



**FIA World Endurance Championship  
Round 8 - 24 Hours of Le Mans  
2020 September 15<sup>th</sup> to 21<sup>st</sup>**

**Decision No. 111**

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<b>From:</b> The Stewards	<b>Date:</b> 20 September 2020
<b>To:</b> AF CORSE	<b>Time (decision):</b> 11:14 h

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The Stewards, having received a report from the FIA Technical Delegate (Report Nr. 7), summoned and heard the team manager Batti Pregliasco, team representative Ferdinando Canizzo and the ingeniere Manuel Satin, checked the datas provided by the Technical Delegates and the Competitor, have considered the following matter and determine that this case needs no further action..

<b>Competitor</b>	71 - AF CORSE
<b>Time (fact):</b>	11:14:24
<b>Session:</b>	Race
<b>Offence:</b>	Alleged breach of Art. 12, 20 & 300 of LMGTE TR and 6.3.4 of 24 Hours of The Le Mans Supplementary Regulations
<b>Decision:</b>	NO FURTHER ACTION

**Reason:**

The Stewards received a report from the Technical Delegates alleging a breach of Art 6.3.4 of the 2020 Specific Regulations for the Le Mans 24 and/or Art 20 of the Technical Regulations for LMGTE. Specifically, it is alleged that the Ignition Advance on Cars 51 and 71 didn't match the data sheet. The reference used by the Technical Delegates was the Data Sheet that forms part of the homologation of the cars, supplied by Ferrari in conjunction with the FIA which provides engine parameters for certain power levels under certain conditions.

The competitor argued that the homologation form provides a snapshot of the engine under certain very specific conditions. From this, and based on the overall performance of the car on track, the BOP is derived, and the Lambda and pBoost are set by the FIA / ACO in the BOP. There is no allegation that Lambda or pBoost were non-conforming. He noted that the conditions change, they have certain control strategies that set performance under these conditions while assuring reliability. One of the key elements in their strategies was optimizing Ignition Advance for different conditions and targets. He noted that this parameter is not controlled under the BOP.

The competitor also noted that Ignition Advance is measured using the competitors own data, rather than from a FIA sensor, as pBoost and Lambda are measured. That the Technical Delegates were able to note a difference in the Ignition Advance is proof, which the Stewards accept, that they are not "deliberately giving false information" nor "attempting to influence the BOP process" which are elements of Art. 6.3.4 and Art. 20.

The only question remaining to the Stewards is whether the Ignition Advance must strictly comply with the values set out in the Datasheet, which is gathered under specific conditions, not ambient conditions. The Competitor argues that if their engine was tested under the conditions specified, the results would match the datasheet. There is no evidence to the contrary. Further, the Stewards are concerned that the data gathered

does not use a controlled sensor. Engine parameters are a complex multi-variable system. It is clear to the Stewards that the datasheet must be accurate, and that pBoost and Lambda are fixed by the BOP. However, it is not clear that the other parameters of the Engine can be expected to be constant.

In short, it is not clear to the Stewards that the Regulations are specific on whether Ignition Advance must be along a fixed line that was obtained under a specific condition. In the absence of this clarity and with no evidence of any tampering or breach of Art. 6.3.4 the Stewards take no further action.

The Competitors are reminded of their right of Appeal under and in compliance with Art. 16.1.6 of 24 Hours of Le Mans Supplementary Regulations, Article 15 of the International Sporting Code, and Art. 9.1.1 of the FIA Judicial and Disciplinary Rules.



Jean-Francois  
VEROUX  
**FIA Steward  
(Chairman)**



Michael  
SCHWÄGERL  
**FIA Steward**



Clement  
HUGON  
**ASN Steward**



Tim  
MAYER  
**FIA Steward**



Yves  
BACQUELAINE  
**FIA Steward**



Kazuo  
HIOKI  
**FIA Steward**