

BECOME PART OF THE MYTH OF ENDURANCE RACING!

# Formula LE MANS



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## Formula Le Mans Cup : A Springboard to endurance !

The Le Mans 24-Hours' historical richness makes the race one of the greatest challenges in motor sport. Since 1923, the major manufacturers have all tackled the mythic Sarthe event that has no equal in the world. Following in the footsteps of the Le Mans 24 Hours, which has resulted in multiple technical innovations, endurance racing is entering a period of growth with several championships showcasing its success: in Europe, the "Le Mans Series", in North America, the "American Le Mans Series" and soon in Asia, the "Asian Le Mans Series". This type of racing is attracting more and more teams and drivers, and to meet this increasing demand the Automobile Club de l'Ouest and ORECA are launching the Formula Le Mans Cup in 2009. This championship will provide an ideal springboard for drivers to discover endurance racing, and prepare for an entry in the top category in the future.

### Why Formula Le Mans Cup ?

*"A number of increasingly young drivers are arriving in endurance from many different branches of the sport,"* explains Rémy Brouard, the ACO General Manager, who is in charge of the project with Pierre Fillon. *"Our aim and ORECA's is to build a bridge allowing drivers and teams to make their prototype debut via a monotype formula. The Formula Le Mans Cup is the missing link in the endurance chain!"*

ORECA's role is to provide its top-level expertise. Its design office has penned the Formula Le Mans prototype while Pole Marketing is looking after the championship's promotion. *"We wanted to provide a prototype at a reasonable price whose characteristics closely resemble those of the benchmarks in this type of racing,"* comments Hugues de Chaunac. *"The Formula Le Mans Cup has to be closely associated with the myth of the Le Mans 24 Hours. Thus, a young driver can get to grips with the way a prototype feels, and have the opportunity to show his skills in front of the media and the major teams. It's the first step on the road to racing in endurance proper in the future."*



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## 2009 Calendar

### 6 ROUNDS

4 MEETINGS WITH TWO 1-HOUR RACES AS "LE MANS SERIES" CURTAIN RAISERS.

AN EXCEPTIONAL RACE AS CURTAIN RAISER TO THE LE MANS 24 HOURS.

A FINAL CONSISTING OF A REAL ENDURANCE EVENT LASTING 3 TO 4 HOURS.



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24 HEURES  
DU MANS  
2009

LE MANS  
SERIES



1 - SPA FRANCORCHAMPS (BELGIUM) - MAY 8TH - 10TH



2 - 24 HOURS OF LE MANS - JUNE 11TH - 13TH



3 - ALGARVE (PORTUGAL) - JULY 31ST - AUGUST 2ND



4 - NÜRBURGRING (GERMANY) - AUGUST 21ST - 23RD



5 - SILVERSTONE (ENGLAND) - SEPTEMBER 11TH - 13TH



6 - ENDURANCE RACE - OCTOBER (DATE TO BE CONFIRMED)

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## Formula Le Mans Technical Specifications

### Chassis

Monocoque Carbon fibre & Honeycomb  
Length : 4.461 mm  
Width : 1.990 mm  
Eight : 1.021 mm  
Front track : 1.647 mm  
Rear track : 1.609 mm  
Wheelbase : 2.870 mm  
Weight : about 900 kg

### Bodywork

Carbon – Kevlar Light lamination

### Engine

6200 cc V8 – GM base  
Power output: 430 bhp  
Torque: 630 Nm  
Max. Revs: 6000 rpm  
Lubrication: dry sump  
Engine electronic control unit : Marelli

### Gearbox

Supplier : Xtrac  
Type : Six-speed sequential  
Changement de vitesses : steering wheel-mounted  
paddles  
Speeds : 6 + rear

### Suspensions

Double steel wisbones with pushrod  
Rocker arms driving spring damper units

### Brakes

Ventilated carbon discs  
Monobloc callipers  
Front discs : 380 mm x 37 mm  
Front caliper : 28 - 30 - 38  
Front pads : 31.5 mm  
Rear discs : 355 mm x 37  
Front caliper : 28 - 30 - 38  
Rear pads : 31.5 mm

### Tires

Front : 30/65 – 18"  
Rear : 31/71 – 18"

### Safety equipment

Six-point harness adapted for hans system  
Safety rubber fuel tank



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## Formula Le Mans Cup - FAQ

What is the required budget per driver for a whole racing season?  
300,000 € ex VAT, that is to say 150,000 € per driver, all costs included (car rental, insurance, tires, etc.)

How long does each driver drive in total during one race meeting ?

During the Le Mans Series:

Free practice 60' (minimum) + 2 20' qualifying sessions + 2 60' races with driver change

At the Le Mans 24 Hours:

Free practice 60' + 1 60' qualifying session + 1 60' race

Endurance race:

Ordinary practice and qualifying sessions + 3-hour race (3 drivers per car possible)

Can drivers enter for one single race meeting only?

Yes drivers are not compelled to enter for a whole racing season. However, the drivers running from the 4th race on will not be able to score points.

Can a racing team enter for one single race meeting only?

The team pays a registration fee for the whole season. Nevertheless, for the Le Mans 24 Hours, the cars will be available for rental with ORECA for 60,000 €.

Is there any age limit to participate in the Formula Le Mans?

No, drivers aged under 25 at January 1st of the current year are admitted in the "Junior" category and "renowned" drivers are considered as such until they turn 55.

Is HANS mandatory?

Yes, the FIA approved rules and regulations impose it.

Which licence do I have to hold to participate?

You have to hold an International A, B or C licence (subject to your National (Motor)Sports Federation's agreement)

How many tire sets are allowed for each team per race weekend?

Two new tire sets and six used sets from the previous meetings.

Is there a mandatory race suit model for the drivers?

Racing suits can be chosen freely. The location of the sponsors' embroideries is imposed.

Are there any restrictions upon testing sessions in between the races?

From the first meeting on, the teams are only allowed to participate in the three collective Formula Le Mans Cup sessions.

Can I invite guests to have lunch at the Formula Le Mans meetings?

Yes. Bookings have to be made 10 days in advance.



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## Summary of the Formula Le Mans Cup Regulations

The Formula Le Mans Cup is organised by the Automobile Club de l'Ouest (ACO), which has entrusted its promotion and coordination to ORECA.

### A reasonable entry fee

- Entry fees for the 2009 Formula Le Mans Cup : 15.000 € per car (tax not included).
- Entry fees per meeting: 500 € per driver (tax not included).
- 20 cars will be available in 2009.

### Organisation of the meetings

Each round will take place during the "Le Mans Series" meetings and will include:

- A free practice session of 60 mns minimum.
- Two 20-minute qualifying sessions with a 5-minute break minimum between them.
- Two 60-minute races.



A race will be held as a curtain raiser to the Le Mans 24 Hours. It will be preceded by a 1-hour free session and a 1-hour qualifying session.

An endurance race will be held at the end of the season with at least 2 hours' practice beforehand. Teams can add a third driver for this event.

### Cost control...

- The number of tyres is limited to 2 sets per meeting per car.
- Private testing is forbidden. Collective test days with 2 sets of new tyres per car will be organised.
- One engine per car will be used for the whole season (in normal running circumstances).
- The carbon brake discs are also scheduled to last the whole season.
- Technical back-up will be present at the circuits. Spare parts will also be on sale.

### To guarantee a level playing field...

- The engines, shock absorbers and engine control unit will all be sealed.
- Any modification or intervention on the car is strictly forbidden.



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## Classification & Points:

- The championship includes:
- An overall drivers' classification.
  - A junior classification.
  - A teams' classification.

## Points system

- |               |              |
|---------------|--------------|
| 1st 20 points | 6th 6 points |
| 2nd 15 points | 7th 4 points |
| 3rd 12 points | 8th 3 points |
| 4th 10 points | 9th 2 points |
| 5th 8 points  | 10th 1 point |
- 1 point will be awarded to the driver having set the fastest lap in qualifying.  
1 point will be awarded to the driver having set the fastest lap in the race.

## Some practical information:

- The 2-driver team can be made up of juniors and/or gentlemen drivers. Only 1 professional driver is allowed per car.
- There will be a mandatory pit stop with driver change in a window of laps between 40% and 60% of the distance.
- The races will have flying starts.
- The 3 to 4-hour race will have its own supplementary regulations ; a third driver will be allowed for this event.



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## Official Partners



The French tyre manufacturer that has won the last 10 Le Mans 24 Hours will supply tires to all the Formula Le Mans Cup prototypes. It will give 7 sets of tires to the best teams at each meeting! [michelinsport.com](http://michelinsport.com)



MOTUL is a pioneer in the field of 100% synthetic oils and is the official Formula Le Mans Cup supplier providing prizes for the teams as well as helping engine reliability. [motul.fr](http://motul.fr)

## Technical Partners



The famous Italian company will supply the whole field. Brembo brakes are used by the major teams competing in both car and motorbike racing, and they are recognized worldwide for being at the cutting edge of technology. [brembo.com](http://brembo.com)



X-trac is a British company that makes gearboxes for motor racing. It has forged its reputation thanks to the advanced technology and reliability of its products used in Formula One and prototype events. [xtrac.com](http://xtrac.com)



The quality of this Italian company's products makes it the preferred choice of the major teams in F1, WRC and MotoGP. It is the leader in the field of electronics in motor racing. [magnetimarelli.com](http://magnetimarelli.com)



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## Formula Le Mans Cup Teams



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HEADQUARTERS : RUAUDIN (SARTHE), FRANCE  
TÉL. +33 (0)2 43 75 02 39 FAX. + 33 (0)2 43 75 02 39  
TEAM MANAGER : ERIC BOULLIER  
PRESS CONTACT : CLAIRE MAGNAN  
RACING DEBUT : 1988  
[www.dams.fr](http://www.dams.fr)



HEADQUARTERS : ALÈS (GARD), FRANCE  
TÉL. / FAX. +33 (0)4 66 55 60  
TEAM MANAGER : LAURENT DAUMET  
PRESS CONTACT : BRUNO APPLEWOOD  
RACING DEBUT : 1986  
[laurent@ld-autosport.com](mailto:laurent@ld-autosport.com)



HEADQUARTERS : EPAGNY (GRUYÈRE), SUISSE  
TÉL. +41 26 411 34 20 FAX. +41 26 411 34 22  
TEAM MANAGER : BENOÎT MORAND  
PRESS CONTACT : VANESSA SCHÄFFTER  
RACING DEBUT : 2000  
[hpvracing.ch](http://hpvracing.ch)



HEADQUARTERS : MAGNY-COURS (NIÈVRE), FRANCE  
TÉL +33 (0)3 86 21 07 40 FAX. + 33 (0)3 86 21 25 59  
TEAM MANAGER : LUC MARCHETTI  
PRESS CONTACT : LUC MARCHETTI  
RACING DEBUT : 2005  
[www.xagon-engineering.com](http://www.xagon-engineering.com)



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HEADQUARTERS : SAINT OUEN L'AUMONE (VAL D'OISE), FRANCE  
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TEAM MANAGER : JOSÉ IBANEZ  
PRESS CONTACT : JOSÉ IBANEZ  
RACING DEBUT : 2005  
[iez@wanadoo.fr](mailto:iez@wanadoo.fr)



HEADQUARTERS : WAVRE, BELGIUM  
TÉL. +32 10 24 49 84 FAX. + 32 10 24 20 99  
TEAM MANAGERS : OLIVIER LAINE & GEORGES KACZKA  
PRESS CONTACT : GEORGES KACZKA  
RACING DEBUT : 1996  
[www.boutsenenergy.com](http://www.boutsenenergy.com)

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## The ACO and ORECA in a few words

### The Automobile Club de l'Ouest (ACO)

In 1923, the ACO created the Le Mans 24 Hours, an event it has organised ever since. Thanks to its long in-depth experience and the passage of time, the club's common sense has enabled it to see how motor racing had to evolve, helped in this by the uncontested success of the Le Mans 24 Hours in terms of spectators (more than 258 000 in 2008), and entrants and drivers (55 cars and 165 drivers in 2008).

The ACO already has its driving school, Le Mans Drivers, an essential step towards single-seaters for young drivers: all that was lacking was the prototype equivalent. So this was just the right moment to get the Formula Le Mans Cup up and running. This is a real innovation and is the ideal entry point to endurance, to the very core of the Le Mans 24 Hours and the various Le Mans Series. It also provides a marvellous opportunity to access the rudiments of endurance prototypes, and then climb the ladder to the top categories: LM P1 and LM P2.

The Formula Le Mans Cup opens a new chapter in the ACO's glorious history.

### The ORECA Group

Motor sport was the reason why ORECA was founded and it has remained the group's core business ever since. Today, its growth and development can be expressed in a few figures: 220 employees, 12 000 m<sup>2</sup> premises on 4 sites and an annual turnover of 40 million euros.

If **racing** is ORECA's showcase the group also depends on its **Sales & Business** sectors (sale of spare parts) and its **Marketing & Events** department. The latter coordinates its activities in 3 areas:

- Driver school management in which ORECA looks after the official Porsche and Audi driving schools.
- Campaigns for companies by proposing a wide range of incentive and public relations operations plus seminars.
- Championship organisation in which ORECA runs the Porsche Matmut Carrera Cup France and the new Formula Le Mans Cup.

The ORECA Magny-Cours branch centralises the group's expertise in the field of engineering on a site that is entirely dedicated to **engine** development, preparation and maintenance.

Last but not least, by purchasing COURAGE Competition ORECA has become a **constructor** in its own right with a production department at the Le Mans 24-Hours circuit. This is where the future Formula Le Mans prototypes will be assembled.



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