

AUTOMOBILE CLUB DE L'OUEST **"2001" SPECIFICATIONS**

1 - SPORTING REGULATIONS

CHAPTER I : GENERAL CONDITIONS

NOTE :

- ALL ARTICLES WITH THE "SP" INDICATION (SUPPLEMENTARY REGULATIONS) SHALL BE AMENDED TO ACCOMMODATE THE SUPPLEMENTARY REGULATIONS OF ALL EVENTS TO BE ORGANISED UNDER THE NAME OF "LE MANS".
- THE SUPPLEMENTARY REGULATIONS OF AN EVENT SHALL BE SUBMITTED TO ACO FOR APPROVAL AT LEAST 2 MONTHS BEFORE THE DATE SCHEDULED FOR THE RACE AND PRIOR TO ANY PUBLICATION.

ART. 1 - DEFINITION OF THE EVENT : SR

ART. 2 - ORGANISATION

2.1 - Every Event will be organised according to :

- a/ The provisions of FIA International Sporting Code ;
- b/ The Sporting and Technical Regulations of l'Automobile Club de l'Ouest.

2.2 - Enforcing the Regulations :

By the very fact of their entry and their participation in the Event, Competitors and drivers undertake to abide by the regulations all the time.

2.3 - Organisation Committee : SR

ART. 3 - INFORMATIONS ABOUT THE EVENT

3.1 - Name of the Event : SR

3.2 - National Sporting Authority : SR

3.3 - Organiser : SR

3.4 - Selection Committee : SR (optional)

3.5 - Place of the Event : SR

3.6 - Preliminary practice session : SR (optional)

3.7 - Date of the Event : SR

3.8 - Entries :

- Opening : SR
- Closing : SR

3.9 - Length of the Race Track : SR

3.10 - Direction of the race : SR

3.11 - Duration or length of the race : SR

3.12 - Number of cars admitted :

- Preliminary practice SR (optional)
- Practice SR
- Race SR

3.13 - Start (rolling) : SR

3.14 - Administrative Checking & Scrutineering :

- Venue : **SR**
- Schedule : **SR**

3.15 - Parc fermé : SR

3.16 - Fuel : SR

3.17 - Team Managers' Briefing : SR optional.

3.18 - Drivers' Briefing :

- Date : **SR**
- Venue : **SR**
- Mandatory attendance of the Drivers : **SR**
- Signature on a register : **SR**
- Fine : **SR**

3.19 - Delivery of identification equipment: SR (optional)

3.20 - Winners' Press Conference : SR (optional)

3.21- Organisation Press Officer : SR

3.22 - Timing : SR

3.23 - Official Posting Board : SR

3.24 - Prizes & Cups : SR (optional)

ART. 4 - MAIN OFFICIAL : SR

ART. 5 - ORGANISATION PERMIT : SR

CHAPTER II : SPORTING REGULATIONS

ART. 1 - CARS ELIGIBLE

1.1 - "Prototype" Category :

- a/ "Le Mans" P 900 cars ("LM" P 900)
- b/ "Le Mans" P 675 cars ("LM" P 675)
- c/ "Le Mans" GTP cars ("LM" GTP)

1.2 - "Grand Touring" Category :

- a/ "Le Mans" GTS CARS ("LM" GTS)
- b/ "Le Mans" GT cars ("LM" GT)

Note :

- a/ **Reserve cars** are not permitted ;
- b/ Safety structures for "Prototype" and "Grand Touring" cars in the Technical Regulations apply to all cars entered in the events, except "LM"GT cars under "Full Type" homologation ;
- c/ Cars with specifications considered today as non usual in motor racing may be eligible **with the agreement of ACO** on the ground of specific regulations which balance the performance between the cars ;
- d/ **Eligibility of a car is the responsibility of ACO** which, for newly built cars, will carry out a technical inspection in order to fill the Homologation Form.

ART. 2 - FUEL

Only one type of fuel supplied by the Organizer is available (Type Eurosuper 98) : specifications to be available.

ART. 3 - ENTRIES : SR

ART. 4 - GENERAL CONDITIONS

4.1 - Competitors must ensure that all persons concerned by their entry abide by the International Sporting Code, the ACO Sporting and Technical Regulations and the Supplementary Regulations of the event.

4.2 - Responsibility :

At any time during the Event, it is the individual and collective responsibility of any Competitor to ensure that regulations are abode by.

4.3 - Conformity :

Throughout the Event, Competitors shall ensure that their car(s) complies (comply) with the technical eligibility and the safety requirements.

4.4 - Passes & Credentials : RP

4.5 - Paddocks and Pits : RP

ART. 5 : GENERAL DISCIPLINE & SAFETY

5.1 - It is forbidden to drive a car in the **opposite direction** of the race (**Exclusion**) except and only to remove it from a dangerous position under the instructions of the track marshals.

5.2 - Drivers must use only the track. They must abide by the provisions of the FIA International Sporting Code (Appendix L/ Chapter IV : conduct on circuits).

5.3 - During the practice sessions or the race, should a car come to a standstill, it will be removed from the track by the Marshals as quickly as possible so that its presence does not constitute a danger or hinder the running of the practice sessions or the race :

- If the driver is unable to drive his car out of a dangerous position, the marshals shall give him assistance ;
- During the race, the driver cannot take advantage from that assistance to start the engine :
- **Penalty** : possible **exclusion** of the car.

5.4 - In no circumstances is a driver allowed to push his car (FIA Yearbook of Automobile Sport - Appendix L - Chapter IV : Art. 3 § f).

- **Penalty** : **Exclusion**.

5.5 - Replenishments (fuel, water, oil, etc.) are prohibited along the track :

- **Penalty** : **Exclusion**.

5.6 - Save as specifically authorised by the International Sporting Code or these Sporting Regulations, no one (except the driver) is allowed to touch a car which has stopped unless it is in front of, in the pit or on the starting grid :

- **Penalty** : **Exclusion**.

5.7 - As soon as the grid is cleared (Art. 13.4.) and until all cars have proceeded to the Parc fermé after the finish of the race (Art. 7.10 and 25.3), no one is permitted on the track with the exception of the marshals on duty and the drivers when driving or being instructed by the marshals.

5.8 - During the race, when a car is stopped the engine shall be restarted by means of the starter **by the driver alone** :

The use of an external starting device is allowed during a pit stop and within the limits determined by Art. 18.11.

5.9 - During the practice sessions and the race, drivers shall wear clothes and helmets complying with the safety prescriptions issued by **FIA** or the **ASN**.

5.10 - Delimitation of the pit lane : **SR**

- In the pit lane area, a maximum of **4 persons** are allowed to push a car belonging to their team.

5.11 - Place of the "Stop and Go" area : **RP**

Should the Race Control stop a car with the **Black Flag** for a time penalty ("Stop and go") :

a/ The driver has **3 (three) laps maximum** for driving his car to the "Stop and go" area :

When the time penalty is over, the driver is strictly obliged to rejoin the race without calling at his pit :

- For any breach : **new penalty** ;

b/ No one is permitted to come near the car for any check whatsoever or to talk to the driver :

- For any breach : **penalty doubled**.

5.12 - The Clerk of the Course or the Chief Doctor may require a driver or an official to undergo a medical examination at any time throughout the Event.

5.13 - Animals are forbidden in the pit lane, on the track, inside and behind the pits, and in any spectators areas. Only animals expressly authorised are those used by the Organizer for controls and security services.

5.14 - People **under 16 years** of age are not allowed in the pit lane.

5.15 - Mandatory tracksuits : **RP**

5.16 - For any breach of the provisions of the International Sporting Code or of these Sporting Regulations relating to **general discipline** and **safety** :

- Possible **Exclusion** of the relevant car and/or driver.

ART. 6 - ADMINISTRATIVE CHECKING

6.1 - It concerns :

6.1.1 - Presentation of compulsory **valid** documents : **RP**

6.1.2 - While Registration is in progress, Competitors must nominate their official **representative(s)** and assistant(s) **in writing** ;

6.1.3 - Nomination of the official teams of drivers : **3 drivers maximum** per car :

a/ A driver to be nominated on one car only ;

b/ Reserve drivers are not permitted.

6.2 - Change of a drivers' team :

Change regarding a nominated drivers' team is not permitted after Registration has been closed.

ART. 7 - SCRUTINEERING :

7.1 - Besides eligibility and safety equipment of the cars, scrutineering concerns controls regarding homologation of helmets and drivers' racing suits.

7.2 - All drivers shall be weighed with their complete racing equipment.

7.3 - Presentation of the cars to Scrutineering : **SR**

7.4 - The Scrutineers will check :

7.4.1 - The diameter of air restrictors which must be **engraved** (mm). They will be sealed ;

7.4.2 - The refuelling installation which shall be ready for inspection. Time : **SR**

7.5 - Racing numbers :

7.5.1 - Allocation : **SR** :

- Racing numbers shall comply with the FIA International Sporting Code prescriptions (Height : 28 cm - Thickness : 5 cm).

7.5.2 - Both "LM"P and "LM" GTP cars will be numbered together.

7.5.3 - Numbers shall be affixed prior to scrutineering.

7.5.4 - **Side numbers**, if possible affixed on a flat and vertical surface, must remain perfectly legible in all circumstances, especially by night, thanks to an efficient lighting system :

- It is forbidden to affix the numbers **just aft the front wheels** ;
- If it is not possible to identify a car by means of its numbers (by day time and by night), it will be black flagged by the Race Control.

7.5.5 - Competitors must leave **three empty spaces** measuring 45 cm (height) x 45 cm (width) for racing numbers and the empty space at Organiser's disposal (International Sporting Code : Chapter XVII).

7.6 - Conformity stickers :

7.6.1 - To be affixed at the end of Scrutineering once the Scrutineers have approved the cars :

7.6.2 - A car cannot take part in the Event without these conformity stickers. They may never be removed (**Penalty : Exclusion**) and they must remain visible in all circumstances.

7.7 - The Scrutineers may :

7.7.1 - Check the eligibility of a car or of a competitor anytime during the Event.

7.7.2 - Require a car to be dismantled by the competitor during scrutineering to make sure that the conditions of eligibility or conformity are fulfilled.

7.7.3 - Require a competitor :

- a/ To pay all expenses which the exercising of the powers mentioned in this article may entail ;
- b/ To provide such parts or samples as they deem necessary.

7.8 - Once approved by the Scrutineers, any car which is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which has been involved in an accident with similar results will be re-checked for Scrutineers' acceptance.

7.9 - Cars selected at random will be checked at the end of the qualifying practice sessions and the finish of the race.

7.10 - Parc fermé :

7.10.1 - Just after the finish of the race, cars must proceed to the **Parc fermé** under the control of the Officials. A car which is not driven straight and immediately to the Parc fermé may be **excluded** from the classifications.

7.10.2 - A representative per team shall attend at the entrance of the Parc Fermé as to be informed of possible decisions he might take regarding possible technical checks.

7.11 - Technical checks :

Technical checks will be carried out by Officials duly appointed by the Clerk of the Course. They will be responsible for the operations in the Parc Fermé, and the only persons entitled to give instructions to the competitors and to the drivers.

ART. 8 - WEIGHING

8.1 - The weight of the cars may be checked during and at the end of practice sessions and after the finish.

8.1.1 - When weighing is in the process, no solid, liquid, gas or other substance or material of whatsoever nature may be added to or removed from a car.

8.1.2 - Only Officials and Scrutineers may enter the weighing area. No intervention whatsoever is allowed there save under the control of officials.

8.2 - During the qualifying practice sessions :

8.2.1 - At the pit lane entrance a flat surface is provided for the weighing procedure of cars selected at random.

8.2.2 - Drivers must abide by the signals made by the marshals and they must stop when the **red light** is on :

- **Fine and penalties (Art. 8.2.5) : SR**

8.2.3 - As soon as he is informed, the driver must switch off the engine and the car is weighed.

8.2.4 - The weight of the car is notified to the Driver **in writing** :

Weight of the car = total weight - driver's weight.

8.2.5 - In case of a breach and should the deficiency in weight not result from an accidental cause :

- **Fine and penalties : SR**
- In the event of a second offence : **Exclusion** of the car.

8.2.6 - A car is permitted to leave the weighing area only after a **definite order** given by the marshals.

8.2.7 - Should the above procedure not be possible, cars will compulsorily be weighed at the end of every qualifying practice sessions (See Art. 8.3 below).

8.3 - End of practice sessions and of the race :

Cars parked in the Parc Fermé and selected for technical checks will be weighed with no driver on board and fuel tank(s) drained :

- Weight under the limit :
 - 1) End of 1st practice session : **practice times achieved during the session cancelled** ;
 - 2) End of 2nd practice session : **practice times achieved during the session cancelled and the car to start from the back of the grid** ;
 - 3) End of race : **Exclusion**.

ART. 9 - QUALIFYING PRACTICE SESSIONS

9.1 - Cars and drivers eligible:

Only cars and drivers having cleared Administrative checking and Scrutineering will be permitted to take part in the official qualifying practice sessions.

9.2 - Schedule : SR

9.3 - Preliminary session : **SR** (optional).

9.4 - All nominated drivers shall :

9.4.1 - Take part in the qualifying practice sessions under pain of **Exclusion**.

9.4.2 - Achieve the minimum qualifying time.

9.4.3 - Complete a minimum of **3 laps at night** when the race is run partly by night.

9.5 - During the practice sessions, discipline in the pits and on the race course and all safety regulations are the one enforced during the race (See Art. 5 : General Discipline).

9.6 - Drivers can only drive the car for which they have been nominated, except by special permission granted in case of force majeure occurring during the qualifying practice sessions :

- Should one (or more) driver(s) in a team be granted such a dispensation for achieving the qualifying time or the night laps, his (their) car(s) will be placed **at the back of the starting grid**.

9.7 - Interruption of qualifying practice sessions :

9.7.1 - The Clerk of the Course may interrupt a practice session if safety makes it necessary.

9.7.2 - Officials are not obliged to extend a qualifying practice session after an interruption.

9.7.3 - In case of an interruption of the practice sessions, no protest will be accepted as to the possible effects on the qualification of the drivers and the cars.

9.8 - Qualification minimum :

Drivers shall achieve a lap time at least equal to **125%** of the average of the 3 fastest times set by 3 cars of a different make and at least equal to **110 %** of the best time achieved by the fastest car in each category :
"LM" P 900 / "LM" GTP, "LM" P 675, "LM" GTS et "LM" GT.

9.9 - Exceptional cases :

9.9.1 - To a limit of the number of cars admitted to start the race, only the nominated competent officials may accept **cars** which have not qualified for reasons of force majeure provided that :

- a/ They are judged capable of achieving the minimum qualifying time ;
- b/ The drivers offer all safety guarantees ;
- c/ They start the race **from the back of the grid** ;
- d/ The fastest driver in the team shall start the race.

9.9.2 - The appointed competent officials may also admit to the start **drivers** who took part in practice sessions but did not achieve the minimum qualifying time because of force majeure. If this occurs, the driver nominated in the team who has achieved the minimum qualifying time shall start the race.

ART. 10 - FREE PRACTICE (WARM UP)

10.1 - The list of **cars** and **drivers** eligible to take part in the warm up session will be posted at the end of the qualifying practice sessions :

- A driver is not allowed to qualify during the warm up.

10.2 - Schedule : SR

10.2.1 - The free practice session (warm-up) shall be over at least 3 hours before the start of the race.

10.2.2 - In case of change in the weather conditions, an unscheduled practice session will take place if possible (schedule : **SR**)

ART. 11 - PRESENTATION OF THE CARS AND OF THE DRIVERS : SR (optional).

ART. 12- STARTING GRID

12.1 - a/ Drivers nominated to start the race : **SR**

b/ Posting time of the starting grid : **SR**

12.2 - Any Competitor, whose car is (or is supposed to be) unable to start the race, shall inform the Clerk of the Course **immediately** :

12.3 - The starting grid will be in a staggered 2 x 2 formation and drawn up in the order of the best times achieved by the fastest drivers of the teams nominated for each car during the qualifying practice sessions.

12.3.1 - "**Pole position**" (place on the track) : **SR**

12.3.2 - Should two (or more) drivers achieve the same time, priority will be given to the one who has set it first.

12.3.3 - Should one or more cars be withdrawn, the grid will close up accordingly.

12.4 - Access to the grid before to the start : **SR**

ART. 13 - STARTING PROCEDURE

13.1 - Start is a **flying start**.

13.2 - Just before the start of the race, no one is allowed in the **Signalling area** except Officials and authorised fire marshals wearing their passes visible.

13.3- Reconnaissance lap(s) : SR

13.4- Start (countdown) : SR

13.5 - Late start :

13.5.1 - Any car still in the pits after the pit exit is closed shall start **from the pit lane** following the pit marshals' instructions.

13.5.2 - The driver and the car must proceed to the pit exit under the car **own power**.

13.5.3 - A car leaving the pits that way may join the race only after all the cars have passed the pit exit during their **first racing lap** :

- **Penalty** for early start : **SR**.

13.5.4 - Should a car be driven to the pit exit **more than one hour** after the start of the race : **Exclusion**.

13.6- Push start :

13.6.1 - A driver unable to start the formation lap must raise his arm or open one door. When all cars have gone, the track Marshals will push the car to start the engine.

13.6.2 - The driver may then complete the formation lap but under no circumstances is he allowed to overtake a moving car except if in trouble :

- **Penalty : SR**

13.6.3 - Should the car not start after being pushed, the marshals will push it into the pits where the mechanics are allowed to intervene.

13.7 - During the formation lap(s), the cars are preceded by a "**Pace Car**" and followed by a "**Following Car**".

13.8 - A car unable to stay in front of the "Safety Car" during the formation lap(s) must be driven back to the pits **at a reduced speed** without overtaking or obstructing any other car. It will then be allowed to start from the pit exit according to Art. 13.5 (Late start).

13.9 - If conditions so require, the Clerk of the Course may order the "Pace-Car" to carry out one (or more) additional formation lap(s) :

- Should this occur, the start of the race will be deemed given **at the end of the first formation lap**.

13.10 - Restarted procedure :

If, for any enforceable reason, it is impossible to complete one (or several) additional formation lap(s), the following procedure shall apply :

13.10.1 - The Clerk of the Course will switch the **flashing yellow lights** or will ask the yellow flags to be shown, and the "**Start delayed**" board will be displayed on the Start/Finish line.

13.10.2 - The "Pace Car" will slow down and stop **before** the starting grid : all cars will stop and keep their original starting positions and engines will be switched off.

13.10.3 - The starting procedure will recommence as from the "**5 minutes**" board.

13.11 - At the end of the (the last) formation lap, the "Pace Car" will withdraw before the Start/Finish line :

- The "Pole position" car shall keep the same speed and the other cars must maintain their positions until the start signal is given.

ART. 14 : MODIFIED STARTING PROCEDURE

CASES OF STARTING PROCEDURE MODIFICATION :

14.1 - Weather conditions change after the free practice (warm-up) session :

If the track is :

(a) **dry**, although all practice sessions have been wet,

(b) **wet**, although all practice sessions have been dry,....

... an additional 30 min. free practice session will be scheduled if possible : **SR**

14.2 - The quantity of water on the track makes it impossible to start the race, even on "rain" tyres : the Clerk of the Course may delay the start until conditions improve.

14.3 - Weather conditions change during the starting procedure :
(To the Clerk of the Course discretion) :

14.3.1 - If the Clerk of the Course considers that the volume of water on the track is a real danger for safety, even on "rain tyres", the start may be delayed after the boards "**Start delayed**" and "**10 minutes**" (**red background**) have been displayed :

- That "10 minutes" board (**red background**) means that there is to be a delay of 10 minutes before the starting procedure can be resumed.

14.3.2 - If, after the 10 minutes period, weather conditions have improved, a "10 minute" board (**green background**) will be shown :

- That board means that the **green flag** will be waved 10 minutes later. 5 minutes after the "10 minutes" board (**green background**) has been shown, the starting procedure will begin with the normal "5 minutes" starting boards being shown.

14.3.3 - Should weather conditions not improve within the 10 minutes after the "10 minutes" board (**red background**) was shown, this board will be shown again, and a further 10 minutes delay granted before the starting procedure is resumed :

- The "10 minutes" board (red background) may be displayed several times.

14.3.4 - At any time, when a "10 minutes" board is shown (with either a **red** or a **green background**), it always goes together with an **sound warning**.

14.4 - For any breach to these provisions : possible **Exclusion** of the relevant car and driver.

ART. 15 - INFORMATIONS & SIGNALLING : SR

ART. 16 - PIT STOPS

PIT LANE :

16.1 - MINIMUM SAFETY REQUIREMENTS ON THE PIT LANE (FIA REGULATIONS) AND, IF NECESSARY : SR :

The pit lane represents a potentially dangerous area, not only because of the racing cars using it but also in view of accidents which may occur owing to cars being on the race track adjacent to it. During practice and the race, access to the pit lane must be exclusively reserved for those persons having a specific job to do.

The pit wall signalling platform shall be forbidden to **ALL** except indispensable officials or race team personnel having a special pass :

- **When the race is started nobody is allowed in this area ;**
- Furthermore, team personnel are only allowed in the pit lane **immediately before they are required to work** on a car (See Art. 18.2.2) and they must leave the pit lane **as soon as the work is complete**.

16.2 - If facilities permit, the pit lane is divided into three areas :

16.2.1 - "**Fast lane**" : the closest to the wall of the Signalling area :

- A car is permitted to enter the "fast lane" under its own power only.

16.2.2 - "**Acceleration and Slowing down lane**" : the middle lane.

16.2.3 - "**Working area**" (**inner lane**) : the closest to the pits where work is permitted to be carried out on the cars.

That area is delimited on one side by the pit curtain and, on the other side, by the one meter wide strip running along the middle lane. This strip must always remain clear of all material and tools.

Any member of a team standing on the working area will be considered as carrying out work on the car. Furthermore, if the driver carries out work on the car, he is considered as a mechanic.

- For every breach : **penalty** at nominated Officials' discretion.

16.3 - Speed limit :

60 kph on the pit lane (radar control) :

- **Penalty(ies)** for speeding : **SR**

16.4 - Discipline :

A driver coming for a pit stop can only open his door once the car has come to a complete stop **in front** of the pit.

16.5 - Overshooting the pit :

Should a driver overshoot his pit, the car may only be **moved back** to its pit by the mechanics (4 maximum) from the team :

- The use of the **reverse gear** is strictly prohibited : **Exclusion**.

ART 17 - REFUELLING

17.1 - Refuelling is allowed **at the beginning** or **at the end** of a pit stop and exclusively on the pit lane "working area" (Art. 16.2.3). The car shall be parked in front of its pit parallel to the pit lane ;

17.2 - On ground of safety :

17.2.1 - The car cannot be **jacked up** when refuelling is in the process, should it be urgent to push it.

17.2.2 - It is prohibited to top up the autonomous tank with fuel when a car is being refuelled.

17.3 - During the practice sessions and the race, refuelling is only permitted :

- a/ By means of the assigned pit **autonomous fuel rig** with the car number affixed ;
- b/ With the fuel supplied by the Organizer (Technical regulations - Appendix B).

17.4 - The autonomous fuel rig shall remain at atmospheric pressure and ambient temperature.

17.5 - Autonomous fuel rig support : SR

17.6 - Throughout refuelling :

17.6.1 - The driver may remain in the car but the engine must be **switched off**.

17.6.2 - The Competitor must ensure that :

- a/ One assistant **holding a fire extinguisher** stands beside the car ;
- b/ Maximum 2 fuel attendants, especially appointed for refuelling, are wearing **fireproof** overalls, gloves, balaclava and a **helmet with a visor** with a FIA or ASN homologation ;
- c/ The "cut off valve" attendant ("van man") is ready to intervene.

17.6.3 - An electronic data recorder may be plugged in from outside the car prior, during or after refuelling is in the process.

17.7 - Possible Exclusion of the car for any breach concerning Art. 17.

ART. 18 - REPAIRS & MAINTENANCE

18.1 - Repairs :

18.1.1 - During the race, apart from the areas in front of and in the pits and on the starting grid, repairs must be carried out **by the driver alone** with the tools carried on board his car.

18.1.2 - One person exclusively is allowed to step over the **painted line** or **the wall** fixing the limits of the working area on the pit side before a car stops in order to give instructions. That person is not permitted to perform any work during the pit stop other than supervision.

- As far as cars fitted with separate refuelling and overflow devices are concerned, the person in charge of the overflow system is allowed to step over the painted line or the wall at the same time as person giving instructions but he cannot perform any other function during the pit stop.

18.2 - Maintenance operations, topping up liquids (other than fuel), repairs or any other operation whatsoever, etc. can only be carried out :

18.2.1 - **Before** or **after** refuelling.

18.2.2 - By **4 persons maximum** :

a/ These **4 persons** are permitted to intervene **alone** for repairs or maintenance operations.

b/ Equipment ready prior to a pit stop : **SR**

- **Penalty : 1 min "Stop and go" per person in excess.**

18.3 - Technicians :

At most 2 technicians from tyres and/or brake supplying companies supplying equipments are allowed to make **checks exclusively** during a pit stop.

18.4 - It is mandatory that an Official shall attend the work being completed during a repair, even if inside the pit.

18.5 - Wheel / Tyre changes :

They are only permitted :

a/ Inside or in front of the pits.

b/ On the starting grid until the **"5 minutes"** board is shown.

c/ By the **four persons** nominated for a given car who shall use only two guns or torque wrenches.

- **Penalty : 1 min** ("Stop and go") for any breach.

18.6 - Is prohibited : all kind of special equipment that is designed :

18.6.1 - To make the wheel change faster :

- Only two pneumatic devices and/or torque wrenches are permitted for the wheel changes.

18.6.2 - To heat the tyres in the pit lane ("working area"), in the pits and on the starting grid : **SR** :

- **Penalty** : at competent Officials' discretion.

18.7 - During a pit stop, **one extra person** (not counted among the 4 persons) is allowed to help the driver to fasten his safety harness and to give him assistance.

18.8 - The 4 persons maximum rule permitted to carry out work on the car does not apply when the car is inside the pit.

In that case, when the car is ready to rejoin the race, it must be pushed **in front of the pit** and parked parallel to the track in the "working area". Then, the engine shall be switched on **by the driver alone**.

18.9 - During the race, under pain of **Exclusion** of the car, it is forbidden to change the cylinder block (crankshaft case and cylinders), the chassis or the monocoque structure.

18.10 - Whatever the reason, when a car comes to a pit stop **the engine must be switched off** :

- **Penalty** : **"Stop and go"**, engine switched off and turned on again by the driver.

18.11 - For any check or tuning, an **external source of energy** may be used to start the engine ;

However, when the job is finished and the car is able to rejoin the race, the engine must be switched off, then restarted by **the driver alone** sitting behind his wheel, with **no outside assistance** and the car **jacked down** on its wheels :

- **Penalty** : "Stop and go", engine switched off and turned on again by the driver.

18.12 - Outside assistance ("push starting", etc.) is prohibited when a car leaves the pit to rejoin the race :

- **Penalty** : SR (engine switched off).

18.13 - The mechanics and the two people in charge of wheel/tyre change are permitted to carry out work on the car(s) entered by **the same Competitor**, provided that they abide by the 4 persons maximum and wheel/tyre change regulations.

18.14 - During the practice sessions and the race and according to the track installations :

18.14.1 - The pit curtain (pit lane side) must remain fully open.

18.14.2 - Visibility toward inside the pit shall be kept clear with nothing forbidding any supervision from outside such as bodywork parts, curtains, tyres, etc.

18.14.3 - Officials must have a free access into the pit.

- **Penalties** : at competent Officials' discretion.

18.15- Except when work is carried out on a car, all personnel must stay **inside the pit** (Art. 16.1).

18.16 - End of intervention :

No tool, equipment or material may be left on the "working area" when a pit stop is over (Art. 16.1).

ART.19- PERSONNEL PERMITTED IN THE PIT LANE

19.1 - Safety overalls (as a minimum) :

ALL the personnel listed below shall wear **fire-resistant overalls, balaclavas and goggles** apart from the Team Manager **provided he does not intervene** on the car and the fuel attendants who must abide by Art. 17.6.2.b :

- a/ When refuelling is in the process : **SR**
- b/ For maintenance and repairs : **SR**
- c/ Signalling area : **SR**

19.2 - Mandatory overvests : SR

ART. 20 - PIT FITTING-OUT

20.1 - Any fitting-out requiring drilling, welding or modifications of the facilities is only possible after the Organiser's **written agreement**.

20.2 - Any decoration, painting on the installations, on the pit lane area or in the paddocks is not permitted. Laying of a carpet or whatever decoration is permitted into the pits as long as this is made from **fireproof materials**.

20.3 - Foldable brackets, hose(s) support(s) for air, fuel or lighting cannot :

20.3.1 - Exceed the external limit of the "working area" (Art. 16.2.3) ;

20.3.2 - Be less than **2 meter** above ground level.

20.4 - Lighting equipment (races run partly by night) : **SR**

ART. 21 - DRIVER'S CHANGE

21.1 - Driver's change : drivers' changes within a team nominated for a car are only permitted :

- a/ Under the supervision of the pit Marshal who must know about it.
- b/ When the car has stopped in the pit.
- c/ With the possible help of a member of the team (Art. 18.7).

21.2 - Maximum driving time : SR

ART. 22 - INTERRUPTION OF PRACTICE SESSIONS OR THE RACE

22.1 - Responsibility :

Decision of interrupting the practice sessions or the race is entirely the Clerk of the Course responsibility.

22.2 - Details of implementation :

22.2.1 - Should it become necessary for case of force majeure to stop practice sessions or the race, the Clerk of the Course shall order :

- a/ A **red flag** to be shown simultaneously on the Start/Finish line and at all marshals' stations ;
- b/ The **red lights** to be switched on (if any) all round the race course.

22.2.2 - When the Stop signal is shown :

- a/ **During practice** : cars will slow down immediately and proceed slowly to their pits ;
- b/ **During the race** : cars shall reduce speed immediately and proceed slowly to the grid or the "Parc Fermé" as directed by the Marshals, in the knowledge that :

- 1) The classification of the race will be that at the end of the penultimate lap before the lap in which the Stop signal was given ;

- 2) Racing cars and service/rescue vehicles may run together on the track ;
- 3) The circuit may be totally blocked because of an accident ;
- 4) Weather conditions may have made the circuit undrivable at racing speed ;
- 5) Cars are not permitted to proceed to their pit.

22.2.3 - Restarting procedure :

The procedure to be followed is different according to the elapsed racing time for the car in the lead, before the Stop signal has been shown :

CASE A : LESS THAN 2 FULL LAPS :

- a/ As soon as the red flag is displayed, all cars in the race must proceed straight and slowly to the so-called "**Red flag line**" painted some 20 to 30 m. behind the rearmost grid position ;
- b/ The original start shall be deemed null and void ;
- c/ The duration of the race will be reduced by the time of the neutralisation until the new start is given;
- d/ Drivers who qualified for the race are eligible for the new start ;
- e/ Should one (or more) car(s) be unable to take the new start, the gap(s) in the starting grid will be filled accordingly :
 - The new starting grid will be modified consequently ;
- f/ Cars may be worked on.

CASE B : TWO (OR MORE) FULL LAPS COMPLETED, AND LESS THAN 90% OF THE SCHEDULED RACE DURATION OR DISTANCE :

(rounded up to the nearest whole number of laps)

- a/ All cars shall stop at the so called "**Red flag line**", or may be parked at the pit lane entrance ;
- b/ The race shall be deemed to be divided into two parts, the first of which considered as ended when the leading car crossed the Start/Finish line for the penultimate time before the race was stopped ;
- c/ The duration of the second part will be equal to the scheduled duration for the race minus the elapsed racing time and the elapsed time between the stopping of the race and the new Start ;
- d/ The grid for the second part will be a standard one, with the cars lined up according to the order in which they finished the first part ;
- e/ Only cars which took the original Start are eligible, and only if they have not officially retired or been excluded from the race when the race was stopped ;
- f/ Cars may be worked on ;
- g/ No refuelling or topping up oil/water is allowed, except for cars which were already in the pits when the red flag was displayed.

IN BOTH CASES (A & B) :

- a/ 10 minutes after the Stop signal : the pit lane exit will be closed ;
- b/ 15 minutes after the Stop signal : the "5 minutes" board will be displayed ;
- c/ Access to the grid is not possible any longer ;
- d/ The normal Start procedure will recommence ;
- e/ Any car unable to take up its position on the grid **prior to the "5 minute" board** will be directed to and/or held in its pit. It may then start as specified in Art. 13.5 (Late start).
- f/ The restart may only be delayed if competent officials, in agreement with the Clerk of the Course, consider the track to be unsafe.

CASE C : 90% OR MORE OF THE SCHEDULED RACE DURATION OR DISTANCE

(rounded up to the nearest whole number of laps).

The cars will be sent directly to the parc fermé and the race will be deemed to have finished when the leading car crossed the line for the penultimate time before the race was stopped.

ART. 23 - NEUTRALISATION OF THE RACE : "SAFETY-CARS"

23.1 - Responsibility :

The "Safety-Car(s)" may only be brought into operation to neutralise the race upon the decision of the Clerk of the Course exclusively.

23.2 - Identification : SR

23.3 - Procedure : SR

23.4 - Pit stops :

23.4.1 - While the "Safety-Car(s)" is (are) in operation, racing cars may call in the pits. They may rejoin the race once the **green light has been switched on** at the pit lane exit and only after the "Safety-Car(s)" with the line of cars following it have passed.

23.4.2 - A car rejoining the race will proceed **at a reduced speed** until it catches the last car in the queue behind the "Safety-car(s)".

23.5 - End of operation : SR

ART. 24 - FINISH

24.1 - Chequered Flag :

Once the duration of the race expires or when the distance to achieve is covered, the Chequered Flag will be waved as the car classified first in the General Classification crosses the Start/Finish line on the race course.

24.2 - Early or Late Finish :

24.2.1 - Should, whatever the reason, the Chequered Flag be displayed **before** the prescribed time is elapsed (with the exception of stopping the race as specified in Art. 22), the race will be deemed to have finished when the leading car has crossed the Start/Finish line for the last time before the flag has been displayed.

24.2.2 - Should, for any reason, the Chequered Flag be **delayed**, the race will be deemed to be finished when the prescribed time is elapsed.

ART. 25 - CLASSIFICATIONS

25.1 - The following classifications will be established :

a/ **General Classification** (Categories and Groups joint together).

b/ **"Prototype" Category :**

b.1 - "Le Mans" LM"P 900 / "LM" GTP

b.2 - "Le Mans" LM"P 675

c/ **"Grand Touring" Category :**

c.1 - "Le Mans" LM"GTS

c.2 - "Le Mans" LM"GT

25.2 - Classification requirements :

25.2.1 - The car placed 1st is the car which has covered the greatest distance when the chequered flag is waved :

- The position of the cars on the starting grid is not taken into account.

25.2.2 - To be classified, every car shall cross the Start / Finish line **on the race track** when the chequered flag is waved save force majeure ;

25.2.3 - Cars will be classified according to the **actual distance** covered during the duration of the race without taking into account the time when the Chequered Flag is displayed.

25.2.4 - Should the race be run in two (or more) parts, the distances covered in each of them will be added up. In that case, the winning car is the one which has covered the greatest distance :

- **Dead heat** : the times achieved in each part will be added up.

25.3 - Parc fermé :

25.3.1 - As soon as the Chequered Flag is waved, all competing cars must proceed to the **Parc Fermé** together with a team representative and under the supervision of the Officials.

25.3.2 - Possible **Exclusion** for any classified car which would not proceed to the Parc fermé within the shortest delay.

25.4 - Results / Official classifications :

Only results and classifications published and posted by the Organizer will be deemed the **official** ones.

ART. 26 - PRESS CONFERENCE : SR

ART. 27 - PRIZE MONEY & CUPS : SR

ART. 28 - INSTRUCTIONS & COMMUNICATIONS TO COMPETITORS

28.1 - Instructions, decisions, notifications or informations issued by the Stewards, the Race Control and Scrutineers will be notified to the Competitors **in writing**.

28.1.1 - Competitors shall acknowledge receipt of them : **mandatory signature** of the Competitor or his nominated representative.

28.1.2 - Should the Competitor or his representative refuse to sign : **Exclusion** of the Competitor and his car(s).

28.2 - Notifications and decisions made by the Officials, and the results (practice sessions and the race) are posted on the official notice board.

ART. 29 - SANCTIONS & PROTESTS

29.1 - The nominated officials may inflict the penalties specifically set out in these Sporting Regulations in addition to/instead of any other penalties available to them under the International Sporting Code : **SR**

29.2 - Protests and Appeals shall be lodged in accordance with the International Sporting Code, and together with a fee.

ART. 30 - FINAL TEXT - DISPUTES

a/ The **French version** is the only one valid ;

b/ Any interpretation of these regulations is The AUTOMOBILE-CLUB DE L'OUEST exclusive responsibility.

APPENDICES

I - INSURANCE :SR

VI - TRADE MARKS AND RIGHTS

The following trade marks have been registered by the Automobile Club de l'Ouest :

Sigle ACO	American Le Mans Series
Le Mans	European Le Mans Series
LM	Asian Le Mans Series
24	Petit Le Mans
24 Heures	Le Mans Fuji
24 Heures du Mans	Le Mans Fuji 1000 km
Circuit International du Mans	Fuji Le Mans 1000 km
Radio Le Mans	Le Mans Series
Défi Le Mans	World Le Mans Series
Adélaï de Le Mans	

1. Any promotional and/or commercial use of one or several of these marks is subject to a previous agreement with the Automobile Club de l'Ouest.
2. A.C.O., without payment of whatever charges or royalties, shall have the right to use, to copy, free of charge with no territorial or duration limit sound recordings, including ACO video games, photographs, drawings/pictures, movies/video tapes with regard to all entrants, their drivers, pit crews, cars entered in the race for any coverage/report, broadcasting, transmission, editing, software, etc... whatsoever past, present and future. The Organizer may grant these rights to a third party.
3. The installation of recording, broadcasting or transmitting devices any fixed or moving picture from any car taking part in the Event is subject to a **previous authorisation** from the Organiser.

2 - TECHNICAL REGULATIONS

B - "LE MANS" PROTOTYPE "LM"P & "LM"GTP CATEGORY

ART.1 - DEFINITIONS

1.1 - "LE MANS" PROTOTYPE ("LM"P / "LM"GTP) is a racing car with no production minimum required meeting :

- The F.I.A Safety regulations ;
- The Technical Regulations issued by **AUTOMOBILE-CLUB DE L'OUEST (ACO)**.

1.2 - "LE MANS" PROTOTYPE category includes :

1.2.1 - "LE MANS" PROTOTYPE ("LM"P) : open car ;

1.2.2 - "LE MANS" GT PROTOTYPE ("LM"GTP) : closed car :

a/ With a windscreen and one door on each side ;

b/ Complying with the following criteria :

b.1 - Those issued by ACO ;

b.2 - Those regarding the "Full Type" road homologation, namely :

b.2.1 - External protruding bodywork elements (ECE Directive # 70/387) ;

b.2.2 - Forward field of vision (ECE Directive # 77/649) :

- Measurements made with a **175 cm standard** dummy.

1.3 - Non conventional specifications :

Cars with specifications which are considered today as non usual in motor racing may be eligible on the basis of special regulations issued by ACO as to maintain the balance of performance between the cars.

1.4 - Homologation Form :

1.4.1 - Prototypes "LM"P and "LM"GTP cars shall comply with the homologation form filled by the manufacturer and agreed during the inspection carried out by the ACO.

1.4.2 - Modifications : apart from the modifications permitted by these regulations, the specifications listed in the Homologation Form cannot be modified.

1.4.3 - Once the Homologation Form has been agreed by ACO, a copy shall be forwarded to the car owner by the manufacturer with every car delivered.

1.5 - Bodywork :

1.5.1 - The bodywork concerns all entirely sprung parts of the car in contact with the external air stream except for :

- The underbody of the car ;
- Parts definitely associated with the mechanical functioning of the engine, of the drive train and of the running gears.

1.5.2 - As viewed from above (plan view), from the sides (elevation), from the front and from the rear, the bodywork shall not allow mechanical parts to be seen.

1.5.3 - Movable bodywork parts/elements are forbidden when the car is in motion.

1.6 - Air intakes :

1.6.1 - Air intakes are considered to be part of the bodywork.

1.6.2 - If air intakes or air extractors make mechanical parts visible, they shall be fitted with **10 mm** mesh (to Scrutineers' appreciation).

1.7 - Weight :

1.7.1 - Except for the weighing procedure used during the practice sessions, it is the weight of the car with no driver and no fuel on board.

1.7.2 - During the event, changing a bodywork element or a mechanical part with a heavier or lighter one is forbidden.

1.8 - Cockpit :

Internal volume of the car to accommodate the driver and the passenger.

• Prototype "LM"GTP :

1.8.1 - The cockpit is the internal volume inside the main structure which is defined by the top of the car, the floor, the doors, the side panels, the glass areas and the front and rear bulkheads.

1.8.2 - The cockpit minimum dimensions : windscreen, rear window, doors, height over the seats, etc. must meet the provisions of the FIA International Sporting Code (Appendix J : GT Class) and be agreed by ACO.

1.9 Automobile Make :

1.9.1 - An automobile make corresponds to a complete car ;

1.9.2 - The name of the chassis manufacturer shall always precede that of the engine manufacturer if different.

1.10 - Electronic systems :

- 1.10.1 - Any automatic or electronic control system or function is forbidden : chassis control, automatic or semi-automatic transmissions, electrical clutches, final drive differential system, shock absorbers, suspension or ride height adjustment, four wheel steering, etc.
- 1.10.2 - A simple open-loop **non automatic** electrical switch **activated by the driver** acting on one or more system(s) is not considered to be an electronic control.
- 1.10.3 - A **closed-loop** electronic control system is (FIA wording) a *system in which* :
- An **actual value** (controlled variable) is continuously monitored ;
 - The "feed back" signal is compared with a **desired value** (reference variable) ;
 - The system is then automatically adjusted according to the result of that comparison.
- 1.10.4 - Unless specified in these regulations and apart from engine monitoring systems, no such system is permitted.

1.11 - Telemetry :

Apart from any other process, are permitted :

- Legible messages on a signaling pit board ;
- The driver's body movements ;
- Telemetry signals from the car to the pits (one direction) ;
- "Lap trigger" signals for the start or the end of a lap :
 - Lap marker transmitters (lap triggers) shall be autonomous and not connected to any pit equipment (wires, cable, optical fibers, etc.) ;
 - These transmitters shall operate with a carrier frequency above **10 Ghz** (radio/optical) and a beam half angle lower than **36°**, when measured at the **3 dB** point ;
 - The only function of these transmitters is to mark the laps ;
- Two way verbal communications between the driver and his pit.
- The use of any other communication device is only permitted after the agreement and under the control of the organiser.

ART. 2 - REGULATIONS

2.1 - What is not expressly permitted by ACO is prohibited.

2.2 - Eligibility of a car is within the exclusive competence of the Automobile-Club de l'Ouest (ACO).

2.3 - Changes made on ground of safety will be enforced **without notice** and **immediately**.

ART. 3 - BODYWORK & DIMENSIONS**3.1 - Dimensions :**

Except what is permitted in Art. 3.6 below, inside and outside measurements (length, width, overhangs, wheelbase, windscreen, windows, etc.) and the general shape of bodywork elements must be maintained as in the ACO Homologation form.

3.1.1 - Overall dimensions :

	LM"P	"LM"GTP
a/ Wheelbase	Free	Free
b/ Length	465 cm maximum (overhang rear wing included)	465 cm maximum (rear wing over bodywork included)
c/ Width (overall)	200 cm maximum	200 cm maximum
d/ Height :		

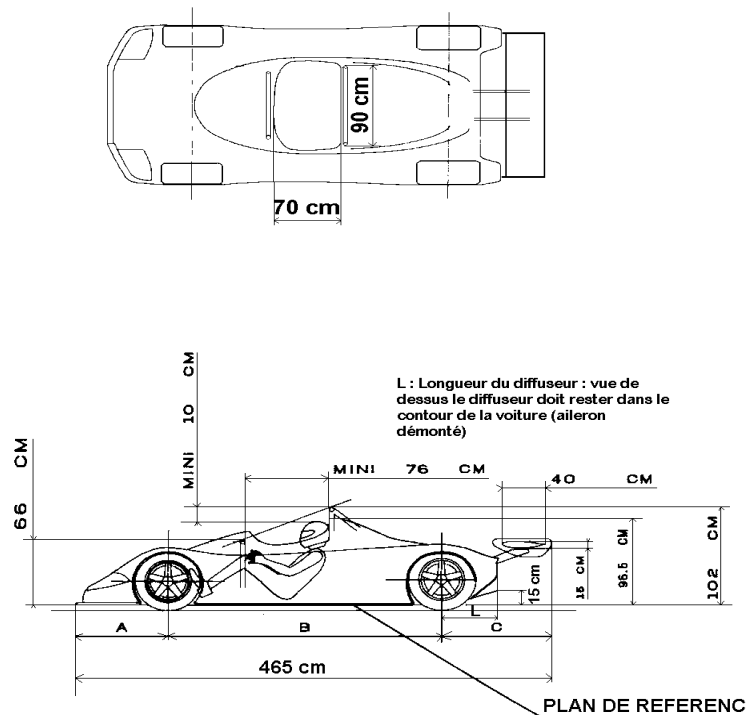
- "LM"P** : no part of the bodywork (including the rear wing) is permitted more than **96,5 cm** above the reference plane (Art. 3.5 : flat bottom) ;
- "LM"GTP** : height defined by the FIA International Sporting Code (Appendix J - Homologation regulations for FIA GT Class) and Art. 1.2.2.b.2.2 above (forward field of vision).

3.1.2 - Ground clearance :

- Any system, other than the suspension, which is designed as to modify the ground clearance is not permitted (see Art. 10.2 below) ;
- No sprung part of the car is allowed :
 - Lower than the plane generated by the flat bottom save the two mandatory blocks described in Art. 3.5.6. below ;
 - To touch the ground when the car is moving :
 - Penalty** : car black flagged by the Race Control.
- Rub blocks are not permitted.

3.1.3 - Overhangs :

- The wheelbase as registered in the Homologation form of the car checked by the ACO cannot be modified ;
- When added, front plus rear overhangs must not exceed **70%** of the wheelbase ($A + C \leq 70\% B$) ;
- The difference between front and rear overhangs must be less than **10%** of the wheelbase ($A - C$ or $C - A \leq 10\% B$).



3.2 - Doors :

3.2.1 - "LM"P : optional.

3.2.2 - "LM"GTP : minimum dimensions of the doors (overall figures) :

- a/ Height (vertically) 55 cm
- b/ Width (horizontally) :
 - At the top of the glass 40 cm
 - At the bottom of the glass 50 cm
 - At door sill level 50 cm
- c/ Doors must provide a normal access to the cockpit ;
- d/ The extension of the window over the top is taken into account neither for the measurements nor to assess accessibility ;
- e/ Opening (hinges) or locking (locks) devices designed to allow a quick release of the entire door in case of emergency need a prior written agreement from ACO ;
- f/ ACO is the only authority to judge the design of the doors.

3.3 - Windscreen :

3.3.1 - "LM"P : optional.

3.3.2 - "LM"GTP :

- a/ Windscreen : mandatory, made of one piece, laminated glass or equivalent material approved by ACO, it must be a simple curvature radius surface.
- b/ Glass areas :
 - b.1 - Side and rear windows made of polycarbonate are permitted ;
 - b.2 - The side windows (driver's side) may be replaced with a net ;
 - b.3 - Additional fasteners may be used;
 - b.4 - Openings may be made through the side windows the only purpose being to permit the cockpit **ventilation** and without hindering visibility.
- c/ Mid or rear engine car :
If the engine can be seen from outside, the vertical glass between the cockpit and the engine compartment must be changed for a **metallic firewall** (Art. 16.6).

3.4 - Bodywork :

3.4.1 - It shall cover :

- a/ Side view : the whole circumference of the complete wheels (wheels and tyres) above the wheel centre line level with no empty space or cut-out in the bodywork :
 - Wheel arches shall remain open.
- b/ As viewed from the rear : mechanical components including the gearbox shall not be visible above the horizontal plane at wheel centre line level :

- If this is the case, a 10 mm wire mesh or louvers are mandatory.
- 3.4.2 - Engine covers and trunk/boot lid must be secured by means of **two safety fasteners** as a minimum, both clearly indicated (**red arrows** or any contrasting colour).
- 3.4.3 - It must be possible to remove the bonnet and boot lid **without the use of tools**.
- 3.4.4 - Bodywork joints in the vicinity of the refuelling connections must be designed such as to prevent any leakage into the engine compartment or into the cockpit.
- 3.4.5 - Air intakes :
- a/ The air intakes the purpose of which is **to feed** the engine, **to cool** mechanical components (radiators, brakes, gearbox, etc.), and to provide **ventilation** for the driver and the engine compartment shall not induce aerodynamic effects ;
 - b/ They must channel all the air stream on the components to be cooled ;
 - c/ They shall not protrude beyond the perimeter of the bodywork as viewed from above ;
 - d/ They shall not protrude more than **15 cm** over the surface of the bodywork **including the engine air intakes** :
 - "Snorkel type" air intakes are not permitted.
 - e/ **"LM"GTP** :
On the top of the car, area defined by the upper line of the windscreen, the side windows and the rear window (*), air intake(s) shall :
 - e.1 - Be located aft the highest point of the windscreen ;
 - e.2 - Be integrated into the curved line of the roof without making a too prominent bulge :
 - "Snorkel type" air intakes are not permitted ;
 - e.3 -The highest point on top of the car - not of the air intake - will be used as a reference to determine the maximum height of the rear wing ;
 (*) If there is no rear window, the roof of the car will be defined by a line across the car at the top of the side windows level.
- 3.4.6 - Air extractors : they are permitted :
- a/ On the bonnet ;
 - b/ On the rear valance (vertical panel coming down to the wheel centreline level) provided that they do not protrude more than **20 mm** ;
 - c/ On either side, provided they do not protrude beyond the perimeter of the car ;
 - d/ They are mandatory above the front wheels provided they do not protrude more than **20 mm** (louvers) with a minimum total area of the openings measuring **25 sq. in. (160 cm²)**.

3.5 - Flat bottom (Reference plane) :

- 3.5.1 - A flat bottom, continuous and rigid is mandatory :
- a/ Underneath and across the total width of the car between the front and rear wheel centre lines ;
 - b/ It must be an integral part of the main structure / survival cell (monocoque/tub) as a minimum over a rectangular area the measurements of which are 70 cm (longitudinally) x 90 cm (across) ;
 - No air stream is permitted to be channelled on top of the area such defined ;
 - d/ The surface underneath the flat bottom will serve as a **Reference Plane** for checking all vertical height measurements.
- 3.5.2 - Except the rear edge between the wheels which must remain flat, the flat bottom may be curved upwards (**5 cm** maximum radii) :
- a/ As to join up the bodywork ;
 - b/ Forward and over the width of the rear wheels.
- 3.5.3 - As viewed from above, the flat bottom must not protrude beyond the perimeter of the car.
- 3.5.4 - Areas over the flat bottom over which are channel air streams shall be covered with :
- a/ Either an extension of the bodywork ;
 - b/ Or the extension of a main structure panel being part of the chassis/body unit ;
 - c/ This (these) extension(s) must be solid and must cover the flat bottom over the whole area.
 - d/ This rule does not apply to the top surface of the flat bottom when it is an integral part of a duct or tunnel used for channelling an air stream for cooling a mechanical element.
- 3.5.5 - The only openings permitted in the flat bottom are the gaps made necessary for the wheel movements (suspension travel and steering), air jack holes and closed hatches (maintenance operations).
- 3.5.6 - Ground clearance :
- A block made of hard material shall be affixed underneath the flat bottom either side of the rearmost edge of the flat bottom and as close as possible of the wheel clearance.
- Measurements of these two blocks **with no bevelled edge** are :
- Width : 20 mm (across) ;
 - Height : 20 mm ;
 - Length : 100 mm (longitudinally)

3.6 - Aerodynamic devices :

- 3.6.1 - Forward the front wheel centre line and aft and below the rear wheels centre line, no bodywork or floor pan element having a **wing profile** (*) is permitted :

(*) "Wing profile" : section generated by two arcs with different curve joining a leading edge at the front to a trailing edge at the rear, the purpose being to exert an aerodynamic effect, lift or down force.

3.6.2 - Only bodywork panels having a constant thickness (parallel planes) are permitted forward the front wheel centre line.

3.6.3 - Rear diffuser :

An inclined panel (diffuser), **perfectly flat**, delimited by **square angles** and with one opening for the pneumatic jack is permitted :

a/ In the space existing between the rear edge of the flat bottom and the vertical plane formed by the rearmost element of the **bodywork**, the car standing against a wall ("LM"P : rear wing removed) ;

b/ Between the vertical planes formed by the inside faces of the rear wheels :

- Maximum width : **100 cm** measured inside the vertical external fins (See Art. 3.6.3.e) ;

c/ As viewed from above, the rear diffuser shall remain within the contour of the car ("LM"P : rear wing removed) ;

d/ No part of the diffuser is permitted more than **150 mm** above the plane generated by the flat bottom:

d.1 - No element or bodywork panel, fixed or not, is permitted to extend rearward the inclined panel of the diffuser up to the limit defined by the contour of the car ;

d.2 - The trailing edge of the diffuser must extend rearwards to the vertical of the perimeter of the bodywork ;

e/ Vertical and flat **fins** may be added provided that :

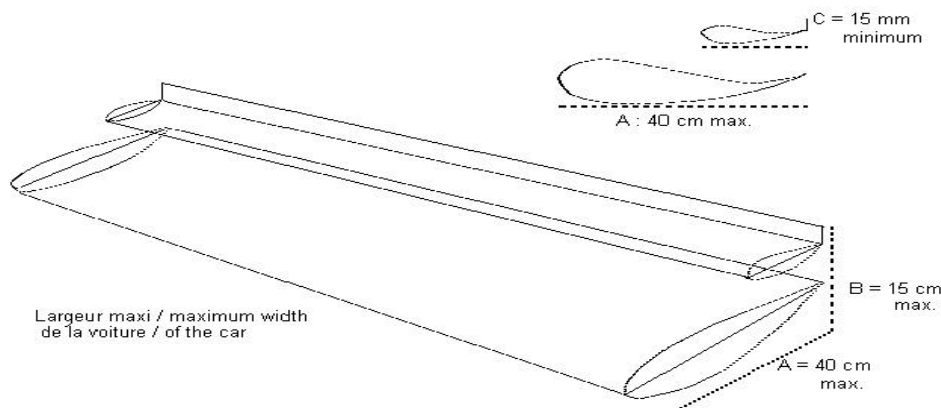
e.1 - They remain parallel to the longitudinal axis of the car ;

e.2 - Their surfaces are flat and parallel ;

e.3 - They form 90° angles with the inclined panel of the diffuser.

3.6.4 - Rear wing :

a/ The primary device inducing down force (negative lift) shall be a single aerodynamic device, adjustable, mounted at the rear of the car, with **two wing profiles as a maximum** (main wing and flap) ;



b/ This rear wing (end plates included) must :

b.1 - Be framed by a volume measuring **40 cm** horizontally (A) x **15 cm** vertically (B) x **maximum width** of the car ;

b.2 - Be mounted such that no part of the wing is :

- "**LM**"P : more than **96,5 cm** above the reference plane ;
- "**LM**"GTP : higher than the **top** of the car (air intake not being taken into consideration : Art. 3.4.5.e.3 above) ;

b.3 - Not be adjustable from within the cockpit ;

b.4 - A rigid trim tab/gurney (C) is mandatory. It shall be :

- **15 mm** high as a minimum above the wing plane ;
- At right angle to the plane defined by the top of the main wing or the flap (if one) ;
- Solidly fixed all along the wing by means of tools if the gurney is not an integral part of the main plane or the flap. A locking system at each end is not enough.

c/ Vertical supports and end plates :

- c.1 - Length : **40 cm** maximum horizontally ;
- c.2 - Height (end plates) : **15 cm** maximum vertically ;
- c.3 - The supports shall be 165 cm maximum apart ;
- c.4 - Surfaces shall be flat and parallel to the longitudinal centre line of the car ;
- c.5 - The leading edge may be made round (constant radius) and the rear edge (trailing edge) may be bevelled no more than **20 mm** ;
- c.6 - Cars built later than January 1st 2000 : removing the rear part of the bodywork must be possible without changing neither the mounting nor the position of the rear wing.

ART. 4 - WEIGHT

4.1 - Minimum weight :	"LM"P 900	"LM"GTP	"LM"P 675
	900 kg	900 kg	675 kg

4.2 - Ballast :

- 4.2.1 - Movable ballast is not permitted.
- 4.2.2 - Fixing or removing of the ballast must only be possible with tools.
- 4.2.3 - Sealing the ballast by the Scrutineers must be possible.

4.4 - Liquids :

The weight may be checked at any time during the event with the quantity of liquids remaining in the tanks, but at the end of the practice sessions or the race the car will have all fuel drained before being weighed.

ART. 5 - ENGINE

5.1 - Engine specifications :	"LM"P 900	"LM"GTP	"LM"P 675
5.1.1 - Engine :	free	free	free
5.1.2 - Displacement limit (*) :	see Appendix A	see Appendix A	see Appendix A
a/ Normally aspirated engines :	6 000 cm3	8 000 cm3	3 400 cm3 8 cylinder maximum
b/ Turbo/Supercharged engines :	4 000 cm3	4 000 cm3	2 000 cm3 (**) 6 cylinder maximum

(*) Engines not commonly used in motor racing may be permitted according to Art. 1.3 above.

(**) Only one single stage charging device and air/air and/or air/water heat exchanger is permitted.

- 5.1.3 - Inlet manifold(s) must be fitted with **air restrictors** made of metal or metal alloy the diameter of which shall be **minimum 3 mm** in length (Appendix A below).

5.2 - Turbocharged engines :

- 5.2.1 - Air restrictors location : between the restrictor(s) and the inlet diameter of the charging device, a one piece and airtight right cone must be fitted :
 - a/ The cone shall have a mandatory opening of **7°** minimum ;
 - b/ To each base of the cone, over a **10 mm** maximum length, a round shape is permitted within the diameter of both the restrictor(s) and the charging device inlet ;
- 5.2.2 - Charging devices incorporating ceramic components, variable diameter inlets and adjustable internal vanes are forbidden ;
- 5.2.3 - Boost pressure : see Appendix A.

5.3 - Temperature of the charge :

- 5.3.1 - Apart from intercoolers, any device, system, procedure, construction or design the purpose and/or effect of which is any decrease whatsoever of the temperature of the intake air and/or of the charge (air and/or fuel) of the engine is forbidden :
 - Apart from pipes feeding an air/water heat exchanger, the pipes between the supercharging device, the intercooler and the manifold are free, but their only function must be to channel air.
- 5.3.2 - Internal and/or exterior spraying or injection of water or any substance whatsoever is forbidden other than fuel for the normal purpose of combustion in the engine.

5.4 - Intake system : free

- 5.4.1 - Are not permitted :
 - a/ Variable length manifolds (except for rotary engines) ;
 - b/ Variable valve timing unless original on the production engine of a manufacturer approved by ACO.
- 5.4.2 - Throttle : only a direct **mechanical** linkage (rod, cable) is permitted between the throttle pedal and the supply control system (fuel and/or air) of the engine.
- 5.4.3 - Air box(es) :
 - a/ All the air feeding the engine must pass through the restrictor(s) ;
 - b/ Air tightness must be total in all circumstances : no pipe is allowed to intrude into or to exit from the air box(es) ;
 - c/ Closing the intake system at restrictor(s) level must lead to stall the engine **immediately** ;

- d/ If the air box(es) is(are) made of several parts, they shall be put together in an efficient way as to ensure a total air tightness by means of a system approved by ACO ;
- e/ Scrutineers will seal the air box(es) ;
- f/ Any faulty functioning is the Competitor's responsibility.

5.5 - Exhaust system :

5.5.1 - Noise level :

- a/ The noise generated by the car is not to exceed 110 dB (A) at 3800 rpm, or at three quarter maximum revs if less ;
- b/ This will be measured at a distance of 0.5 m and at a 45 degree angle to the point of exit of the exhaust ;
- c/ In order to ensure that the maximum noise limits are permanent, they must not be cancelled by the exhaust gas pressure.

5.5.2 - Exhaust pipe outlets : they must exit :

- a/ Aft the middle of the wheelbase ;
- b/ Within the contour of the bodywork as viewed from above.

ART. 6 - PIPING AND FUEL TANKS

The fuel system is free provided the provisions in Art. 6.1, 6.2 and 6.3 are complied with.

6.1. - Fuel tank(s) :

6.1.1 - No part of the fuel tank(s) is allowed :

- a/ More than **675 mm** from the longitudinal centre line of the car ;
- b/ Outside the area between the front and rear wheel centre lines.

6.1.2 - - The tank must be surrounded by a crushable structure at least **10 mm** thick.

6.1.3 - The fuels cells must be separate from the cockpit and the engine compartment by means of a **firewall**.

6.1.4 - Fuel tanks must be **rubber bladders** meeting or exceeding the FIA/FT3 specifications.

6.1.5 - Rubber bladders must be made by manufacturers recognised by the FIA :

- A list of approved manufacturers is available from the FIA.

6.1.6 - Rubber bladders shall have a printed **code** indicating the name of the manufacturer, the specifications to which the tank has been manufactured and the date of manufacture.

6.1.7 - No rubber bladder shall be used **more than 5 years** after the date of manufacture, unless inspected and recertified by the manufacturer for a period up to another **2 years**.

6.2 - Fittings and Piping :

6.2.1 - All equipment built in the tank walls (air vents, inlets, outlets, tank fillers, inter tank connectors and access openings) must be metal or composite fittings and bonded into the fuel tank.

6.2.2 - Fuel lines between the fuel tank and the engine must have a **self sealing breakaway valve**. This valve must separate at less than half the load required to break the fuel line fitting or to pull it out of the fuel tank.

6.2.3 - **No line containing fuels, cooling water or lubricating oil may pass through the cockpit.**

6.2.4 - The lines must be fitted in such a way that any leakage cannot result in accumulation of fluid in the cockpit.

6.2.5 - Flexible lines must have **threaded connectors** and an **outer braid** resistant to abrasion and flame.

6.2.6 - **Fuel and lubrication oil lines** must have a minimum burst pressure of **41 bar** at the maximum operating temperature of **135°C**.

6.2.7 - Hydraulic fluid lines :

- a/ Those which are not subjected to abrupt changes in pressure, with the exception of lines under gravity head, must have a minimum burst pressure of **408 bar** at the maximum operating temperature of **204°C** (steel connectors) and **135°C** (aluminium connectors) ;

- b/ Those which are subjected to abrupt changes in pressure must have a minimum burst pressure of **816 bar** at the maximum operating temperature of **204°C**.

6.2.8 - Are only permitted in the cockpit hydraulic fluid lines fitted with **threaded connectors** and **secured** by means of a metallic wire ;

6.2.9 - Fuel pumps :

They must be in operation only when the engine is running, except when it is switched on.

6.3 - Fuel Tank Fillers :

6.3.1 - Cars must be fitted with fuel tank fillers and vents which must be combined, or single units installed on both sides of the car.

6.3.2 - Both fillers and air vents must be equipped with leak proof dry break couplings complying with the **dead man** principle and therefore not incorporate any retaining device when in open position :

- Coupling devices dimensions see diagrams of Appendix J - Art. 252.8.3 ;

6.3.3 - Tank fillers, vents and caps must :

- a/ Be placed where they would not be vulnerable in the event of an accident ;
- b/ Not protrude beyond the bodywork.

6.3.4 - Any **breather pipe** connecting the tank to atmosphere must :

- a/ Exit on the outside of the bodywork ;
- b/ Be fitted with a **non return valve** ;

c/ Be designed such as a way as to avoid any liquid leakage when the car is running or upside down.

6.3.5 - Cars must be fitted with a **self sealing connector** which can be used by the Scrutineers to obtain fuel from the tank. This connector shall be :

- a/ Approved type ;
- b/ Fitted immediately before the nozzles.

6.4 - Refuelling during the Race :

6.4.1 - Refer to Appendix B : Refuelling.

6.4.2 - The refuelling equipment (**with the car number affixed**) and the tank of the car shall always remain at the outside ambient temperature and pressure.

6.5 - Fuel Capacity :

6.5.1 - **90 litres** maximum to be carried on board whatever the outside ambient temperature and atmospheric pressure.

6.5.2 - Any device or system the purpose and/or effect of which is any increase of the total fuel storage capacity on board is prohibited.

ART. 7 - OIL SYSTEM

The following provisions are to be complied with :

7.1 - Oil tanks :

7.1.1 - If the oil tank is located forward the front wheel centre line ou aft the rear wheel centre line, it must be surrounded by a **10 mm** thick crushable structure.

7.1.2 - The external surface of a n **oil tank** cannot be more than **65 cm** from the longitudinal centre line of the car.

7.1.3 - No **tank** or **pipe** containing lubricating oil is permitted :

- a/ In the cockpit ;
- b/ Aft the gearbox ;
- c/ In a vulnerable area.

7.2 - Catch tank :

The **open type sump breather** (if any) of the lubrication system shall vent into a catch tank of at least **3 litre** capacity.

ART. 8 - ELECTRICAL EQUIPMENT :

The following provisions have to be complied with :

8.1 - Battery(ies) :

Battery(ies) must be securely fixed and protected by a **box** made of insulating material.

8.2 - Starter :

8.2.1 - The starter shall always be in working order.

8.2.2 - It must be possible for the driver to be able to operate the starter when seated normally at the wheel.

8.3 - Lighting equipment :

8.3.1 - Lighting equipment must always be in working order.

8.3.2 - Cars shall be fitted with :

a/ At the front :

a.1 - At least **2 main headlights**, ACO approved, the centre of which must be symmetrical to the longitudinal centre line of the car and separate a minimum of the front track measurement (centre of the lighting area) ;

a.2 - Headlights must produce a **white** beam.

b/ At the rear :

b.1 - **2 red lights** and **2 "Stop" lights** located symmetrically to the longitudinal centreline of the car and separate a minimum of the rear track measurement ;

b.2 - Either **1 red "Rain" or "Fog" light** (minimum 21 watts) or any equivalent and as efficient device **ACO approved**, located at the rear, in the middle and the highest possible on the bodywork ...

b.3 - ... or **2 red "Rain" or "Fog" lights** (minimum 21 Watt) or any equivalent device ACO approved and located at the rear and on each side symmetrically in relation to the longitudinal centre line of the car.

c/ On either side : front and rear indicators.

ART. 9 - TRANSMISSION

9.1- Electronics :

Any resort to electronics incorporated in the operation of any part of the transmission is forbidden save if in compliance with the prescriptions of Art. 1.10 above.

9.2 - Gearbox :

9.2.1 - Maximum 6 forward speeds.

9.2.2 - Electronic or electric monitoring shifting devices and semi-automatic or automatic transmissions are not permitted.

9.2.3 - A single switch may operate several systems (Art. 1.10) including the control of a valve but if, for any reason whatsoever, these systems do not respond to the driver's order or if the value checked is not the good one, the driver will have to actuate the switch again.

9.2.4 - Are permitted only sensors the purpose of which is exclusively to give information to the driver :

- These sensors shall never operate the functioning of the transmission.

9.2.5 - Reverse gear : mandatory :

- It must be possible for the driver seated in a normal position to select the reverse gear **while the engine is running**.

9.3 - Differential(s) : free.

9.3.1 - Traction control : all devices are forbidden.

9.3.2 - Viscous differentials : free :

- They are considered to have no hydraulic slip control provided outside control is not possible when the car is in motion.

9.4 - Four wheel drive : not permitted.

9.5 - Clutch : only conventional designs actuated by the driver are permitted.

9.6 - Disconnecting the Transmission :

9.6.1 - Transmission shall be designed such that should the car be stopped and the engine stalled, it is still possible to push or to tow it.

9.6.2 - A pneumatic assistance device by means of a compressed air bottle (**0,5 kg** maximum) fitted **outside** the cockpit is permitted as to select neutral and to allow the car to be moved.

ART. 10 - SUSPENSION :

Free.

10.1 - Adjustment of the springs, shock absorbers and anti-roll bar from inside the cockpit is forbidden.

10.2 - Any system/device other than the suspension parts, whatever the functioning principle, activated or not by the driver the purpose of which is to modify the ground clearance is forbidden.

10.3 - An **anti-intrusion bar** at the base of the front suspension wishbones is mandatory if a danger for the driver's legs.

10.4 - The suspension wishbones :

- Must not be chromium plated ;
- Must be made from an homogeneous metal.

11 - STEERING

11.1 - Free, but a continuous **mechanical** link between the driver and the wheels is only permitted.

11.2 - Four Wheel Steering : not permitted.

11.3 - Power steering : permitted but no electronic assistance :

- An **electric** power steering is permitted provided that any increase of an electrical signal respects a fixed ratio between the entry and the exit (linear function) ;
- The control system shall use an **open loop** with no feed back for the driver's information (See Art. 1.10 above).

11.4 - Quick Release System : mandatory.

ART. 12 - BRAKE SYSTEM : free.

12.1 - Separate Circuits :

12.1.1 - At least **two separate circuits** operated by the same pedal are compulsory :

- Between the brake pedal and the callipers it must be possible to identify separately the two circuits with no other interconnection than the mechanical balance device.

12.1.2 - No device or system is permitted between the master-cylinder and the callipers :

- Sensors to collect informations, stop lights switches or mechanical brake pressure controls **adjustable by means of tools** are not considered as "systems" and they shall be fitted at the very exit of the master-cylinders.

12.2 - Brake Callipers :

12.2.1 - All brake callipers must be made from **aluminium** materials (elasticity modulus : **< 80 Gpa**) ;

12.2.2 - No more than one calliper (**6 pistons** maximum) is permitted per wheel ;

12.2.3 - The section of each calliper piston must be circular.

12.3 - Disc Brakes :

12.3.1 - Material : free.

12.3.2 - Number : a/ Rotors : **one** maximum per wheel ;
b/ Brake pads : **two** maximum per wheel

12.3.3 - Carbon brake equipment (discs and brake pads) :

a/ These equipment shall :

- a.1 - Be made available to any team which will ask for them ;
- a.2 - Bear an original part number **engraved** by the supplier ;
- a.3 - The use of carbon equipment not agreed by ACO is forbidden.

b/ During the racing season, competitors may use as a maximum :

- b.1 - Front brakes : discs 2 part numbers
pads 2 part numbers
- b.2 - Rear brakes : discs 2 part numbers
pads 2 part numbers

b.3 - Competitors shall tell the organiser about their choice.

b.4 - **Only one change of supplier or part number (discs or brake pads) is allowed per car during the current year provided one of the previous part numbers is cancelled.**

c/ Disc measurements :

	"LM"P 900/"LM"GTP	"LM"P 675
c.1 - Thickness :	37 mm (15") minimum	32 mm minimum
c.2 - External diameter :	380 mm maximum	356 mm (14") maximum

d/ Carbon discs the **2nd wear warnings** of which are not visible before use are forbidden.

12.4 - Anti-lock Braking Systems : not permitted whatever the system/device.

ART. 13 - WHEELS & TYRES**13.1 - Number and Position of the Wheels :**

13.1.1 - Four (**4**).

13.1.2 - Above the wheel hub, it must possible to house the complete wheel within the wheel arch.

13.2 - Dimensions :

Measurements of the complete wheel to be taken horizontally at wheel hub level.

	"LM"P 900	LM"GTP	"LM"P 675
13.2.1 - Width (maximum) :	16"	14"	14"
13.2.2 - Diameter (maximum) :	28.5"	28"	28"

13.3 - Minimum Weight (kg) :

	"LM"P 900	"LM"GTP	"LM"P 675
• Front :	8.0	7.5	7.5
• Rear :	9.0	8.5	8.5

13.4 - Material :

13.4.1 - Metallic.

13.4.2 - One piece wheels : recommended.

13.5 - Rims :

13.5.1 - Same front and rear diameter : **18"** maximum.

13.5.2 - Flanges shall :

- a/ - Be symmetrical ;
- b/ - Not exceed **19.2 mm** maximum in height.

13.5.3 - Movable wheel/hub caps are not permitted.

13.6 - Wheel Attachment : Free.

13.6.1 - If a single wheel nut is used, a safety spring (painted "dayglo" **red** or **orange**) or any other method of attachment must be in place on the nut whenever the car is running and it must be secured after each wheel change.

13.6.2 - The ACO agreement is only possible once the attachment device has been submitted for approval to FIA or the Entrant's National Sporting Authority (ASN).

13.7 - Pressure Control Valves : not permitted.

13.8 - Pneumatic jacks : permitted :

- It is forbidden to carry on board compressed air bottles for their operation.

ART. 14 - COCKPIT

14.1 - The cockpit shall be designed to ensure the best protection of the driver.

- **Seats** : it must be possible to fit symmetrically to the longitudinal centre line of the car and across its width two seats of equal shape and size (excluding shoulder supports and/or permitted protections complying with Art. 16.1.3 below).

14.2 - Survival Cell :

14.2.1 - The survival cell shall include the fuel cell and extend from a point located a minimum of **15 cm** in front of the driver's feet placed on the pedals depressed to a point behind the rearmost component of the cockpit.

14.2.2 - The driver's feet shall be located aft of the vertical plane formed by the front wheel axles.

14.2.3 - Empty volumes :

Two volumes of equal dimensions defined by flat surfaces with 90° angles, and symmetrical to the longitudinal centre line of the car shall be provided for the legs of both occupants.

14.2.4 - Dimensions :

The two volumes, driver's and passenger's side, shall be framed by **right angles** only :

a/ Length : from the pedals vertical plane to the vertical projection of the steering wheel centre line ;

b/ Minimum width : "LM"P : 33 cm "LM"GTP : 25 cm

c/ Minimum height : 30 cm 33 cm (cars built past January 1st 2001)

30 cm (cars built past January 1st 2001)

14.2.5 - The only components allowed to intrude into these volumes, any other being excluded (including the bulkheads across), are :

a/ The steering column and its universal joints ;

b/ The suspension arms pick-up points if not a danger for the driver.

14.2.6 - The areas adjacent to the driver must include a protection padding.

14.2.7 - "LM"P PROTOTYPE :

a/ The main structure/monocoque must provide **lateral protections** :

a.1 - At least **50 cm** high ;

a.2 - As a minimum at least over **80 %** of the length of the cockpit opening ;

a.3 - The vertical external walls of the lateral protections must be separate a minimum of **90 cm** across.

b/ The cockpit opening (windscreen included) must be at least **90 cm** (across) x **70 cm** (longitudinally) :

b.1 - To provide with radii in the corners, measurements shall be maintained for **at least 80 %** ;

b.2 - The cockpit opening shall be maintained down to the higher level of the lateral protections, i.e. 50 cm above the surface underneath the flat bottom ;

b.3 - Are only permitted possible rollover structure reinforcements on top of the cockpit opening and safety devices recommended in Art. 16.1.3.

14.2.8 - Equipment in the cockpit :

a/ Are permitted but only **outside** the two empty volumes (Art. 14.2.3 et 14.2.4 above) :

• Safety equipment and structures • Tool kit • Seat(s) • Driving controls • Electronic equipment • Driver cooling system • Ballast • Pneumatic jacks • Battery(ies) • Ventilation ducts ;

b/ If a danger for the driver, these components must be covered by a rigid and efficient protective material in the event of a crash ;

c/ Nothing may hinder the cockpit exit (Art. 14.2.9 below) ;

d/ The way the permitted equipment is fitted in the cockpit is subject to Scrutineers' assessment.

14.2.9 - Cockpit exit time:

The cockpit shall be design so as to allow the driver wearing his complete driving equipment, being seated in a normal position with the seat belts fastened and the steering wheel in place to get out in **7 seconds**.

- "LM" GTP : 7 sec. maximum to exit driver's side et 9 sec. through opposite door.

ART. 15 - SAFETY EQUIPMENT

15.1 - Fire Extinguisher : refer to International Sporting Code - Appendix J - Art. 258.14.1.

15.2 - Safety Belts :

15.2.1 - Two shoulder straps, one abdominal strap and two straps between the legs are compulsory :

- These straps must comply with FIA standard 8853-98.

15.2.2 - Safety belts with two buckles are prohibited.

15.2.3 - Safety belts mounting points must be capable of resisting a **25 g** deceleration.

15.3 - Rear View Mirrors :

15.3.1 - Two rear view mirrors (one each side) shall provide an efficient view to the rear.

15.3.2 - The car as viewed from the rear, the rear-view mirrors must be visible.

15.3.3 - Area : **100 cm²** minimum for each mirror.

15.4 - Headrest :

15.4.1 - The compulsory headrest cannot deflect more than **5 cm** when a rearward force of 85 daN is applied.

15.4.2 - Minimum surface of the headrest, continuous and with no protruding parts : **400 cm²**.

15.4.3 - In the event of an impact projecting his head backwards, the headrest must be positioned so that it is the first point of contact for the driver's helmet.

15.5 - Master switch :

15.5.1 - When seated normally with the safety belt fastened and the steering wheel in place, the driver, must be able to cut off all electrical circuits and switch the engine off by means of a **spark proof circuit breaker** switch.

15.5.2 - The switch of the circuit breaker shall be located on the dashboard and in a place which can be reached easily by the driver or from outside :

- It must be clearly marked by a symbol showing a **red spark** in a **white edged blue triangle**.

15.5.3 - There must be also an **exterior switch**, with a **handle** or a **ring** capable of being operated from a distance by a hook. This switch must be positioned :

- a/ On the left of the upper part of the bodywork ;
- b/ Possibly near the lower part of the main roll bar.

15.6 - Towing Eyes :

15.6.1 - Front and rear towing eyes shall :

- a/ Be **rigid**, made from **steel**, with no chance of breaking, have an inner diameter between **80** and **100 mm** and be **5 mm** minimum thick (round section for not cutting or destroying the straps used by the marshals) ;
- b/ Be securely fitted to the structures of the chassis by means of a **rigid piece made from metal** (cable hoops are not permitted) ;
- c/ Be within the perimeter of the bodywork as viewed from above ;
- d/ Be easily spotted and painted in **yellow, red** or **orange** ;
- e/ Allow to tow a car stuck on its bottom in a gravel bed.

15.6.2 - Penalty during the race :

a/ Should the towing eye break during the race, the track marshals will pull the car into a safe position using any part of the chassis or the bodywork whatsoever they will judge strong enough and the car will be excluded from the race :

b/ Competitors will have no right to lodge protests in case the car has been damaged.

15.6.3 - The rear rollover structure may be used for pulling the cars out of a gravel bed provided that :

- a/ It makes it possible to pull or lift the car ;
- b/ The Competitor gives a **written permission** so that the Organizer will not be deemed as responsible in the event of possible damages.

ART. 16 - SAFETY STRUCTURES**16.1 - Rollover structures :****16.1.1 PROTOTYPE "LM"P :**

a/ Two safety rollover structures (front and rear) are **mandatory**. They must :

- a.1 - Be made from seamless mild steel or of a higher grade steel alloy tubes with a minimum outside diameter of **1 3/4"** (45 mm) and a minimum wall thickness of **0.09"** (2.3 mm) ;
- a.2 - Be at least **66 cm** (at the front) and **102 cm** (at the rear) above the Reference plane ;
- a.3 - Be separated a minimum of **76 cm** (longitudinally) ;
- a.4 - Be covered with fireproof foam (FIA approved) as far as tubes close to the driver are concerned.

b/ The driver at the wheel, the helmet must not extend higher than the line connecting the front and rear rollover structures.

c/ The rear rollover structure shall be minimum **10 cm** above the top of the driver's helmet.

d/ The front rollover structure must protect the driver's hands whatever their position on the steering wheel.

e/ If the roll bar mounting area in the vicinity of the main structure is covered by streamlining or fairing, all facilities must be provided for possible inspection by the Scrutineers.

16.1.1.1.- Rollover structures for driver's and passenger's protection (double hoop) :

a/ **Front and rear rollover structures must :**

- a.1 - Comply with Art. 16.1.1 above ;
- a.2 - Be symmetrical to the longitudinal centreline of the car.

b/ **Rear rollover structure shall :**

- b.1 - Have **90 cm** minimum overall width at bodywork mounting points level ;
- b.2 - Provide with a diagonal reinforcement bar starting from the top of the hoop (driver's side) and, as a minimum, connected to the middle point of the chassis/monocoque structure ;
- b.3 - Provide with two rearward facing braces connected to the top of the hoop ;
- b.4 - Be **30 cm minimum across** at the upper horizontal section ;

- **Streamlining** or **fairing** of the rear rollover structure is permitted no more than **20 cm** horizontally, provided the transverse section passing through the centre of the roll bar tubing remains symmetrical.

16.1.1.2.- Rollover structures for driver's protection only (single hoop) :

The front and rear rollover structures must comply with Art. 16.1.1. above but Art. 16.1.1.a.1 does not apply.

16.1.1.3 - Rollover structures load tests :

A static load test shall be carried out for all rollover structures.

Loads to be applied on top of the rollover structures are as follow with **w = 1050 kg** ("LM"P 900) and **w = 825 kg** ("LM"P 675) :

- a/ Front rollover structures (only for cars built as from 01/01/2000) :
 - **5,0 w** vertically ;
- b/ Rear rollover structures (to be applied simultaneously) :
 - **1,5 w** laterally ;
 - **5,5 w** longitudinally ;
 - **7,5 w** vertically.

The resultant of these loads shall be applied by means of a rigid flat pad positioned perpendicularly to the axis of this resultant.

The rollover structure must be attached to the survival cell the underside of which is supported on a flat plate, affixed to it by means of the engine mounting points and wedged laterally by pads **10 cm wide x 30 cm long**.

Under the load, the deformation must be less than **50 mm**, measured along the loading axis and any structural failure limited to **10 cm** (vertical measurement) below the top of the rollover structure.

16.1.2. - PROTOTYPE "LM"GTP :

- a/ A rollover structure complying with the International Sporting Code - Appendix J - Art. 253.8 is mandatory ; no part of the rollover structure is permitted to intrude into the volume provided for the passenger ;
- b/ Longitudinal struts or any equivalent ACO approved shall provide lateral protection ;
- c/ Tubes in the driver's vicinity shall be wrapped up in fireproof foam meeting FIA standards.

16.1.3. - RECOMMENDATION ("LM"P & "LM"GTP) :

ACO very strongly recommends any protection system based on safety standards issued for F.1, namely those providing the protection of the driver's head, neck and shoulders in the event of side or frontal crashes, as well as any system making the driver's extraction from the cockpit easier :

- **Any proposal approved by ACO is not considered as a breach of Art. 14 above.**

16.2 - Survival cell and frontal protection :

16.2.1 - Impact absorbing structures must be fitted on the sides and in front of the survival cell. These structures need not be an integral part of the survival cell but must be securely attached to it.

16.2.2 - General prescriptions :

- a/ The chassis structure must include a survival cell extending from behind the fuel tank to a plane at least **15 cm** in front of the soles of the driver's feet, with his feet resting on the pedals and the pedals in the inoperative position.
- b/ The safety structures described in Article 14 (cockpit) must be a part of the survival cell or solidly attached to it.

16.2.3 - Crash test :

a/ Crash testing of the frontal absorbing structure

- a.1 - The frontal absorbing structure, and at least the part of the survival cell forward of a transversal section **20 cm** to the rear of the soles of the driver's feet in static position must be subjected to an impact test against a solid, vertical barrier placed at right angle to the longitudinal axis of the car.
- a.2 - The test structure must be solidly attached to the trolley in such a way as not to increase its impact resistance.
- a.3 - For the purpose of the test, the total weight of the trolley and test structure or complete car shall be **1050 kg** ("LM"P 675 : **825 kg**) and the velocity of impact **12 m/s** (26,85 mph) ;
- a.4 - During the test, the maximum average deceleration must not exceed **25 g** and the final deformation must be contained within the zone ahead of the soles of the driver's feet ;

b/ **OR** crash testing of the complete car (survival cell and frontal absorbing structure) :

- b.1 - The crash testing defined in paragraph 16.1.3.a (above) must be performed identically but with the complete monocoque including the frontal absorbing structure and the survival cell ;
- b.2 - The entire crash structure must be solidly fixed to the trolley through its engine mounting points but not in such a way as to increase its impact resistance ;
- b.3 - The fuel tank must be fitted with its fuel bladder full of water ;
- b.4 - A dummy weighing at least **75 kg** must be installed in the survival cell with the safety belts defined in Article 15.2 fastened. However, with the safety belts unfastened, the dummy must be able to move forwards freely in the cockpit ;
- b.5 - The fire extinguishers, as described in Article 15.1, must also be fitted.

16.2.4 - Static tests :

a/ Lateral load test on the survival cell :

In addition, the survival cell must be subjected to three separate static lateral load tests :

- a.1 - In the cockpit area on a vertical plane passing through the centre of the seat belt lap strap fixing.
- a.2 - In the fuel tank area on a vertical plane passing through the centre of area of the fuel tank in side elevation.
- a.3 - On a vertical plane passing halfway between the front wheel axis and the centre of the dashboard hoop.

- **PROCEDURE FOR THE TEST DESCRIBED ABOVE :**

A pad **10 cm** long and **30 cm** high, with a maximum radius on all edges of **3 mm** and conforming to the shape of the survival cell, shall be placed against the outermost sides of the survival cell with the lower edge of the pad at the lowest part of the survival cell at that section. It is permissible to place rubber **3 mm** thick between the pads and the survival cell ;

A constant transversal and horizontal load of **2000 daN** shall be applied, in less than **3 minutes**, to the pads at their centre of area through a ball jointed junction, and maintained for a minimum of **30 seconds** ; Under these load conditions, there shall be no structural failure of the inner or outer surfaces of the survival cell and permanent deformation must be less than **1 mm** after the load has been released for **1 minute**. The deformation will be measured at the top of the pads across the inner surfaces.

b/ Lateral load test on the frontal impact absorbing structure :

b.1 - To test the attachments of the frontal impact absorbing structure to the survival cell, a static side load test shall be performed on a vertical plane passing **50 cm** forward of the front wheel axis ;

b.2 - A constant transversal and horizontal load of **2000 daN** must be applied to one side of the impact absorbing structure using a pad identical to the one used in the lateral tests (Art. 16.1.4 above) ;

b.3 - The centre of area of the pad must pass through the plane mentioned above and the mid point of the height of the structure at that section. After **30 seconds** of application, there must be no failure of the structure or of any attachment between the structure and the survival cell ;

b.4 - During that test, the same part of the box members as defined in the frontal impact test above or the complete survival cell will be solidly secured to a flat plate but not in such a way as to increase the strength of attachments being tested ;

b.5 - This test shall be carried out with the impact absorbing structure which shall undergo the dynamic test.

16.2.5 - Particular Cases :

That static and dynamic procedure cannot be applied in the same way to **front engine cars** ;

Consequently, tests will need to be adapted to the specificity of the chassis/body unit construction. Namely, the frontal crash and side deformation tests shall be applied as to check the strength of the frontal structure as it is fixed forward the engine on the one hand and of the survival cell placed aft the engine on the other hand.

16.3 - ACO Control :

16.3.1 - The static and dynamic load tests described in Art. 16.1 and 16.2 above must be carried out under the supervision of FIA in laboratories approved or facilities approved by FIA or recognised officially by the Administration of major manufacturing countries.

16.3.2 - The manufacturers shall inform ACO in writing and in advance of any scheduled test in order that one ACO representative may attend at manufacturer's expenses.

16.3.3 - The car manufacturer must make the detailed report of the laboratory available as it has been approved by FIA including the drawings.

16.4 - Modifications :

Any significant modification introduced into any of the structures tested shall require that part to undergo a further test.

16.5 - Magnesium :

Permitted, apart from magnesium sheets less than **3 mm** thick.

16.6 - Firewalls :

16.6.1 - Cars must be equipped with a **metallic** firewall to prevent the passage of flames from the engine compartment to the cockpit.

16.6.2 - A bulkhead made from a fireproof sandwich material protected thanks to an adhesive metallic cover sheet is acceptable.

16.6.3 - Any holes in the firewall must be of the minimum size for the passage of controls and cables, and must be completely sealed.

ART.17 - FUEL

17.1 - Fuel : only one fuel supplied by the Organiser (Type : Eurosuper 98).

17.2 - Specifications : Refer to International Sporting Code - Appendix J - Art. 258.16.

17.3 - The use of any other fuel than gasoline (petrol) is liable to a special request submitted to the agreement of the Automobile-Club de l'Ouest and the FFSA if needed.

ART. 18 - FINAL TEXT - DISPUTE

a/ The **French version** is the only one valid.

b/ Any interpretation regarding these regulations is the AUTOMOBILE-CLUB DE L'OUEST responsibility exclusively.

ANNEXE A / APPENDIX A :**DIAMETRE DES BRIDES / AIR RESTRICTORS DIAMETER**

Les tableaux ci-après (diamètre des brides et limite de pression de suralimentation) sont établis pour réaliser l'équilibre entre les voitures.

En cas de force majeure, l'ACO se réserve le droit d'apporter toute modification qu'il jugera nécessaire pour maintenir l'équité de l'épreuve.

The tables below (air restrictor diameter and boost pressure limit) are made out in order to balance the performance of the cars.

In case of force majeure, ACO reserves the right to make any change which they will consider necessary as to maintain a fair balance during the Event.

Moteurs 2 soupapes / 2 valve engines :

Pour les moteurs 2 soupapes par cylindre, le diamètre des brides ci-dessous doit être corrigé à l'aide de la formule : $D = \{[D-1] \times 1,034\} + 1$. Le résultat sera arrondi à la décimale supérieure.

For two valves per cylinder engines, the following restrictors diameter must be corrected according to the formula : $D = \{[D-1] \times 1,034\} + 1$. The result will be rounded up to the nearest decimal.

Moteurs rotatifs / Rotary engines :

Pour les moteurs rotatifs, le diamètre des brides ci-dessous doit être corrigé à l'aide de la formule : $D = \{[D-1] \times 1,10\} + 1$. Le résultat sera arrondi à la décimale supérieure.

For rotary engines, the following restrictors diameter must be corrected according to the formula : $D = \{[D-1] \times 1,10\} + 1$. The result will be rounded up to the nearest decimal.

A - CATEGORIE PROTOTYPE**1 - "LE MANS" PROTOTYPE "900"**

Poids minimum / Minimum weight : 900 kg							
Moteurs atmosphériques <i>Normally aspirated engine</i>			Moteurs suralimentés <i>Surpercharged engines</i>				
Cylindrée <i>Displacem.</i> (cm ³)	Diamètre brides <i>Restrictors diameter</i> (mm)		Cylindrée <i>Displacem.</i> (cm ³)	Diamètre brides <i>Restrictors diameter</i> (mm)		Press. suralimentation <i>Boost pressure</i> (mmb)	
	1	2		1	2	2 soup. 2 valve	4 soup. 4 valve
Moteurs 4 soupapes / <i>Four valve engines</i>							
6000	44.8	32.0	4000	45.3	32.4	1700	1500
5500	45.3	32.4	3800	45.3	32.4	1790	1580
5000	45.8	32.7	3600	45.3	32.4	1900	1670
4500	46.3	33.1	3400	45.3	32.4	2010	1770
4000	46.8	33.4	3200	45.3	32.4	2130	1880
3500	47.3	33.8	3000	45.3	32.4	2270	2000
3000	47.8	34.1	2800	45.3	32.4	2440	2150
			2600	45.3	32.4	2630	2310
			2400	45.3	32.4	2840	2500
			2200	45.3	32.4	3100	2730
			2000	45.3	32.4	3410	3000

2 - "LE MANS" PROTOTYPE "675"

(4 soupapes / 4 valve engines) :

	Moteurs atmosphériques <i>Normally aspirated engines</i>	Moteurs suralimentés <i>Turbocharged engines</i>
Poids / <i>Weight</i> minimum	675 kg	
Cylindrée / <i>Displacem</i> max.	3400 cm ³	2000 cm ³
1 bride / <i>1 restrictor</i>	44.0 mm	43.0 mm
Pression / <i>Boost</i> maximum	-	2500 mmb

3 - "LE MANS" PROTOTYPE GTP

Poids minimum / Minimum weight : 900 kg							
Moteurs atmosphériques <i>Normally aspirated engine</i>			Moteurs suralimentés <i>Surpercharged engines</i>				
Cylindrée <i>Displacem.</i> (cm ³)	Diamètre brides <i>Restrictors diameter</i> (mm)		Cylindrée <i>Displacem.</i> (cm ³)	Diamètre brides <i>Restrictors diameter</i> (mm)		Press. suralimentation <i>Boost pressure</i> (mmb)	
	1	2		1	2	2 soup. 2 valve	4 soup. 4 valve
Moteurs 4 soupapes / <i>Four valve engines</i>							
8000	45.1	32.2	4000	46.3	33.1	1910	1680
7000	46.0	32.9	3600	46.3	33.1	2130	1870
6000	46.8	33.4	3200	46.3	33.1	2390	2100
5000	47.5	33.9	2800	46.3	33.1	2730	2400
4000	48.3	34.5	2400	46.3	33.1	3180	2800
3500	49.0	35.0	2000	46.3	33.1	3820	3360

B - CATEGORIE GRAND TOURISME**1 - "LE MANS" GTS****1.1 - MOTEURS ATMOSPHERIQUES / NORMALLY ASPIRATED ENGINES
(Moteurs 4 soupapes / 4 valve engines)**

Poids / Weight minimum (Kg)	1100	1150	1200	1250	1300
Cyl. / Capacity maxi (cm3)	1 bride / 1 restrictor (mm)				
3500	48,4	49,4	50,5	51,5	52,6
4000	47,6	48,7	49,8	50,8	51,8
5000	46,7	47,8	48,8	49,8	50,8
6000	46	47	48,1	49	50
7000	45,3	46,3	47,3	48,3	49,2
8000	44,5	45,5	46,4	47,4	48,3
Cyl. / Capacity maxi (cm3)	2 brides / 2 restrictors (mm)				
3500	34,6	35,3	36,1	36,8	37,5
4000	34	34,8	35,6	36,3	37
5000	33,4	34,1	34,8	35,6	36,3
6000	32,9	33,6	34,4	35	35,7
7000	32,4	33,1	33,8	34,5	35,1
8000	31,8	32,5	33,2	33,9	34,5

1.2 - MOTEURS SURALIMENTES / TURBOCHARGED ENGINES**1.2.1 - Diamètre de brides / Air restrictors diameters
(Moteurs 4 soupapes / 4 valve engines)**

Poids / Weight minimum (Kg)	1100	1150	1200	1250	1300
1 bride / 1 restrictor (mm)	45,7	46,8	47,8	48,8	49,7
2 brides / 2 restrictors (mm)	32,7	33,4	34,1	34,8	35,5

1.2.2 - Pression absolue de suralimentation / Absolute boost pressure**a/ Moteurs 4 soupapes / 4 valve engines:**

Cylindrée maximum / Maximum capacity	2000	2400	2800	3200	3600	4000
Pression maxi / maxi boost pressure (millibars)	3360	2800	2400	2100	1870	1680

b/ Moteurs 2 soupapes / 2 valve engines:

Cylindrée maximum / Maximum capacity	2000	2400	2800	3200	3600	4000
Pression maxi / maxi boost pressure (millibars)	3820	3180	2730	2390	2130	1910

2 - "LE MANS" GT

2.1 - MOTEURS ATMOSPHERIQUES / NORMALLY ASPIRATED ENGINES

(Moteurs 4 soupapes / 4 valve engines)

Poids / Weight minimum (Kg)	1100	1150	1200	1250	1300
Cyl. / Capacity maxi (cm3)	1 bride / 1 restrictor (mm)				
2800	44,7	45,8	46,7	47,7	48,6
3200	43,8	44,8	45,8	46,7	47,7
3600	43,1	44,1	45,1	46	46,9
4000	42,5	43,5	44,4	45,4	46,3
5000	41,7	42,7	43,6	44,5	45,4
6000	41	42	42,9	43,8	44,6
7000	40,4	41,4	42,2	43,1	44
8000	39,5	40,4	41,3	42,2	43
Cyl. / Capacity maxi (cm3)	2 brides / 2 restrictors (mm)				
2800	32	32,7	33,4	34,1	34,7
3200	31,3	32	32,7	33,4	34,1
3600	30,8	31,5	32,2	32,9	33,5
4000	30,4	31,1	31,7	32,4	33,1
5000	29,8	30,5	31,2	31,8	32,4
6000	29,3	30	30,7	31,3	31,9
7000	28,9	29,6	30,2	30,8	31,5
8000	28,3	28,9	29,5	30,2	30,7

2.2 - MOTEURS SURALIMENTES / TURBOCHARGED ENGINES

2.2.1 - Diamètre de brides / Air restrictors diameters

(Moteurs 4 soupapes / 4 valve engines)

Poids / Weight minimum (Kg)	1100	1150	1200	1250	1300
1 bride / 1 restrictor (mm)	41	42	42,9	43,8	44,6
2 brides / 2 restrictors (mm)	29,3	30	30,7	31,3	31,9

2.2.2 - Pression absolue de suralimentation / Absolute boost pressure

a/ Moteurs 4 soupapes / 4 valve engines:

Cylindrée maximum / Maximum capacity	2000	2400	2800	3200	3600	4000
Pression maxi / maxi boost pressure (millibars)	3360	2800	2400	2100	1870	1680

b/ Moteurs 2 soupapes / 2 valve engines:

Cylindrée maximum / Maximum capacity	2000	2400	2800	3200	3600	4000
Pression maxi / maxi boost pressure (millibars)	3820	3180	2730	2390	2130	1910

Les concurrents désirant obtenir le schéma de montage du système d'acquisition de données obligatoire pour les moteurs turbo doivent nous en faire la demande.

Competitors who wish to receive the mounting instructions of the data recording system compulsory for turbocharged engines must ask for it.



ANNEXE B / APPENDIX B**RAVITAILLEMENT / REFUELLING**

- 1/ Il est interdit pendant toute la durée de l'épreuve de ravitailler en carburant par tout autre moyen qu'une alimentation par gravité d'une hauteur maximum de **2,00 mètres** au-dessus de la piste à l'endroit du ravitaillement.
- 2/ Pendant les essais et la course, un seul réservoir d'approvisionnement autonome, conforme au schéma ci-après, devra être utilisé par voiture. Ce réservoir doit être rigoureusement cylindrique à l'intérieur et n'avoir aucune pièce interne additionnelle.
Le réservoir doit être fixé solidement sur un support.
- 3/ Au-dessus du réservoir il doit y avoir une mise à l'air libre conforme au règlement FIA (cf. dessin n° 252-7 ci-après).
- 4/ La conduite de remplissage (longueur minimale : 2,50 m), doit être munie d'un accoupleur étanche s'adaptant à l'orifice de remplissage monté sur la voiture. Pendant le ravitaillement, la sortie de mise à l'air libre doit être raccordée à l'aide d'un accoupleur approprié au réservoir autonome d'approvisionnement.
- 5/ Avant que le ravitaillement ne commence, le connecteur de la voiture doit être relié électriquement à la terre.
Toutes les parties métalliques du système de ravitaillement, depuis l'accoupleur jusqu'au réservoir principal et son support, doivent aussi être connectées à la terre.
- 6/ Un assistant doit être présent à tout moment pendant le ravitaillement pour manoeuvrer une vanne d'arrêt à retour automatique en position fermée (principe de l'homme mort) située en sortie du réservoir principal et permettant le contrôle du débit de carburant.
- 7/ Tous les flexibles et raccords utilisés doivent avoir un diamètre intérieur maximum de 1,5".
- 8/ L'utilisation de bidons de dégazage ou de tout autre récipient est interdite dans et à proximité des stands.
Aucun stockage d'essence autre que celui du réservoir autonome n'est autorisé dans les stands.
- 9/ Si un compteur est utilisé, il devra être d'un type homologué par la FIA.
Si un niveau à glace est monté à l'extérieur du réservoir principal, il doit être équipé de vannes d'isolement placées au plus près du réservoir.
- 10/ Un orifice limiteur de débit ayant les dimensions suivantes :
- épaisseur : 2 mm
- diamètre intérieur maximum : 33 mm
doit être fixé à la sortie sur le fond du réservoir
- 1/ *Throughout the event, it is forbidden to refuel the car by any other means than by gravity with a maximum height of **2,00 metres** above the track where the refuelling takes place.*
- 2/ *During practice and the race, one autonomous supply tank only complying with diagram below must be used per car. The shape inside the tank must be absolutely cylindrical with no additional internal parts.
The tank must be strongly secured on a rack.*
- 3/ *Above the tank there must be an air vent system complying with FIA regulations (see drawing n° 252-7 below).*
- 4/ *The refuelling pipe (minimum length : 2,50 m), must be fitted with a leak proof coupling to fit the filler mounted on the car. During refuelling the outlet of the air vent must be connected by means of an appropriate coupling to the autonomous supply tank.*
- 5/ *Before refuelling commences, the car connector must be connected electrically to earth.
All metal parts of the refuelling installation, from the coupling to the main supply tank and its rack must also be connected to earth.*
- 6/ *A fuel attendant must always be present when refuelling is on the process as to operate an automatic self closing ball valve (dead man principle) placed on the outlet of the supply tank and allowing the fuel flow control.*
- 7/ *All hoses and fittings which are used shall have a maximum inside diameter of 1,5".*
- 8/ *Using overflow bottles or any other container whatsoever is forbidden in the pits or around the pits.
Apart from the autonomous supply tank, no fuel is permitted to be stored in the pits.*
- 9/ *If a meter is used, it shall be of a FIA homologated type.
If a sight glass is fitted to the outside of the supply tank, it must be fitted with isolating valves mounted as close as possible to the tank.*
- 10/ *A flow restrictor with the following dimensions :
- thickness : 2 mm
- maximum inside diameter : 33 mm
must be fixed to the outlet on the bottom of the supply tank.*

d'approvisionnement en carburant.

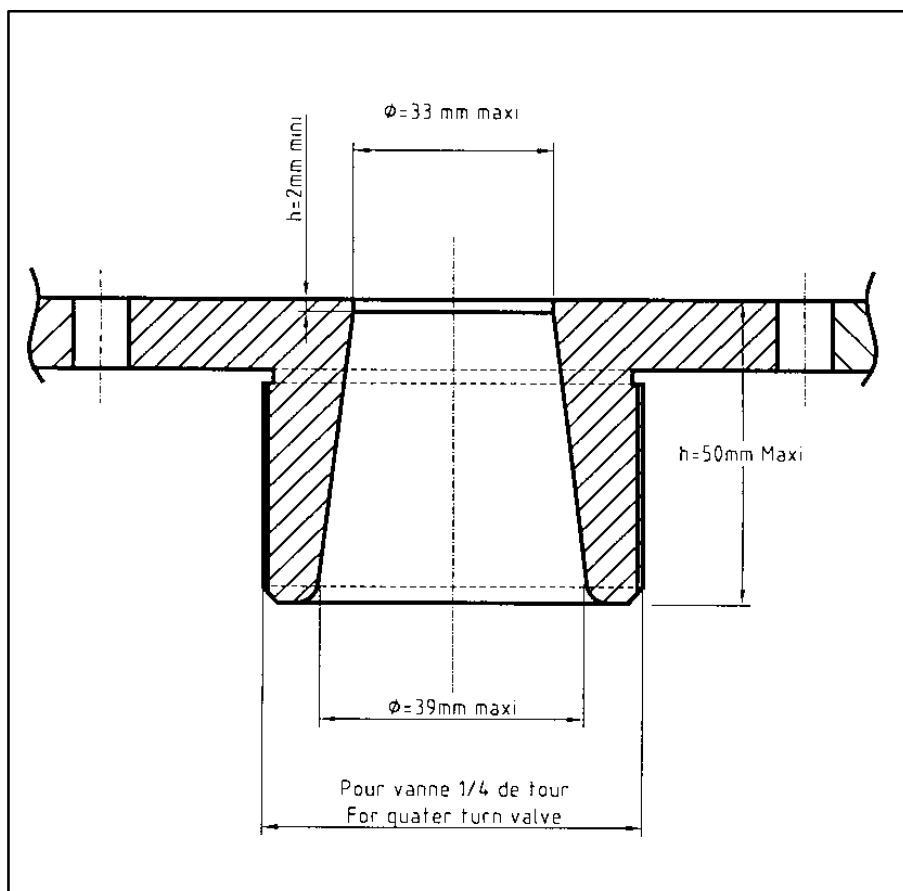
11/ La pompe et le réservoir autonome d'approvisionnement du stand ne peuvent être utilisés que par le Concurrent pour le ravitaillement de la voiture officiellement affectée à ce stand.

11/ *The pump and the autonomous supply tank can only be used by the Competitor to refuel the car officially nominated for that pit.*

12/ Au dessus de l'extrémité du bras de service de la tour une plaque doit être placée indiquant le numéro de la voiture (chiffres de 15 cm minimum de hauteur).

12/ *Above the end of the tower's service arm a plate bearing the number of the car) will be fitted (figures minimum 15 cm in height).*

ORIFICE DE REDUCTION FLOW RESTRICTOR



Dessin/Drawing 258-4

SCHEMA DU SYSTEME DE RAVITAILLEMENT REFUELLING SYSTEM DIAGRAM

