations
- 2024 Le Mans Hypercar Technical Regulations
- 2024 LMDh Technical Regulations
- 2024 Technical Regulations for Grand Touring Cars – LMGT3
- Other:

DECISION (TO BE COMPLETED BY THE COMMITTEE)

- Accepted
- Accepted (conditional – see comments below)
- Rejected
- Suspended
- Other: see comments below

Date: 15.02.2024

COMMENTS (TO BE COMPLETED BY THE COMMITTEE)

1. This specific case will be clarified with a Committee Decision.
2. This will be clarified in a Committee Decision.
3. The camber tolerance will be defined in the Committee decision related to pressure & camber.

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