



DECISION OF THE ENDURANCE COMMITTEE



To: Team Manufacturers
 Decision N°: **12-D0021-LM GTE**
 Date: 19/09/2012
 Re: Updated LM GTE Balance of Performance - Version from 19/09/2012

Mission concerned

- 1) Assigning a weight handicap to LMP1 cars which meet the technical specifications described in Article 16 A a) II of the Sporting Regulations
- 2) Ruling on the acceptance of cars using technologies considered to be innovative (cf. Article 16 c of the Sporting Regulations)
- 3) Balance of performance between the different propulsion technologies of the LMP1 cars (cf. Article 17 of the Sporting Regulations)
- 4) Balance of performance between the LMP2 cars (cf. Article 18 of the Sporting Regulations)
- 5) Balance of performance of the LM GTE cars (cf. Article 19 of the LM GTE Technical Regulations)
- 6) Ruling concerning the change of model of car (cf. Article 41 F c of the Sporting Regulations)
- 7) Exceptionally granting emergency waivers in respect of the Sporting and/or Technical Regulations subject to compliance with the conditions mentioned in Part I - B of the Internal Regulations of the Endurance Commission
- 9) Clarifying a point of the regulations at the request of the competitors (cf. Article 89 of the Sporting Regulations)
- 10) Granting technical waivers to LM GTE cars, subject to having consulted beforehand the competitors and the manufacturers in the category concerned

Decision

LM GTE PRO

LMGTE-PRO	Weight (Kg)		2 Restrictors (mm)			Gurney (mm)		Fuel tank capacity (litre)		High of the rear wing from the roof (mm)	
	base	adjustment	Base	adjustment		Base	adjustment	Base	adjustment	Base	adjustment
Porsche GT3 RSR	1245	- 25 kg - 10 kg = - 35 kg	28.6	+ 0.3 + 0.7 = 1.0		25	0	90	0	- 100	0
Ferrari F 430	1245	0	28.6	0		25	0	90	0	- 100	- 100
Ferrari F 458	1245	0	28,3	0		25	0	90	- 5	- 100	- 100
Corvette C6R	1245	+ 15 kg	27.9	+ 0.9 + 0.4 = 1.3		25	0	90	0	- 100	- 25
BMW M3	1245	+ 15 kg	28.6	+ 1.2 - 0.4 = 0.8		25	0	90	0	- 100	0
Aston Martin Vantage	1245	- 50	28.3	+ 1.4		25	- 10	90	+ 5	- 100	0
Spyker	1245	- 50	28.6	0		25	0	90	0	- 100	0
Jaguar	1245	0	29.5	+ 1.4		25	0	90	0	- 100	- 100
Ford GT Doran	1245	0	28.1	+ 1.2		25	0	90	0	- 100	- 100
Lotus Evora	1245	- 50	28.6	+ 1.4		25	0	90		- 100	0

- Adjustments applied last year
- Adjustments introduced as from 05/01/2012
- Adjustments introduced as from 16/04/2012
- Adjustments introduced as from 08/07/2012
- Adjustments introduced as from 19/09/2012

Aston Martin Vantage: The rear wing used at Le Mans in 2011 will be used during all the 2012 season with a 15 mm gurney and at Le Mans 2012 without gurney.

Porsche GT3 RSR: in addition to the adjustments above, the splitter in the front is increased by to 75 mm and the rear wing is moved backward of 100 mm (to be 50 mm backward of the rearmost point of the bodywork)

LM GTE AM

LMGTE-AM	Weight (Kg)		2 Restrictors (mm)		Gurney (mm)		Fuel tank capacity (litre)		High of the rear wing from the roof (mm)		
	base	adjustment	Base	adjustment	Base	adjustment	Base	adjustment	Base	adjustment	
Porsche GT3 RSR	1245	- 25 kg	28.6	+ 0.3	25	0	90	0	- 100	- 100	
Ferrari F 430	1245	- 25 kg	28.6	0	25	0	90	0	- 100	- 100	
Ferrari F 458	1245	0	28,3	0	25	0	90	0	- 100	- 100	
Corvette C6R	1245	0	27.9	+ 0.9	+ 0.4 = 1.3	25	0	90	0	- 100	- 25
BMW M3	1245	0	28.6	+ 1.2	- 0.4 = 0.8	25	0	90	0	- 100	0
Aston Martin Vantage	1245	- 50	28.3	+ 1.4	25	- 10	90	+ 5	- 100	0	
Spyker	1245	- 50	28.6	0	25	0	90	0	- 100	0	
Jaguar	1245	0	29.5	+ 1.4	25	0	90	0	- 100	- 100	
Ford GT Doran	1245	0	28.1	+ 1.2	25	0	90	0	- 100	- 100	
Lotus Evora	1245	- 50	28.6	+ 1.4	25	0	90		- 100	0	

- Adjustments applied last year
 Adjustments introduced as from 05/01/2012

Aston Martin Vantage: The rear wing used at Le Mans in 2011 will be used all the 2012 season with a 15 mm gurney and at Le Mans 2012 without gurney.

Period of validity/application of the decision

This decision comes into effect:

- with immediate application
 from:
 from the following event :

And is applicable:

- until further notice
 for the above-mentioned event(s) only

Committee Members



Denis CHEVRIER



Vincent BEAUMESNIL

Any decision taken by the Endurance Committee is not subject to appeal, in accordance with Article 88 B of the WEC Sporting Regulations.

This decision is available on the following websites:

- www.fia.com
- <http://sport.lemans.org/login.php>