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# **"LE MANS 24 HOURS"**

**(June 15<sup>th</sup> – 16<sup>th</sup> 2002)**

## **SUPPLEMENTARY REGULATIONS**

**THESE SUPPLEMENTARY REGULATIONS MEET THE  
" 2002 SPECIFICATIONS " OF THE AUTOMOBILE CLUB DE L'OUEST.  
ALL COMPETITORS AND DRIVERS TAKING PART IN THE  
" 24 HEURES DU MANS " 2002 MUST ABIDE TO IT.**

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### **CHAPTER I : GENERAL CONDITIONS**

#### **Art. 1 - Definition of the Event**

The 70<sup>th</sup> "24 HEURES DU MANS" are a Restricted International Event.

#### **Art. 2 - Organisation**

##### **2.1 - Organisation :**

The "24 Heures du Mans" are organised according to :

- a) The provisions of - FIA International Sporting Code,  
- Fédération Française du Sport Automobile (F.F.S.A.),
- b) The A.C.O. "2002 Specifications".

##### **2.2 - Enforcing the Regulations :**

By the very fact of their entry and their participation in the Event, Competitors and Drivers undertake to abide by the regulations at all times.

##### **2.3 - Organisation Committee :**

The Organising Committee consists of 3 members :

- The President of ASA-ACO des "24 Heures du Mans", Chairman of the Committee
- The Deputy President of the Automobile Club de l'Ouest
- The Chairman and Managing Director of the Société Sportive Automobile de l'A.C.O. (S.A.O.S.)

#### **Art. 3 - Information about the Event**

##### **3.1 - Name of the Event : "24 HEURES DU MANS" ®**

##### **3.2 - National Sporting Authority (ASN) :**

Fédération Française du Sport Automobile

- Address : 17 - 21 Avenue du Général-Mangin  
75781 – Paris 16 (FRANCE)
- Telephone : 33 / (0)1 44 30 24 00 • Fax : 33 / (0)1 42 24 16 80

##### **3.3 - Organiser :**

The Association Sportive Automobile of the Automobile-Club de l'Ouest "24 Heures du Mans" organises the "24 HEURES DU MANS" ® thanks to all facilities supplied by the AUTOMOBILE-CLUB DE L'OUEST, the instigator of the Event.

- Address : Circuit des "24 Heures"  
72019 LE MANS CEDEX 2 (FRANCE)
- Telephone : 33 / (0)2 43 40 24 24 • Fax : 33 / (0)2 43 40 24 25
- Web site : <http://www.lemans.org> • E-mail : [sport@lemans.org](mailto:sport@lemans.org)

3.4 - Selection Committee :

Michel COSSON : President of the Automobile-Club de l'Ouest and ASA-ACO des "24 Heures du Mans"

M. Jean-Pierre HENAUT : Vice-President of the A.C.O.

M. Daniel POISSENOT : A.C.O. Sports Manager and Clerk of the Course

M. Jean-Marc DESNUES : A.C.O. Principal Manager

M. Gérard GASCHET : Sport Delegate in charge of International Relations

M. Jacques OLIVIER : Chief Steward

M. Daniel PERDRIX : International Technical Delegate

3.5 - Venue : Sarthe Race Track

3.6 - Preliminary Practice Session : Sunday May 5<sup>th</sup> 2002

3.7 - Date of the Event : Saturday 15<sup>th</sup> and Sunday 16<sup>th</sup> June 2002

3.8 - Entries :

- Opening : Monday January 14<sup>th</sup> 2002
- Closing : Friday 22<sup>nd</sup> February 2002 (midnight)

3.9 - Length of the Race Track : 8.626 miles (13,880 km)

3.10 - Direction of the race : Clockwise

3.11 - Duration of the race : 24 hours

3.12 - Cars admitted :

- Preliminary practice session (May)..... 48 + 6 reserve cars
- Qualifying Practice (June) ..... 48 maximum
- Race ..... 48 maximum

3.13 - Start (rolling) : Saturday 15<sup>th</sup> June 2002 / 4.00 p.m.

3.14 - Registration & Scrutineering :

- Venue : Quinconce des Jacobins, next to the Cathedral, behind the Theatre.
- Schedule - Monday 10<sup>th</sup> June 2002 : from 2.30 p.m. to 6.00 p.m.
  - Tuesday 11<sup>th</sup> June 2002 : from 8.30 a.m. to 5.00 p.m.

3.15 - Parc fermé : Area "E"

3.16 - Fuel :

- Place of delivery : in the pits (practice sessions and race) ;
- Distribution : each pit has a tank (4 000 litres) with meter, automatic feeding pump with a hose to fill the autonomous tank (Ref. Technical Regulations in the "ACO Specifications 2002" - Appendix B) ;
- Storage : forbidden in the pits, apart from the autonomous tank with the car number affixed.

3.17 - Team Managers' Briefing :

- Date : Wednesday 12<sup>th</sup> June 2002      • Time : 10.00 a.m.
  - Venue : Room 305 A (Pits Building - 3rd floor)
- Mandatory attendance of the Team Managers : signature on attendance register
- **Fine** : 770 Euros for non attendance

3.18 - Drivers' Briefing :

- Date : Wednesday 12<sup>th</sup> June 2002 • Time : 5.00 p.m.
- Venue : Room 305 A (Pits Building - 3rd floor)

Mandatory attendance of the Drivers : signature on attendance register

- **Fine** : 770 Euros for non attendance

3.19 - Identification Marks Delivery :

- Date : as from Monday 10<sup>th</sup> June 2002
- Venue : Paddock main entrance

3.20 – Press Meeting :

The driver who has set the “Pole Position” and his team manager shall attend the Press Meeting 30 minutes after the finish of the race.

- Venue : Press Room (Pits Building : Room 201- 2nd floor)

3.21- Organisation Press Delegate : M. Fabrice BOURRIGAUD

3.22 - Timing : F.F.S.A. Timekeepers

3.23 - Official Posting Board : at the bottom of the "Module Sportif"

3.24 - Awards :

Awards will be sent to the competitors by mail.

**Art. 4 - Main Officials :**

- Stewards of the Meeting :

President :

M. Jacques OLIVIER (Lic. n° 3290)

International Stewards :

M. Stanislas MINARIK (TCH n° 001)

M. Doug ROBINSON (USA n° SC 001)

National Stewards :

M. Jean-Pierre BAUDRILLER (Lic. n° 2372)

M. Jean-Claude CRESP (Lic. n° 0026)

- Race Control :

Clerk of the Course :

M. Daniel POISSENOT (Lic. n° 4149)

Deputies :

M. Jean-Paul BEDIN (Lic. n° 3271)

M. Martin KAUFMAN (Lic. n° 0000)

M. (to be appointed) (Lic. n° 0000)

- Secretary of the Meeting :

Mme Maryannick BOUTRON-BEDIN (Lic. n° 3274)

- Relationships with Competitors :

Melle Marie CANUET (Lic. n° 8942)

Mme Véronika NEUBERTOVA (Lic. n° 0000)

M. Jean-Pierre LEFEBVRE (Lic. n° 4148)

M. Jean-Jacques PECHON-ROSSEL (Lic. n° 2527)

- Scrutineers :  
Chief :  
    M. Daniel PERDRIX (Lic. n° 2965)  
Assisted by :  
    M. Hervé CHAPALAIN (Lic. n° 4905)  
    M. Charlie COOK (Lic. N° 0000)  
    And the F.F.S.A. Scrutineers
- Chief Medical Officer :  
    Dr Jacques BAROIN (Lic. n° 6838)

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ORGANISATION PERMIT GRANTED BY FFSA N° 4 DATED NOVEMBER 14<sup>th</sup> 2001

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## **CHAPTER II : SPORTING REGULATIONS**

### **Art. 1 - Cars Eligible**

#### 1.1 - "Prototype" Category :

- a/ "Le Mans" "LM"P 900 / "LM" GTP
- b/ "Le Mans" "LM"P 675

#### 1.2 - "Grand Touring" Category :

- a/ " Le Mans " "LM"GTS
- b/ " Le Mans " "LM"GT

### **Note :**

- 1) Reserve cars are not admitted ;
- 2) Cars having specifications considered as non conventional for racing may be eligible on ground of specific regulations made by A.C.O. as to balance the performance of the cars, subject to the FFSA agreement.
- 3) Eligibility of a car is the ACO's responsibility which will carry out a preliminary technical inspection for newly built cars as to fill in the Homologation Form.

### **Art. 2 - Fuel**

2.1 - Facilities : Ref. Technical Regulations - Appendix B.

2.2 - Only one type of fuel to be supplied by the Organiser : specifications on request.

### **Art. 3 - Entries**

#### 3.1 - Entry forms :

They must be sent to the Organiser by **Friday 22<sup>nd</sup> February 2002 (midnight) at the latest** by E-mail or by fax.

3.2 - The original document of the entry shall be confirmed by mail.

#### 3.3 - Limitation :

A Competitor is not permitted to enter more than 2 cars within the same group ;

- Year 2002 Competitor's licence to be deemed authentic.

3.4 - Selection Committee meeting : Meeting in March 2002.

3.5 - Invitations : Competitors are invited according to the following criteria :

3.5.1 - <b>Pre-selected Competitors (*)</b> :	<u>Entrant</u>	<u>Makes</u>
a/ <u>"24 Hours of Le Mans" 2001</u> :		
a.1 - Prototype LMP	Audi Sport Team Joest	Audi
a.2 - Grand Touring LM GTS	Corvette Racing Gary Pratt	Chevrolet
a.3 - Grand Touring LM GT	Seikel Motor Sport	Porsche
b/ <u>European Le Mans Series</u> (Estoril 1000 km 2001) :		
b.1 - Prototype LMP	Pescarolo Sport	Courage
b.2 - Grand Touring LM GTS	RML	Saleen
b.3 - Grand Touring LM GT	Freisinger Motorsport	Porsche
c/ <u>American Le Mans Series</u> ("Petit Le Mans" at Road Atlanta 2001) :		
c.1 - Prototype LMP	Audi Sport North America	Audi
c.2 - Grand Touring LM GTS	Corvette Racing Gary Pratt	Chevrolet
c.3 - Grand Touring LM" GT	Thomas Milner	BMW

(\*) These Competitors are exempted from paying the fee concerning the participation file (Art. 3.12.1) but they will have to pay the entry fee (Art. 3.12.2).

- The Competitor's Licence and the Make of the car must be exactly the same as in 2001.
- A pre-selected Competitor may change for an other Category and Group provided that :
  - a) - The make of the car is the same ;
  - b) - An official permission is granted by the Organiser.

Remark :

- a/ The Selection Committee is the only responsible body entitled to judge the eligibility of a pre-selected Competitor ;
- b/ A competitor is not permitted to have more than two (2) cars pre-selected.

**3.5.2 - Competitors selected by the Selection Committee and invited to take part in the Preliminary Practice Session (May 5<sup>th</sup> 2002).**

**Selection criteria :**

**a/ The following criteria are at the A.C.O. Selection Committee discretion ;**

**b/ The list is not exhaustive and with no priority classification.**

- Two (2) cars as a maximum per Entrant
- Fame of the Competitor (manufacturer, team factory backed, well known private team, private team)
- Previous "24 Hours of Le Mans" races
- Competitors' record
- Regular entries in "American Le Mans Series" events
- Expected entry in a race prior the Selection Committee meeting
- Nominated drivers
- Quality of the cars
- Technical interest
- Relationship with A.C.O. and its environment regarding law and finance issues
- Keeping in the "privateers" • Etc.

**3.6 - Refusal of an Entry :**

The number of cars on the starting grid is limited to 48. Thus, the Selection Committee will be obliged to refuse the entries in excess (Ref. General Conditions : Art. 3.12 and Supplementary Regulations : Art. 3.5.2 above).

**3.7 - Official Entry :**

An entry form becomes an "Official Entry" after the Competitor has received the notification mailed by the Organiser.

**3.8 - Transfer of an entry :** not permitted ;

The Organiser will take back the entry from a Competitor unable to honour its invitation.

**3.9 - Withdrawal :**

Any withdrawal officially declared is irrevocable. In that case :

- a/ Should the withdrawal be declared prior to **May 5<sup>th</sup> 2002 midnight**, half the amount of the entry fee, i.e. **5 750 Euros** will be refunded ;
- b/ Past May 5<sup>th</sup> 2002 midnight, the entry fee will not be refunded.

**3.10 - Neither the Category nor the Group of a selected car can be changed ;**

The specifications of a car cannot be changed past February 28th 2002, save case of "force majeure" at the Organiser's assessment.

**3.11 - "New " Cars :**

Any "new" car shall undergo a technical inspection carried out by the A.C.O. prior to February 15<sup>th</sup> 2002 in order to fill the Homologation Form.

**3.12 – Financial Conditions (per car) :**

**3.12.1 - Participation File examination fee (not refundable) : **3 100 Euros** ;**

- To be paid by **February 22<sup>nd</sup> 2002** at the latest ;
- a/ Paid by credit transfer only (Ref. Art. 3.12.3) ;

b/ **Payment :**

Written proof from the bank with the Competitor's and Principal's names is mandatory .

- Payment to be made on ASA-ACO des "24 Heures du Mans" bank account :

Bank : BNP LE MANS

Account : Bank Code : 30004 - Position Code : 00226 - N° : 00010044862 75

c/ Pre-selected Competitors (Art. 3.5.1) are exempted from paying the Participation File examination fee.

3.12.2 - **Participation fee .....25 000 Euros**

- To be paid by **April 5<sup>th</sup> 2002** at the latest :

a/ By all Competitors ;

b/ By means of credit transfer only (Ref. Art. 3.12.3).

This fee includes :

A / Entry fee .....**14 000 Euros**

Should a car be excluded after scrutineering, the entry fee will not be refunded.

B / Advance covering technical expenses and supplies : **11 000 Euros**

This includes :

Fuel - Transponders (\*) - Drivers' lap time control devices (\*) - Data recorders (\*) - Identification marks (\*) - Signal and Video monitors in pits and signalling area (\*) - Pit fire extinguisher (\*) - etc.

(\*) Equipment to be handed back in good condition at the end of the Event.

C / **Method of payment :**

Written proof from the bank with the Competitor's and Principal's names is mandatory .

- Payment to be made on S.S.A.A.C.O. bank account :

Bank : SOCIETE GENERALE - LE MANS

Account : Bank Code : 30003 - Position Code : 01220 - N° : 00020083279 46

3.13 - Entry File :

The Entry form must go together with :

a/ Payment of the Participation File examination fee : **3100 Euros** ;

b/ Photocopy of year 2002 Competitor's licence :

- The wording of the Licence which is produced will be deemed the only one valid for all the official documents.

c/ Copy of the A.C.O. Homologation Form of the car(s) ;

d/ Pictures of the car (3/4 front, 3/4 rear, inside the cockpit, etc.) ;

e/ Full explanations in order to make the Selection Committee's choice easier (racing program for the coming season, drivers selected, sponsors, etc.).

**Art. 4 - General Conditions**

4.1 - Competitors must ensure that all persons concerned by their entry abide by the International Sporting Code, the provisions of the FFSA, the "A.C.O. 2002 Specifications" and the Supplementary Regulations of the Event.

4.2 - Responsibility :

Throughout the Event, it is the individual and collective responsibility of any Competitor to ensure that Regulations are abode by.

4.3 - Conformity :

Throughout the Event, it is the Competitors' responsibility to ensure that their car(s) complies (comply) with the technical eligibility and the safety requirements.

4.4 - Passes & Credentials :

Any person concerned with an entered car, whatever the reason, and present in any other capacity whatsoever in the paddocks, pits or pit lane must have his pass visible.



#### 4.5 - Paddocks and Pits :

The Organiser is the only valid authority for the pit and paddock facilities allocation ;  
Competitors have access to the paddock and are allowed to start the pit fitting out as from **Thursday 6<sup>th</sup> June 2002**.

Removing of all kind of constructions and equipment shall be complete on **Wednesday 19<sup>th</sup> June 2002**. In case of not abiding by this recommendation a **1 600 Euros penalty** per day exceeding the date limit will be taken from the deposit ;

Any construction shall comply with the safety standards. Should the height exceed the first floor level, the installation shall undergo a report issued by the Building Control Office.

#### **Art. 5 : General Discipline & Safety**

Refer to the "A.C.O. 2002 Specifications"

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5.10 - In the pit lane area the entrance and the exit of which is marked by one transverse yellow line, 4 persons maximum are allowed to push a car from their team back to its pit.

5.11 - "Stop and go" area : at the bottom of the Race Control ;

In case a car is **black flagged** by the Race Control because of a time penalty :

a/ The driver has 3 (three) laps as a maximum to drive his car to the "Stop and go" area ;

When the time penalty is over, it is compulsory for the driver to rejoin the race without stopping at his pit :

- For any breach : new penalty ;

b/ No one is permitted to come close to the car :

- For any breach : penalty doubled.

5.15 - Identification Marks :

Any person who is permitted to have access to the "Signalling Area" shall wear the identification mark required for that area.

5.16 - For any breach of the instructions of the International Sporting Code, the "ACO 2002 Specifications" or these Supplementary Regulations in relation to the general discipline and safety :

- Possible **Exclusion** of the relevant car and/or driver.

#### **Art. 6 - Registration**

6.1 - It includes :

6.1.1 - Compulsory valid documents to be submitted :

a/ Competitor's licence ;

b/ Drivers' licences (minimum FIA Grade B) ;

c/ Permission to race in France granted by their National Sporting Authority (A.S.N.) for Competitors and Drivers from Countries outside the European Community ;

6.1.2 - While Administrative checking is in progress, Competitors must nominate their official representative(s) and assistant(s) in writing ;

6.1.3 - Nomination of the official teams of drivers : 3 drivers maximum per car :

a/ A driver can be nominated on one car only ;

b/ Reserve drivers are not permitted.

6.2 - Change over of a drivers' team :

Change over regarding a nominated drivers' team is not permitted after the Registration is closed (11<sup>th</sup> June 2002 at 5 p.m.), save "force majeure" at Stewards' discretion.

## **Art. 7 - Scrutineering :**

### **7.1 - It concerns :**

#### **7.1.1 - Eligibility of the cars ;**

#### **7.1.2 - Controls regarding the homologation of helmets and drivers' racing clothes and the safety equipment of the cars.**

#### **7.1.3 - The A.C.O. Homologation Form of the cars and the installation diagrams of :**

- a/ Fuel system,
- b/ Original and additional dashboard controls,
- c/ Sensors and contacts together with their functions ;

### **7.2 - Weighing :**

All drivers shall be weighed with their complete racing equipment.

### **7.3 - Cars shall be presented with :**

#### **7.3.1 - Fuel tank(s) drained ;**

#### **7.3.2 - The Competitor's licence national flags :**

- a/ One 36 x 22 cm on each side,
- b/ One 26 x 16 cm on the bonnet ;

#### **7.3.3 - Racing numbers shall comply with Appendix VI below and be affixed prior to scrutineering ;**

#### **7.3.4 - **A maximum of 6 persons** in a team are permitted per car during scrutineering operations.**

### **7.4 - The Scrutineers will check :**

#### **7.4.1 - The diameter of air restrictors which must be engraved (mm) : they will be sealed ;**

#### **7.4.2 - The refuelling equipment which shall be ready for inspection by **10.00 a.m.** on **Wednesday 12<sup>th</sup> June 2001** at the latest.**

### **7.5 - Racing numbers :**

#### **7.5.1 - They are allocated by the Organiser ;**

#### **7.5.2 - Both "LM"P 900 and "LM" GTP cars will be numbered together ;**

#### **7.5.3 - If possible side numbers shall be affixed on a flat and vertical surface ; they must remain legible in all circumstances, especially by night thanks to an efficient lighting system.**

It is forbidden to affix the numbers just aft the front wheels ;

- If it is not possible to read the numbers (by day time and by night), the car will be black flagged by the Race Control ;

#### **7.5.4 - According to the International Sporting Code (Chapter XVII), Competitors must make available three empty spaces measuring 45 cm (height) x 45 cm (width) for the racing numbers and the surface at Organiser's disposal.**

## **Art. 8 – Weighing (Refer to the "ACO 2002 Specifications").**

### **8.1 - The weight of the cars may be checked during and at the end of practice sessions and after the finish ;**

#### **8.1.1 - When weighing is in the process, no solid, liquid, gas or other substance or material whatsoever may be added to or removed from a car ;**

#### **8.1.2 - Only Officials are permitted to enter the weighing area : no intervention of whatsoever nature is allowed there.**

### **8.2 - During the qualifying practice sessions :**

#### **8.2.1 - At the pit lane entrance, a flat surface is provided for the weighing procedure of cars selected at random ;**

#### **8.2.2 - Drivers must abide by the signals made by the Marshals and stop when the red light is on :**

- **Fine : 770 Euros** and **penalties** (Art. 8.2.5) ;
  - 8.2.3 – The driver must switch off the engine, and the car is weighed ;
  - 8.2.4 - The weight of the car is notified to the Driver in writing :  
Weight of the car = total weight - driver's weight ;
  - 8.2.5 - In case of a breach and should the deficiency in weight not result from an accidental cause :
    - **Fine : 770 Euros** and **penalties** as follows :
      - a/ Cancellation of the times set by the car during the practice session (1st or 2nd half session) ;
      - b/ Stopping of the car until the end of the practice session (1st or 2nd half session) ;
    - For a second offence : **Exclusion** of the car ;
  - 8.2.6 - A car can only leave the weighing area after an official order given by the Scrutineers.
- 8.3 - End of practice sessions and of the race :  
Cars parked in the "Parc Fermé" and selected for technical checks will be weighed with no driver on board and fuel tank(s) drained :
- Weight under the limit :
    - a/ End of the 1st practice session : cancellation of the times of the session
    - b/ End of the 2nd practice session : cancellation of the times of the session
    - c/ End of the race : Exclusion of the car

## **Art. 9 - Qualifying Practice Sessions**

### 9.1 - Eligible Cars and Drivers :

Only drivers and cars having cleared Administrative Checking and Scrutineering are permitted to take part in the qualifying practice sessions.

### 9.2 - Schedule :

- Session 1 : Wednesday 12<sup>th</sup> June : 7.00 - 9.00 p.m. and 10.00 - 12.00 p.m.
- Session 2 : Thursday 13<sup>th</sup> June : 7.00 - 9.00 p.m. and 10.00 - 12.00 p.m.

### 9.3 - Nominated drivers must :

- a/ Use the lap times control device supplied to them ;
- b/ Take part in the qualifying practice sessions under pain of Exclusion ;
- c/ Achieve the minimum qualifying time ;
- d/ Complete a minimum of 3 laps at night (including laps leaving and entering the pits).

9.4 - During the practice sessions, discipline in the pits and on the track as well as all safety regulations will be enforced as for the race (Art. 5 : General Discipline).

9.5 - Drivers can only drive the car for which they have been nominated, except by special permission granted by the Stewards in case of "force majeure" occurring during the qualifying practice sessions.

Should one (or more) driver(s) in a team be granted a dispensation regarding the qualifying time or the night laps, his (their) car(s) will be placed at the back of the starting grid.

### 9.6 - Interruption of qualifying practice sessions :

- 9.6.1 - The Clerk of the Course may interrupt a practice session if safety so requires ;
- 9.6.2 - With the Stewards' agreement, the Clerk of the Course is not obliged to extend a qualifying practice session after an interruption ;
- 9.6.3 - In case of an interruption of the practice sessions, no protest will be accepted as to the possible effects on the qualification of the drivers and the cars.

### 9.7 - Qualification minimum :

Drivers shall achieve a lap time at least equal :

a/ to **125 %** of the average of the 3 best laps set by 3 cars of a different make,  
b/ to **110 %** of the best time achieved by the fastest car in each category : "LM"P 900/"LM"GTP, "LM"P 675, "LM"GTS and "LM"GT.

#### 9.8 - Exceptional cases :

9.8.1 - To a limit of the 48 cars admitted to start the race and at the Clerk of the Course's suggestion, the Stewards of the Meeting may accept cars which have not qualified for reasons of "force majeure" on condition that :

- a/ They are judged capable of achieving the minimum qualifying time ;
- b/ The drivers offer all safety guarantees ;
- c/ They start the race from the back of the grid ;
- d/ The fastest driver in the team shall start the race ;

9.8.2 - At the Clerk of the Course's suggestion, the Stewards may also admit to the start, drivers who took part in practice sessions but did not achieve the minimum qualifying time because of "force majeure". If this occurs, the driver nominated in the team who has achieved the qualification minimum will have to start the race.

### **Art. 10 - Free Practice (Warm-Up)**

#### 10.1 - Cars eligible :

The list of cars and their drivers eligible to take part in the warm-up session will be posted after the end of the qualifying practice sessions.

- A driver is not allowed to qualify during the warm-up.

10.2 - Schedule : Saturday June 15th from 9.00 to 9.45 a.m. ;

### **Art. 11 - Cars and Drivers Parade**

11.1 - Details of implementation regarding that specific presentation carried out with cars supplied by the Organiser (Saturday June 15<sup>th</sup> as from 1.30 p.m.) will be notified to Competitors :

- **Fine : 1 600 Euros** per car for any infringement of the instructions.

11.2 - By 3.00 p.m. at the latest, a car unable to take part in this presentation in good racing conditions might be excluded, save case of "force majeure".

### **Art. 12- Starting Grid**

12.1 Competitors shall declare the name of the driver to start the race no later than 30 min after the end of the warm-up session : the starting grid will be posted 1 hour after the end of the free practice session.

- **Fine : 1600 Euros.**

#### 12.2 - Withdrawal :

Any Competitor, whose car is (or is supposed to be) unable to start the race shall inform the Clerk of the Course about it immediately :

- The entry fee will not be refunded.

#### 12.3 - Starting grid :

The starting grid is in a staggered 2 x 2 formation and drawn up in the order of the best times achieved during the qualifying practice sessions by the fastest drivers of the teams nominated for each car ;

12.3.1 - The "Pole position", reserved to the car which has set the fastest lap time during the practice sessions is on the left of the front row (FIA homologation of the track) ;

12.3.2 - Should two (or more) drivers achieve the same time, priority will be given to the one who has set it first ;

12.3.3 - Should one or more cars be withdrawn, the grid will close up accordingly.

12.4 - Access to the Grid :

Not possible later than 3.37 p.m. (sound warning at 3.35 p.m.), i.e. 15 min. before the time scheduled for the start of the formation lap ;

12.4.1 - Any car which has not taken up its position will not be allowed to proceed to the grid and shall start from the pit lane exit (Art. 13.5 : Late Start) ;

12.4.2 - After the "5 minutes" board has been shown, positions unoccupied on the grid will not be filled in.

**Art. 13 - Starting Procedure** : Ref. to "ACO 2002 Specifications"

13.1 - Flying start is given by means of lights.

13.2 - Just before the start of the race, no one is allowed in the "Signalling Area" apart from Officials and authorised fire Marshals wearing their passes visible.

13.3 - Reconnaissance lap(s) :

13.3.1 - At 3.22 p.m. (30 min. before the start of the formation lap), the cars parked at an angle will leave their position to complete one (or more) reconnaissance lap(s) ;

13.3.2 - At 3.25 p.m. at the latest, a car which is unable to leave from its position as to complete the reconnaissance (lap(s) shall start the race from the pit lane exit (Art. 13.5 : Late Start) ;

13.3.3 - At the end of that (these) reconnaissance lap(s), they must take their position on the starting grid : the drivers remain at the Marshals' disposal ;

13.3.4 - Should a car complete several reconnaissance laps, it must compulsorily use the pit lane at every lap and no faster than 60 kph :

- It is prohibited to drive a car through the grid : **Fine : 1 600 Euros** ;

13.3.5 - For dangerous driving or speeding in the pit lane :

- **Fine : 1 600 Euros** or **Exclusion**.

13.4 - Start (countdown) :

13.4.1 - The starting time coming closer, "5 minutes", "3 minutes", "1 minute" and "30 sec." boards will be shown together with a sound warning ;

13.4.2 - These boards mean :

- "5 minutes" board (3.47 p.m.) : countdown begins : no work to be carried out any longer on the cars ;
- "3 minutes" board (3.49 p.m.) : grid cleared apart from drivers, teams members and Officials ;
- "1 minute" board (3.51 p.m.) : Team personnel shall clear the grid : drivers start the engines with no outside assistance ;
- "30 seconds" board (3.51'30" p.m.) : Green Flag is waved : cars start of the formation lap following the Pace Car : cars must keep their grid positions.

**Art. 14 : Modified Starting Procedure**

Should the weather conditions change between the free practice session (warm-up) and the beginning of the starting procedure, the Clerk of the Course may decide to complete additional formation laps behind the Pace Car :

- In such a case, the start shall be deemed given at the right time i.e. by the end of the 1st formation lap.

**Art. 15 - Information & Signalling**

15.1 - Information :

15.1.1 - Official instructions are given to the drivers by means of signals set out in the FIA Sporting Code :

- Competitors must never use flags or lights similar in any way to those of the Organiser ;
- 15.1.2 - Radio communications between the pits and the cars are permitted, provided that :
- a/ Aerials are secured on the facilities specified by the Organiser ;
  - b/ The installations shall comply with the French Administration of Telecommunications requirements (frequencies, emission power, etc.) ;
  - c/ Installation of aerials is made after the authorisations are granted by the French Administration of Telecommunications :
    - Copy of these authorisations must be submitted to the Organiser prior to the fitting out of aerials.
- 15.1.3 - Any breach will result in :
- a/ Dismantling of all installations at Competitor's expenses ;
  - b/ All radio connections will be forbidden.
- 15.1.4 - Telemetry is not permitted for "LM"GT cars ;
- 15.1.5 - Movie cameras, video systems and timing devices : it is forbidden to install them either on the Organiser's facilities or along the track.

## 15.2 - Signalling :

- 15.2.1 - The "Signalling Area" is part of the pit area ;
- 15.2.2 - The maximum dimensions possible for signalling facilities cannot exceed :
- Height : 2.20 m above track level,
  - Width : 2.00 m along the signalling wall,
  - Depth : 1.00 m from the wall track side ;
- 15.2.3 - Facilities, made of transparent materials exclusively, and their fittings must not overhang the wall (track side) ;
- 15.2.4 - The make of the car is the only inscription (200 cm x 20 cm maximum) permitted on these facilities ;
- 15.2.5 - Boards used for drivers' information shall be pivoting and white with no advertising ;
- 15.2.6 - Parasols, sunshades or umbrellas are not allowed ;
- 15.2.7 - **Three persons maximum** from the team of a car carrying visible their specific credentials are admitted in the "Signalling Area" during the practice sessions and after the start of the race.

## Art. 16 - Pit Stops

### 16.1 - Safety on the Pit Lane (FIA Regulations – Appendix H – Art. 18) :

The pit lane is a potentially dangerous area, not only because of the racing cars using it but also in view of accidents which may occur owing to cars being on the race track adjacent to it.

During practice and the race, access to the pit lane must be exclusively reserved for those persons having a specific job to do. The pit wall signalling platform shall be forbidden to ALL except indispensable officials or race team personnel having a specific pass ; the presence of any person in this area is strictly prohibited during the start of the race.

Team personnel are only allowed in the pit lane **immediately before they are required to work on a car when the car is at a standstill** (Art. 18.2.2) and they must leave and clear the pit lane as soon as the work is complete.

- People under 16 years of age are not allowed in the pit lane.

### 16.2 - Pit lane :

The pit lane is divided into three areas :

#### 16.2.1 - "**Fast lane**" : the closest to the wall of the Signalling area ;

A car is permitted to enter the "fast lane" under its own power only ;

#### 16.2.2 - "**Acceleration and Slowing down lane**" : the middle lane ; in no circumstances it can be used for driving along ;

16.2.3 - "**Working area**" : the closest to the pits where work is permitted to be carried out on the cars. That area is delimited on one side by the white line painted outside the pit curtain and, on the other side, by the one meter wide strip running along the middle lane :

- That strip must always remain clear of all equipment and tools.

16.3 - Speed limit : **60 kph** on the pit lane (radar control) ;

- Penalties for speeding :

A/ Qualifying practice sessions : **cancellation of times** set by the Driver at fault during the half practice session until time of the breach.

B/ Free practice (Warm-up) and the race :

- 1st offence : **30 sec. Stop** at the bottom of the Race Control, engine running,
- 2nd offence : **2 min. Stop** at the bottom of the Race Control, engine switched off,
- 3rd offence : at Stewards' discretion (possible **Exclusion**).

16.4 - Discipline :

Coming for a pit stop, the driver may open the door only once the car has come to a complete stop.

16.5 - Overshooting the pit :

Should a driver overshoot his pit, the car may only be pushed back to its pit by the team personnel (4 persons maximum) :

- The use of the reverse gear is strictly prohibited : **Exclusion**.

## **Art 17 - Refuelling**

Ref. "A.C.O. 2002 Specifications" - Appendix B.

17.1 - Refuelling is permitted at the beginning or at the end of a pit stop and in the "Working Area" exclusively (Art. 16.2.3).

17.2 – On ground of safety :

17.2.1 - The car cannot be jacked up when refuelling is in the process, should it be urgent to push it ;

17.2.2 - It is prohibited to top up the autonomous tank with fuel when a car is being refuelled.

- **Penalty** : at Stewards' discretion.

17.3 - During the practice sessions and the race, refuelling is only permitted by means of the assigned pit autonomous tank with the number of the car affixed and with the fuel supplied by the Organiser.

17.4 - The autonomous tank shall remain at atmospheric pressure and ambient temperature.

17.5 - Autonomous tank :

17.5.1 - It shall be strongly secured on the shelf provided by the Organiser ;

17.5.2 - At most one bracket per car may be fixed on the plates placed either side and in front of the support (Diagram on request) :

- a/ Only holes drilled on these plates are to be used for fixing the brackets ;
- b/ Drilling holes in the walls and support provided by the Organiser is strictly forbidden.

17.6 - Throughout refuelling :

17.6.1 - The driver may stay in the car but the engine must be switched off ;

17.6.2 - The Competitor must ensure that :

- a/ One assistant holding a fire extinguisher stands beside the car ;

- b/ 2 fuel attendants maximum, especially appointed for refuelling, are wearing gloves and an unpainted helmet with a visor (FIA homologation) in addition to the equipment required (Art. 19.1 below) ;
- c/ The cut off valve attendant ("van man") wearing his fireproof overall is ready to intervene (Art. 19.1 below) ;

#### 17.7 – After refuelling :

The fuel contained in the overflow pipe must be poured into a container provided by the competitor, holding 5 litres at least, graduated and fitted with a coupling.

This process (as well as the refuelling of the autonomus tank) must be done with the attendance of the pit marshal.

17.8 - Possible **Exclusion** of the car for any breach concerning Art. 17.

### **Art. 18 - Repairs & Maintenance Operations**

#### 18.1 - Repairs :

During the race, apart from the areas on the starting grid and in front of or in the pits, repairs must be carried out by the driver alone by means of the tools carried on board the car.

#### 18.2 - Repairs and Maintenance Operations :

Maintenance operations, topping up liquids (other than fuel), repairs or any other operation whatsoever, etc. can only be carried out :

18.2.1 - Before or after refuelling ;

18.2.2 - By a maximum of 4 persons who are the only one permitted :

- a/ To intervene for repairs or maintenance operations ;
- b/ To make all material (tyres, tooling, etc.) ready for use in the "Working Area" once the car is at a standstill in front of the pit :

- **Penalty : 1 min** "Stop and go" for any breach of Art. 18.2.

#### 18.3 - Factory Technicians :

During a pit stop one technician for "Tyres" and one technician for "Brakes" are allowed to make checks exclusively.

18.4 - It is mandatory that an Official shall attend the work being carried out during a repair, even if inside the pit.

#### 18.5 - Wheel/Tyre changes :

They are permitted exclusively :

18.5.1 - On the starting grid until the "5 minutes" board is shown ;

18.5.2 - In front of the pits ;

- a/ By the 4 persons maximum permitted (Ref. Art. 18.2.2 above) ;
- b/ These 4 persons shall change the wheels without no outside assistance whatsoever :

- **Penalty : 1 min** "Stop and go" for any breach concerning Art. 18.5.1 and 18.5.2

18.5.3 - Inside the pits.

18.6 - Are prohibited : all kinds of special equipment specially designed :

18.6.1 - To make the wheel change faster :

Two (2) pneumatic device or two (2) torque wrench only will be permitted per car ;

18.6.2 - To heat the tyres or to keep them warm in the pit lane or in the pits :

- **Penalty** in case of a breach : at Stewards' discretion.



#### 18.7 - Assistance to the Driver :

During a pit stop, one person (not counted among the 4 persons authorised) may help the driver only to fasten his safety harness or to give him assistance.

#### 18.8 - Car in the pit :

a/ The 4 persons maximum rule permitted to carry out work on the car does not apply when the car is parked in the pit ;

b/ In that case, when the car is ready to rejoin the race, it must be pushed in front of the pit and parked on the "working area" parallel to the pit lane. Then, the engine shall be switched on by the driver alone.

- **Penalty** in case of a breach : at Stewards' discretion.

18.9 - Under pain of **Exclusion** of the car, it is forbidden during the race to change the cylinder block (crankshaft case and cylinders), the chassis or the monocoque structure.

18.10 - Whatever the reason, when a car comes to a pit stop the engine must be switched off :

- **Penalty** : "**Stop and go**", engine switched off and restarted by the driver.

18.11 - For any check or tuning, an external source of energy may be used to start the engine ;

However, when the work is complete and the car is able to rejoin the race, the engine must be switched off and then restarted by the driver alone seated behind his wheel, with no outside assistance and the car jacked down :

- **Penalty** : "**Stop and go**", engine switched off and on again by the driver.

18.12 - Any outside assistance (pushed start, for instance...) is prohibited when a car leaves the pit to rejoin the race :

- **Penalty** : **4 min Stop** (engine switched off).

18.13 - The persons in a team allowed to intervene as mentioned above may carry out work on an other car (other cars) entered by the same Competitor provided that they abide by the 4 persons maximum permitted rule.

#### 18.14 - Access to the pits :

During the "Pit Walk" (Appendix II), the practice sessions and the race :

a/ The pit curtain (pit lane side) must remain fully open ;

b/ Visibility towards inside the pit shall be kept clear with nothing forbidding any control whatsoever from outside (bodywork parts, curtains, tyres piled up, etc.) ;

c/ Officials shall have free access into the pit ;

- **Penalties** : at Stewards' discretion.

18.15 - Except when work is being carried out on a car, the personnel must always stay inside the pit (Art. 16.1).

#### 18.16 - End of intervention :

No tools or equipment may be left on the "Working Area" when a pit stop is over (Art. 16.1).

### **Art. 19 - Personnel allowed on the "Working Area"**

#### 19.1 - Safety overalls :

**Every people present** :

- in the pit lane,

- in the front part of the pit used to park the car and to do mechanical interventions,

**- in the signalling area,  
must wear fire-resistant overalls.**

With the exception of the team manager if he doesn't intervene on the car and the fuel attendants who must abide by Art. 17.6.2.b, all personnels listed below shall wear in addition to the fire-resistant overalls, fire-resistant balaclavas and goggles.

19.1.1 - When refuelling is in the process :

**11 persons** maximum :

- 1 Team Manager
- 1 or 2 fuel attendant(s)
- 1 "fire" attendant

And, possibly :

- 1 driver's help (safety harness and possible assistance)
- 1 or 2 technician(s) from tyres/brakes supplying companies : checks only
- 4 persons permitted to make the equipment ready

- **Penalty** for any breach : at Stewards' discretion.

19.1.2 - For repairs and maintenance operations :

**9 persons** maximum :

- 1 Team Manager
- 4 persons maximum for maintenance opérations and repairs exclusively

And, possibly :

- 1 driver's help (safety harness and possible assistance)
- 1 "fire" attendant
- 1 or 2 technician(s) from tyres/brakes supplying companies : checks only

- **Penalty** for any breach : at Stewards' discretion.

Any people from a team, staying on the working area is considered to be working on the car.  
A driver working on a car is considered to be a mechanic :

- **Penalty** for any offence : at Stewards' discretion.

19.1.3 - Signalling area :

**3 persons maximum** per car ( adequate identification mark).

- **Penalty** for any breach : at Stewards' discretion.

## **Art. 20 - Pit Fitting-Out**

Ref. to "A.C.O. 2002 Specifications"

### **20.4 - Lighting Equipment :**

20.4.1 - The beams of the lights shall be turned downstream or towards the pits in order not to disturb the drivers on the track ;

20.4.2 - The lighting equipment cannot be fitted :

- a/ On the support fuel autonomous tank ;
- b/ Less than 50 cm from the fuel pipes ;
- c/ Less than 3 meter from the fuel autonomous tank.

20.4.3. – Halogen lamps are forbidden.

20.5 - A 1 meter wide strip must remain clear between the back of the pit and the vehicle parked in the paddock.

## **Art. 21 - Drivers' Change over**

21.1 - Drivers' change over :

Drivers' change over in a team nominated for a car are permitted :

a/ When the car has stopped in the pit ;

- b/ Under the supervision of the pit Marshal who must know about it ;
- c/ With the possible help of a team member (Art. 18.7).

#### 21.2 - Maximum Driving Time :

A driver is not permitted to drive :

- a/ More than 4 hours in any 6 hour period, the time spent in the pit to be deducted ;
- b/ More than 14 hours maximum all together :

- **Penalty** : Exclusion of the relevant driver.

### **Art. 22 - Interruption of Practice Sessions or the Race**

Ref. to "ACO 2002 Specifications"

### **Art. 23 - Neutralisation of the Race : "Safety-Cars"**

#### 23.1 - Responsibility :

"Safety-Cars" may only be brought into operation to neutralise the race upon the decision of the Clerk of the Course exclusively.

#### 23.2 - "Safety-Cars" Identification :

- a/ Two "Safety-Cars" will be in operation simultaneously around the race course ;
- b/ The "Safety-Cars" will be marked "Safety-Car" at the rear and on either side (letters the size of racing numbers) ;
- c/ They will be fitted with **3 revolving yellow lights** and **2 revolving green lights** on the top.

#### 23.3 - Procedure :

23.3.1 - Following the order given by the Clerk of the Course, **standing yellow flags** will be displayed at all Marshals' stations until the end of the "Safety-Cars" operation :

**Flashing yellow lights** will be in use on the Start/Finish line and around the track ;

23.3.2 - As soon as the "Safety-Cars" operation begins, a board "S.C." (Safety Cars) will be shown at **Posts 3** and **76** ;

23.3.3 - The "Safety-Cars", with **revolving yellow lights** switched on, will immediately enter the track regardless of the position of the race leader.

All competing cars will line up behind each of the "Safety-Cars" ;

23.3.4 - Overtaking is forbidden, unless order is given to do so by the Clerk of the Course to the Observers on board of the "Safety-Cars". The Observers, with a very clear signal, will allow the cars to overtake one after the other ;

23.3.5 - Every time a "Safety-Cars" passes in front of a Marshals' station, the **yellow flags** will be waved as long as the "Safety-Cars" with the cars following them remain in the sector between that post and the next one.

#### 23.4 - Pit stops :

23.4.1 - When the "Safety-Cars" are in operation, racing cars may call in the pits. They may rejoin the race only once the **green light** has been switched on at the pit lane exit and after a "Safety-Car" followed by the line of cars have passed ;

23.4.2 - A car rejoining the race will proceed at a reduced speed until it catches up the last car in the queue behind a "Safety-car".

#### 23.5 - End of operation :

23.5.1 - The Clerk of the Course is responsible for the end of the "Safety-Cars" operation ;

23.5.2 - The "Safety-Cars" will complete half a lap of the track, with **revolving yellow lights** switched off and **revolving green lights** on ;

This will give the signal for the withdrawal of the flags at the Marshals' stations as soon as the last car in the queue following a "Safety-Car" leaves the sector ;

23.5.3 - An "End of Intervention-S.C." board will be displayed at **Posts 3** and **76** and also on the **Start/Finish** line as soon as the "Safety-Cars" have the **revolving green lights** switched on;

23.5.4 - Overtaking remains strictly prohibited until the cars pass in front of **green flags**, or **green lights** located at **Posts 3 and 76** and on the **Start/Finish** line :

23.5.5 - When the Safety-Cars get off the track, a **green flag** will be shown at all Marshals posts during one lap ;

23.5.6 - Every lap covered while the Safety-Cars are in operation will be counted as a race lap.

#### **Art. 24 - Finish**

Ref. to "A.C.O. 2002 Specifications"

#### **Art. 25 - Classifications**

Ref. to "A.C.O. 2002 Specifications"

25.2.5 - In order to be classified, a car shall have achieved :

A/ **When 75 % of the time of the race elapsed** : at least **50 %** of the distance achieved by the car leading the race under pain of **Exclusion** ;

B/ **At the Finish** : at least **70 %** of the distance achieved by the car winning the race.

C/ The last lap in a time inferior to 6 minutes. It is forbidden to stop on the track waiting for the presentation of the chequered flag.

#### **Art. 26 - Press Meetings**

At the finish :

As soon as the Prize Giving ceremony on the rostrum is over and according to the instructions given by the Officials, Drivers and Team Managers of cars classified 1st, 2nd and 3rd in the General classification and 1st in each Category and Group (Art. 1) shall attend

a/ The interviews ;

b/ The Winners' Press Meeting ;

Venue : Press Room (Pits Building - 2nd Floor - Room 201 A).

- **Fine : 770 Euros** per driver not attending.

Team Managers are responsible for their drivers to abide by these rules.

#### **Art. 27 - Prize Money & Awards**

##### **27.1 - Awards :**

- Venue : on the rostrum, immediately after the Finish, at 4.15 pm at the latest ;

- Mandatory attendance :

a/ Whole teams placed 1st, 2nd and 3rd in the General Classification ;

b/ Whole teams placed 1st in each Category and Group.

- **Fine : 770 Euros** per driver not attending.

##### **27.2 - Prize money :**

27.2.1 - General Classification :

1st : **38 200 Euros**

4th : **13 800 Euros**

2nd : **23 900 Euros**

5th : **10 800 Euros**

3rd : **16 800 Euros**

27.2.2 - Classification per Category :

a/ "Prototype" :

a.1 - "LM"P900 / "LM"GTP

1st : **7 700 Euros**

a.2 - "LM"P 675

1st : **7 700 Euros**

b/ "Grand Touring" :

b.1 - "LM"GTS

1st : **7 700 Euros**

b.2 - "LM"GT

1st : **7 700 Euros**

27.2.3 - Other Competitors (per car classified) : **6 100 Euros**

#### 27.2.4 - Important :

According to the French tax legislation, a 15% deduction will be enforced on the amount of prize money to be paid to Competitors resident outside France unless they benefit from a special international convention (agreement) which they have to produce ;

#### Art. 28 - Instructions & Communications to Competitors

Ref. to "ACO 2002 Specifications"

#### Art. 29 - Sanctions & Protests

29.1 - The Stewards may inflict the **penalties** specifically set out in these Supplementary Regulations in addition to/instead of any other penalties available to them under the International Sporting Code.

29.2 - **Protests** and **Appeals** :shall be lodged in accordance with the International Sporting Code, and together with a fee the amount of which is :

- Protest :                      **540** Euros  
Cheque to the order of A.S.A.-A.C.O. des "24 Heures du Mans"
- National Appeal :    **1 900** Euros  
Before the French ASN : FFSA  
Cheque to the order of the F.F.S.A.

#### Art. 30 - Final Text

In the event of any dispute over the interpretation of these Supplementary Regulations, the French version will be deemed the only one valid.

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## APPENDICES

### I - INSURANCE

The Organiser has subscribed an insurance policy, in accordance with the French Administrative and Sporting Regulations in force.

A copy of the contract is available on request, as from 31st May 2002.

### II - TRADE MARKS AND RIGHTS : Ref. to "A.C.O. 2002 Specifications"

The organizer shall be entitled free of any charges, duties or fees to use, reproduce, have reproduced, show, have shown, without limitation in space or in time, all soundtracks, photographs, drawings, trademarks, films/video pictures concerning competitors, their drivers, teams or cars involved in the race on any medium whatsoever for any documents, reports, coverage, broadcast, programme, publication, software, etc. whether past, present or future.

The organizer may freely assign its rights to a third party.

The competitors have to accept and facilitate the setting up in their cars of a system of technical means enabling the production, the storing, the selection, the compression and the transmission of a video signal or any other signal via satellite.

The use of all systems specific to the competitors, with a view to situating a vehicle on the track, and following its progression by means of satellite link-ups, and possibly broadcasting this information via the internet, is subject to the organizer's approval. All requests must be accompanied by the specifications of the operation.

### III - PIT WALK

In order to give racing fans more interest in the Event and in the organisation of the teams, Competitors are kindly requested to leave the curtain(s) of their pit(s) open on the pit lane side Friday 14<sup>th</sup> June as from 10.00 am to 8.00 p.m.

For non co-operative teams :

- **Fine : 770 Euros** per pit kept closed.

### IV- DRIVERS' PARADE

The ASA-ACO des "24 Heures du Mans" asks all the Drivers of the cars admitted to the start of the race to take part in their driving outfit (apart from the helmet) in the Parade organised by the Association "CLASSIC AUTOMOTIVE" :

- Date : Friday 14<sup>th</sup> June 2002

- Venue : Le Mans Down Town

- Time : from 6.00 to 7.00 p.m.

Details of implementation will be circulated during Registration and Scrutineering.

### V - ADVERTISING

1. Advertising on cars and on Drivers' overalls must comply with the French ASN (FFSA) regulations.
2. Any advertising, promotional action or public relations and communication activities are permitted after a prior written agreement with the "Société Sportive Automobile de l'A.C.O." (A.C.O. Sporting Company).
3. Paddocks reserved for Competitors and their assistance are at their disposal in order to offer them the best possible conditions during the Event. Consequently, these facilities cannot be used either for advertising or promotional purposes.  
Any installation or structure put inside the "24 Heures du Mans" track, or at less than 800 metres from the track, in order to organise receptions, accommodation or other gatherings at the occasion of the event, will have to be allowed as well by the Automobile Club de

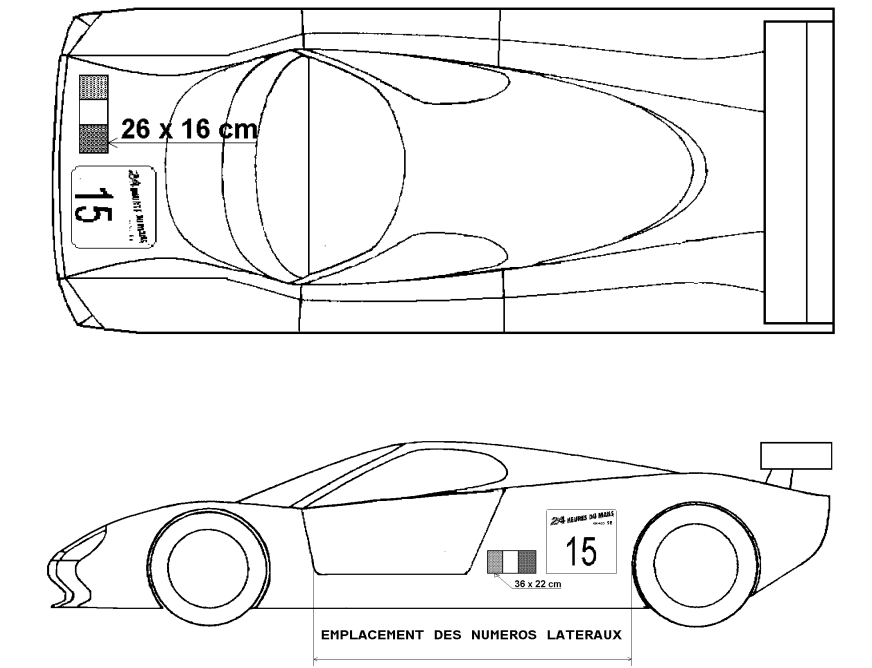
l'Ouest as by the Administrative Departments of the State.

Those files must be presented before April 15<sup>th</sup> at the latest.

Any fitting of structure will have to be carried out by suppliers approved by the "Société Sportive Automobile de l'ACO" for the year 2002.

4. Pit allocation for Competitors shall be final by 15th May 2002.

## VI - NUMBERS & FLAGS



## VII - FACILITIES FOR "24 HEURES" COMPETITORS (JUNE 2002)

1. Credentials : each Competitor will get :
  - A - 30 passes per car admitted to practice :
    - 1 pass for the Team Manager
    - 1 pass per Driver
    - 10 passes for the maintenance and service personnel
    - 16 passes (sponsors, guests, etc...), out of which 3 passes give access to the "Signalling Area" provided they go together with an identification mark.
  - B - 4 car passes
2. Working Areas : per car admitted to practice :
  - 1 pit (about 15 x 5 m) providing water, power, plug for video, telephone.
  - 1 parking place (15 x 4 m) for a trailer.
  - 1 area for additional services (about 80 sq. m), i.e. 13 x 6 m on average.
3. Under no circumstances, can these areas be used for public relations or promotion activities.
  - For any infringement : **Fine** at Stewards discretion.

4. Assistance :

Because of the limited space available, all firms asking for a "Service area" will have to pay an access fee into the paddock after they have provided the Organiser with the list of the cars using their equipment, unless a prior written agreement with the Organiser.

5. Pit video monitor (pictures of the race, classifications) :

Each pit will be supplied with a TV signal and a TV screen (the cost to be deducted from the technical expenses and supplies deposit).

Any extra order will have to be made and paid directly to the supplier appointed by the Organiser.

6. Connection and/or video installation in the signalling area :

Only the time and scoring firm appointed by the Organiser will be authorised to connect and set up the "lap by lap" equipment.

**IMPORTANT :**

Competitors whose cars are excluded from the Event shall compulsorily leave their pit within the hour following the notification of exclusion.

The ACO Selection Committee will refuse any entry for the "24 Heures du Mans" in the year 2003 in case of not abiding by that order.