

# **Le Mans Prototypes Challenge**

## **Additional Specificities Statutory**

V 20.12.11

### **ARTICLE 1 - ORGANIZATION AND REGULATIONS**

- 1.1 Le Mans Prototypes Challenge (LMPC) championship is organized by the Automobile Club de l'Ouest (ACO) who has entrusted the promotion and coordination to Oreca.
- 1.2 The LMPC is integrated in endurance races meetings « European Le Mans Series ». They will participate in their own championship in the European Le Mans Series races and will have a distinct ranking and a separate podium.
- 1.3 As general principle, the regulation is the European Le Mans Series' regulation. This additive describes the regulatory specificities particular to the LMPC as “monotype” championship.
- 1.4 The Organizing Committee of LMPC is made up of the following members: Mr. Pierre Fillon, Mr. Hugues De Chaunac, Mr. Rémi Brouard, Mr. Vincent Beaumesnil, Mr. Patrick Peter, Mr. Michel Mac Burnie.
- 1.5 These regulations are published in French and in English. The final text will be the French version, which will be use should any dispute arise as to their interpretation.
- 1.6 No modification may be made to this regulation without the approval of the LMPC Organizing Committee.
- 1.7 All the communication ( information, time tables, notes and addenda, etc.) will be by email. It is therefore required that each competitor provides an e-mail address.

### **ARTICLE 2 - GENERAL PRESCRIPTIONS**

- 2.1 Competitors submitting an entry to LMPC are deemed to be in full knowledge of all regulations Each competitor undertakes on his own behalf and on behalf of all persons associated with his participation to observe all the provisions of all these regulations, as to both their form and spirit.
- 2.2 It is the competitor's responsibility to ensure that his car (or his cars) complies (or comply) with conditions of eligibility and safety throughout the event, private testing, free practice sessions, qualifying practices and the races.

### **ARTICLE 3 - CARS ADMITTED**

- 3.1 The only cars admitted in LMPC 2012 are the Prototypes Oreca Type FLM 09, which are in conformity with the homologation sheet and have successfully passed the preliminary technical checks.

### **ARTICLE 4 - ENTRIES TO LE MANS PROTOTYPES CHALLENGE**

- 4.1 Competitors wishing to participate in LMPC 2012 must registered the European Le Mans Series.
- 4.2 The entry applications must be sent in the required time to:

European Le Mans Series  
103 rue Lamarck  
75018 Paris – France  
Tel : +33 1 42 57 84 02  
Mail : [amasson@lemans-series.com](mailto:amasson@lemans-series.com)

- 4.3 For each car entered, it will be possible to enter two or three drivers.
- 4.4 There should be a minimum of ONE (1) Silver or Bronze driver in the crew.

### **ARTICLE 5 - FORMAT AND CALENDAR OF MEETINGS**

- 5.1 Integrated therefore identical to European Le Mans Series.

### **ARTICLE 6 - CLASSIFICATION AND POINTS**

- 6.1 There is a specific ranking and separate podium.
- 6.2 At each race it will be allocated points per driver based on scales mentioned in annex III of European Le Mans Series regulation.
- 6.3 There is no engine bonus / malus.

### **ARTICLE 7 - PUBLICITY**

- 7.1 The cars taking part in LMPC must be in conformity with the identification plan regarding the display of the official partners stickers.
- 7.2 In case of rivalry created by an advertising message, an exceptional permission may be granted by the Organizing Committee, this decision may result in an increase of the entry fee.
- 7.3 The drivers must affix on their driving suits the embroideries of partners logos and those of the LMPC and European Le Mans Series, as laid out on the identification plan.

## ARTICLE 8 – COMMERCIAL RIGHTS

- 8.1 The entrants and the drivers undertake to authorize the Organizing Committee of the LMPC to use freely and free of charge for advertising, promotional or commercial purposes, of the names, general information and sporting results, as well as all pictures, voices and films linked to their participation to LMPC, and to transfer this right to any third party .

## ARTICLE 9 - TYRES

- 9.1 The cars must be fitted with Michelin branded tyres complying with LMPC. ( See the technical regulation)

- 9.2 Definitions:

Slick tyre:	Non grooved tyre designed for dry conditions.
Wet tyre:	Grooved tyre designed for wet conditions.
Unused tyre:	Tyre never been used, but which may have been purchased previously.
New tyre :	Tyre purchased during the current event.
Used tyre :	Tyre which has been used and which may still be used.

- 9.3 The maximum number of new tyres set allowed per meeting is:

- Four set when the duration of the race is less than or equal to six hours or one thousand kilometers.
- Five set when the duration of the race is more than six hours or one thousand kilometers.

The number of used tyres (or unused registered during a previous meeting) is free.

- 9.4 Identification - Registration

- At the start of each meeting, the competitor must fill the form with numbers of the bar codes form the tyres that he shall use during the event (news and used).
- The use of tyre which not listed on that form is a non-conformity.
- A set of new tyres which has been registered but not used could may be registered again for a next event.
- A competitor must be able to present all his tires for checks at any time during an event.
- The Manager and the Technical Delegate of LMPC will be the sole persons with the right to decide regarding litigious or particular cases.
- Any infringement of these rules will lead to sanction.
- A set of tyres among these tyres will be marked to be used during qualifying. (See article 7.13 of European Le Mans Series regulation)
- A least three of these four tyres must be used at the start of the race.

- 9.5 Wet tyres

There is no limitation to use of wet tyres.

- 9.6 Spare tyres

- In case of a tyre being damaged, a competitor may obtain the permission to fit a new tyre, after making the request to the technical delegate of LMPC, who will be the sole person to decide if this request is legitimate or not.
- This possibility may be used only once during the season, after this permission have been granted, it will be possible to replace a damaged tyre, but in this case the competitor will be obliged to start from the back of the grid for the race.
- Any failure to abide to this rule will lead a sanction.
- Should several competitors be obliged to start from the back of the grid, their grid position will be decided according to the fastest times set during the qualifying practice sessions.

## **ARTICLE 10 - LEADER LIGHT**

10.1 The leader light system is not required with LMPC.

## **ARTICLE 11 - FUEL**

11.1 The fuel regulations are the same as European Le Mans Series ( See Annex VII)

# TECHNICAL REGULATIONS

## **ARTICLE 1 - PREAMBLE**

- 1.1 In case of dispute the French version of this regulation will be the law.
- 1.2 Everything which is not explicitly authorized by these regulations is forbidden.
- 1.3 The measuring and checking tools used by the technical scrutineers are evidence for measures. No protest will be accepted on this respect. The Competitors will have access to these tools in order to check the accuracy of their own equipment.
- 1.4 The technical data which these mentioned in the technical manual and the homologation sheet of the ORECA FLM 09.
- 1.5 In case of any technical evolution, Oreca inform the Teams by a technical note.

## **ARTICLE 2 - CARS.**

- 2.1 Only the prototypes race cars ORECA FLM 09, in their original version, in full compliance with the technical manual and the homologation sheet and the present regulations, are allowed to take part in the events of LMPC 2012 with the European Le Mans Series.

## **ARTICLE 3 - MODIFICATIONS**

- 3.1 It is strictly forbidden to make any modification of any kind, with the exception of those permitted by these regulations or by a technical note published by the Organizing Committee. In case of a second-hand car being used, it is the competitor's responsibility to make sure that the car complies with the regulations.
- 3.2 All the parts which cannot be used anymore due to wear, failure or accident must be replaced solely by genuine original ORECA FLM 09 parts.
- 3.3 Any mechanical operation on the engine or other sealed component must be done by Oreca or by a company approved by Oreca.

## **ARTICLE 4 - WEIGHT**

- 4.1 The minimum weight is the weight of the car ready to race, without driver and empty tank.
- 4.2 The weight may be checked at any time during an event.
- 4.3 The minimum weight of the ORECA FLM 09 is the weight stipulated in the homologation sheet.

## **ARTICLE 5 - SHELL**

- 5.1 No modification of any kind are permitted, including drilling, machining, adding reinforcements and / or support.
- 5.2 If the shell is damaged in an accident, it must be returned to Oreca who is sole authorized to make repairs. If the damages are too severe, the shell may be declared unusable for safety reasons and must be replaced.

## **ARTICLE 6 - BODYWORK**

- 6.1 Bodywork parts slightly damaged may be repaired after a request has been made to the technical scrutineers who will validate or not the quality and the compliance of the repair.
- 6.2 Any damaged or poorly repaired component may be declared illegal by the technical scrutineers at their sole appreciation.
- 6.3 The front crash-box may be repaired only by Oreca, when this will be possible.
- 6.4 Adhesive tape may be used for the purpose of protection. In no case it may join separated parts or have an aerodynamic influence.

## **ARTICLE 7 - ENGINE**

- 7.1 Engines must imperatively remain sealed and keep all the markings affixed by Oreca.
- 7.2 The competitor is responsible for the state of the seals and their presence. Missing or deteriorated seals will be considered illegal.
- 7.3 Any intervention on the engine is forbidden. Repairs or maintenance must be done by Oreca. Only the following components may be dismantled by the competitors, on the condition that they will be replaced by similar components provided solely by Oreca for FLM 09 car:
  - The spark plugs, air filter, oil filter and belts.
  - The alternator and power steering pump may be replaced by similar components provided by Oreca for FLM 09 car, but they cannot be disassembled. In case of failure of these components, they must be repaired by Oreca.
- 7.4 The maintenance and reviews of the engine must be made in accordance with the prescriptions of technical manual.
- 7.5 At any time during an event, the technical delegates may check the data logging.

- 7.6 The control units of the engine and gearbox are sealed.
- 7.7 No change of engine is permitted without first making request to the technical scrutineers and without receiving their agreement.
- 7.8 At the end of a meeting, an engine may be removed in order to check the conformity.
- 7.9 The exhaust system cannot be modified.  
The use of silencers is compulsory.

## **ARTICLE 8 - FUEL SYSTEM**

- 8.1 The fuel tank is FIA homologated and cannot be used for more than five (5) years unless recertified by the supplier for another two years. In case of its replacement, only the fuel tank specified for the Oreca FLM 09 is authorized.
- 8.2 In 2012 like in 2011, the tank capacity is 85 liters (eighty-five liters) maximum.  
It is the competitor's responsibility to adjust the capacity.

## **ARTICLE 9 - WATER - OIL SYSTEMS**

- 9.1 The water and oil systems (tank, lines, etc) cannot be modified with the exception of water thermostat which may be removed.

## **ARTICLE 10 - TRANSMISSION**

- 10.1 All the gearbox parts must remain original parts.  
No modifications of the dimensions or aspect are permitted.
- 10.2 Only one type of staging reports gearbox is authorized:  
1<sup>st</sup> 14:34, 2<sup>nd</sup> 16:32, 3<sup>rd</sup> 16:27, 4<sup>th</sup> 19:27, 5<sup>th</sup> 21:26, 6<sup>th</sup> 19:20  
Final Drive 16:42, Bevel Set 21:23
- 10.3 At any time during an event, it must be possible for the driver, sitting in his normal driving position, to effectively select the reverse gear.
- 10.4 The gear selection unit and the electronic control system are sealed.  
The competitor is responsible for the state of the seals and their presence.  
Missing or deteriorated seals will be considered illegal.
- 10.5 It is possible to adjust the slip torque value measured at the wheel must comply with the value indicated in the technical manual.  
The angle of the ramps can be inverted.
- 10.6 The clutch assembly and its operating system must remain to their original specifications.

## **ARTICLE 11 - BRAKING SYSTEM**

- 11.1 The whole braking assembly, calipers, discs, pads, cooling, etc. cannot be modified.

- 11.2 It is permitted to mask the cooling ducts' entrance in order to regulate the brakes' temperatures.
- 11.3 The allowed brake pads are those mentioned in the technical manual.
- 11.4 The choice of the diameter of the master cylinders will be restricted as indicated in the technical manual.

## **ARTICLE 12 - SUSPENSION**

- 12.1 The shock absorbers are sealed.  
The competitor is responsible for the state of the seals and their presence.  
Missing or deteriorated seals will be considered illegal.  
The only settings permitted are those operated by the standard knobs.
- 12.2 Only springs, the bump stops, the shims provided by Oreca and listed in the technical manual are authorized.
- 12.3 Only anti-roll bars listed in the technical manual and provided by Oreca are authorized.

## **ARTICLE 13 – STEERING SYSTEM**

- 13.1 It is compulsory to use the original parts of the complete steering system and of its power assistance.

## **ARTICLE 14 - WHEELS AND TYRES**

- 14.1 It is compulsory to use of the original rims.
- 14.2 The only tyres authorized are those specific made for LMPC and provided by Michelin.

Dimensions :	Front :	30 / 65 - 18
	Rear :	31 / 71 - 18

## **ARTICLE 15 - COCKPIT**

- 15.1 Steering-wheel, quick release, rear-view mirrors, batteries, dashboard, and all cockpit components and equipment must remain in their standard state.  
The driver seat may be filled with expanded foam, to suite the drivers' morphology.

## **ARTICLE 16 - SAFETY FEATURES**

- 16.1 Fire extinguisher, master switch, safety belts, headrest, towing rings etc... must remain in their standard state.
- 16.2 The headrest may be covered providing that a fireproof material.
- 16.3 The use of the HANS ® is compulsory.
- 16.4 Carbon Helmets (Specification FIA 88602004) are mandatory.

## **ARTICLE 17 - ELECTRICITY - ELECTRONICS**

- 17.1 The electrical harnesses, lights, ECU, dashboard, control unit of the gearbox, etc... must remain in their standard state and position.  
The competitor is responsible for the state of the seals and their presence.  
Missing and deteriorated seals will be considered illegal.

## **ARTICLE 18 - DATALOGGING**

- 18.1 The only data logging system permitted is Marelli, specific to the LMPC.  
The list of the available parameters is stipulated in the technical manual.

## **ARTICLE 19 - ADDITIONAL EQUIPMENTS**

- 19.1 Transponders: It is compulsory to be fit the European Le Mans Series transponders.
- 19.2 Radio: A radio system « driver/pit » may be installed on the condition that the equipment is homologated by and declared to the relevant authorities.  
The radio equipment must be safely attached on the left side of the cockpit.
- 19.3 In case of nocturnal race the cars' numbers must be lighted up as indicated in the European Le Mans Series rules.

## **ARTICLE 20 - SEALING AND MARKING**

- 20.1 The seals and marking will be checked by the responsible. Any removal, modification or deliberate damages thereof will lead to sanctions.
- 20.2 The setting of any electronic box is considered as a sealing. In no case it can be modified or damaged. The opening of such box will be considered as illegal.