



FIA Stewards

Log N°



**24 HEURES DU MANS 2018  
FIA WORLD ENDURANCE CHAMPIONSHIP  
2018 June 10<sup>th</sup> to 18<sup>th</sup>**

**From** The Stewards of the Meeting

**Decision N° 74**

**To** The Competitor's Representative  
N° 26 – G-DRIVE Racing

The Stewards, having received report Nr. 28 from the Technical Delegates, viewed photos of parts and having heard from the competitor have considered the following matter, determine a breach of the regulations has been committed by the Competitor named below and impose the penalty referred to.

**No, Driver** N° 26

**Competitor** G-DRIVE RACING

**Time** 15:45

**Facts** See Technical Delegates report Nr. 28

**Offence** Breach of Appendix A of the Technical Regulations (2018) for LMP2  
Breach of Art. 2.1.1 of the Technical Regulations (2018) for LMP2  
Breach of Art. 12.1.1.c of the International Sporting Code

**Decision** 1) For each breach referenced above, the Competitor is Disqualified  
2) The Stewards order that the Classification be amended so that the other competitors be moved up in the Classification in accordance with Art. 12.18 of the ISC  
3) Any awards or prizes should be returned to the organizer and issued to the competitors moved up in the classification  
4) The Stewards order that the Technical Delegates shall seal and retain the parts until the time for lodging of appeals, or the completion of any appeal.

**Reason:**

**Background --**

The Technical Delegates issued a report to the Stewards that "An additional machined part not featuring in the drawing is inserted into the flow restrictor, changing the wetted restrictor surface described by the regulatory drawing." The Technical Delegates provided the Stewards with photos of the restrictor, the referenced part and its assembly to the "Dead man valve." The Technical Delegates also retained and controlled the parts. The checks by the Technical Delegates were done in the presence of the Competitor's mechanics.

The Stewards summoned the competitor's representatives, along with the Technical Delegates, Mr. Thierry Bouvet for the ACO and Mr. Manuel Leal for the FIA, and held a hearing, which commenced at 1600h, Monday the 18<sup>th</sup> of June, 2018. The Competitor was represented by Mr. David David Leach, Mr. Jacques Morello and Mr. Xavier Combet.

The existence of each of the parts was confirmed by all parties. The Technical Delegates confirmed the contention of the Competitor's representative that the Flow Restrictor, on its own, complied with the drawing in Appendix A of the Technical Regulations for LMP2, which is the class of car concerned.

The contested part is a machined part that extends from the Dead Man Valve and inserts inside the cone of the Flow Restrictor.

The Technical Delegates stated to the Stewards that they started their investigation of the competitor's refuelling system following the race when they noted that the competitor was able to refuel significantly faster than any of their competition.

### Arguments of the Technical Delegates

The Technical Delegates made two main points:

- A) That the drawing in the Appendix defines only the negative/empty spaces, or the wetted surface of the part. They maintained that this is because only the wetted surfaces are the parts that define the function of the flow restrictor. The dimensions of the rest of the part are free, so long as they do not affect the wetted surface. The Flow Restrictor operates by two mechanisms which are governed by (i) the maximum dimension "D" on the drawing, the diameter of the initial hole through which the fuel must flow, which obviously restricts the flow, and (ii) the dimensions of the cone which is defined by "H" the maximum length of the cone and 39mm, which is the maximum diameter of the interior of the cone; these two dimensions define the angle of the interior of the cone leading from the hole defined by "D", which also affects the fuel flow.
- B) The part concerned changes the effective dimensions of the cone of the fuel Flow Restrictor, by effectively lengthening "H" and changing the angle of the cone. They contend that the additional part affects the flow of the fuel, and that technically this should lead to a faster refueling, which was observed.

### The Competitor made the following main points:

- A) Their restrictor strictly complies with the drawing.
- B) Art. 10 of Appendix A specifies that "A flow restrictor, complying with the following drawing must be fixed to the outlet on the bottom of the supply tank." The Competitor contends that they have complied with this regulation.
- C) They contended that nothing in the regulations prohibits the addition of other parts.
- D) That the contested part is a part of the Dead Man Valve assembly, which is the next assembly in line in the fuel system, and that nothing in the regulation prohibits the contested part as being part of the Dead Man Valve assembly or prohibits the assembly from fitting inside the Flow Restrictor.

### Having heard the Competitor and the Technical Delegates, the Stewards considered the matter and found that:

- 1) Art 7.1.1.b of the Specific Regulations for the 24 Hours of Le Mans (2018) specifies that the LMP2 cars are regulated by the Technical Regulations for LMP2 cars (2018) which includes the regulations for the refueling system for this class.
- 2) The drawing defines the negative/empty spaces of the part, rather than the positive metallic part. Therefore, any part that protrudes into these spaces are in violation of the drawing, and that this is a breach of the Technical Regulations.
- 3) Art. 2.1.1 of the LMP2 Technical regulations, of which the refueling system are a part, states that "What is not expressly permitted by the present regulations is prohibited." The part which the competitor has designed to insert into the fuel Flow Restrictor is not permitted anywhere in the regulation, and the Stewards find that it is therefore prohibited, and is a breach of Art. 2.1.1 of the Technical Regulations.
- 4) The Stewards understood the argument of the competitor that the fuel Flow Restrictor complies with the drawing. However, the Stewards found that the insertion of the machined part into the fuel Flow restrictor was designed to defeat, in part, the purpose of the fuel Flow Restrictor. The Stewards found that this is an act that is prejudicial to the interest of the Competition and is therefore a breach of Art. 12.1.1.c of the International Sporting Code.
- 5) The Stewards considered what potential advantage was gained by the Competitor. However, the Stewards concluded, similar to other technical infringements, that the scope of any potential gain is not relevant to finding that there is a breach, nor is it relevant in determining any potential penalty.

- 6) The Stewards noted that Art. 2 of the Technical Regulations provides a mechanism by which the Competitor could have checked the conformity of their fueling arrangement. However, the competitor did not avail themselves of this opportunity.

The Stewards determined that for the breach of the Technical Regulations as described in Annex A, consistent with prior decisions regarding technical breaches, the Competitor is Disqualified.


The Stewards further determined that for the breach of Art. 2.1.1 of the Technical Regulations, consistent with prior decisions regarding technical breaches, the Competitor is Disqualified.


The Stewards determined that placing this part into fuel Flow Restrictor was a series act prejudicial to the interest of the Competition is a breach of Art. 12.1.1.c of the ISC and therefore order that the Competitor is Disqualified.


**The Competitor is reminded of his right of Appeal in accordance with Article 15 of the FIA International Sporting Code and Article 19.1.1 of the FIA Judicial and Disciplinary Rules.**


**Date:** 18 June 2018


**Time:** 19:16


  
Jean-François  
VEROUX  
FIA Steward  
(Chairman)

  
Kazuo HIOKI  
FIA Steward

  
Michael  
SCHWAGERL  
FIA STEWARD

  
Tim MAYER  
FIA Steward

  
Yves  
BACQUELAINE  
FIA Steward

  
Jean-Pierre  
BAUDRILLER  
ASN Steward

Received by the Competitor:

Signature ... CONBET .....

Time ... 19:16 ... Date 18 / 06 / 2018

Copy to: The Competitor  
The FIA Race Director  
The Clerk of the Course  
The Secretary of the Meeting  
The Press Delegate  
The Timekeepers  
The Official Notice Board  
The Technical Delegate



## REPORT OF THE TECHNICAL DELEGATES

**From:** The Technical Delegates

Copy to: The FIA Race Director  
The Clerk of the Course  
The Secretary of the Meeting  
The Press Delegate  
The Timekeepers  
The Official Notice Board

**Report N° 28**

**To:** The Stewards of the Meeting

### Car #26 – G-DRIVE Racing

Breach of article 6.7.1 and Appendix A (article 10) of the LMP2 Technical Regulations, as follows:

-An additional machined part not featuring in the drawing is inserted into the flow restrictor, changing the wetted restrictor surface described by the regulatory drawing.

**Date:** 18/06/2018 **Time :** 15h45

Manuel LEAL  
FIA Technical Delegate

Thierry BOUVET  
Chief Scrutineer