

TO: Teams Manufacturers

CATEGORY: LMP1 LMP2 LMGTE Pro LMGTE Am

DECISION N°: WEC_1920-D0024-LMP1-Clarification success handicap

DATE: 31/08/2019

FROM: The Endurance Committee

SUBJECT: Clarification regarding the implementation of success handicap for LMP1 Competitors

APPLICABLE REGULATION

Articles 6.3.2 2019-2020 FIA World Endurance Championship Sporting Regulations

DECISION

A success handicap will be given to each LMP1 car entered for the full season, applying from the second Competition of the season onwards, excluding the 24 Hours of Le Mans (where no success handicap will be applied).

A reference classification will be established to calculate the success handicap, as follows:

- It will be computed by adding the points scored individually by each LMP1 car in the general classification of each Competition;
- It will be based on the scale of points defined by Article 15.3.2 of the 2019-2020 FIA World Endurance Championship Sporting Regulations;
- The reference classification will not be part of the Championship's classifications listed under Article 15.2 of the 2019-2020 FIA World Endurance Championship Sporting Regulations.

The success handicap will be calculated as follows:

- After each Competition, the difference of Championship points between each car and the last car classified will be taken into account;
- For each point of difference, a performance reduction of + 0.008s/km (correction factor) will be given to all the cars excepted the last one;
- This performance reduction will be applied on the following Competition (except for the 24 Hours of Le Mans);
- The maximum performance reduction applied may not be greater than the equivalent of 40 points.

Notes:

- The correction factor and the maximum performance reduction are based on a maximum performance gap of 0.250 s/km between the fastest and the slowest LMP1. It may be reviewed if this gap turns out to be different during the season;
- For LMP1 cars entered on a race-by-race basis, a success handicap will be applied and will be equal to the one applied to the most penalized car using the same technology (ie: LMP1 NH NA, LMP1 NH TC and LMP1 H).

Any decision taken by the Endurance Committee is not subject to appeal.

All decisions are available on: <http://fiawec.alkamelsystems.com/>

DECISION (continued)

The performance reduction above may be achieved as a combination of the following sensitivities:

- For LMP1 H cars:

- +x s/kg of car minimum weight up to a maximum of 932 kg (effect of weight on performance)
- +x s/% Max Petrol Flow (effect of Max Petrol Flow on performance)
- x % Max Petrol Energy per lap (linked to Max Petrol Flow to achieve the same amount of lift off per lap)
- x % Max Petrol per stint (linked to Max Petrol Energy per lap to achieve the same number of laps per stint)
- x % fuel rig restrictor diameter (linked to Max Petrol per stint to achieve the same refueling time)
- x s/MJ Hybrid Released Energy per lap (referenced to 8 MJ/lap in Le Mans)

- For LMP1 NH cars:

- +x s/kg of car minimum weight up to a maximum of 870 kg (effect of weight on performance)
- +x s/% Max Petrol Flow (effect of Max Petrol Flow on performance)
- x % Max Petrol per stint (linked to Max Petrol Energy per lap to achieve the same number of laps per stint)
- x % fuel rig restrictor diameter (linked to Max Petrol per stint to achieve the same refueling time)

- Weight adjustments will be given priority.
Ballast must be added according to the car homologation.

PERIOD OF VALIDITY/APPLICATION OF THE DECISION

This decision comes into effect:

- with immediate application**
- from:

And is applicable:

- until further notice**
- for the mentioned Competition(s) only: