



**FIA World Endurance Championship  
Round 4 – 24 Hours of Le Mans  
2025 June 07<sup>th</sup> - 15<sup>th</sup>**

**Decision no. 225**

**From:** The Stewards  
**To:** FERRARI AF CORSE

**Date:** 16 June 2025  
**Time:** 22:00

The stewards, having received a report from the FIA and ACO Technical Delegates which were present during the hearing, summoned and heard the Team representative M. Batti Pregliasco and Luca Massé Race Engineer, have considered the following matter

**N° / Competitor:** 50 / FERRARI AF CORSE  
**Session:** Race  
**Time (fact):** Scrutineering after the race  
**Fact:** Technical infringement : The Rear wing support was not in compliance with the deflection test indicated in article 3.8.7 of 2025 LMH Technical Regulations and the homologation form for Car 50.  
**Offence:** Articles 2.4 and 3.8.7 of 2025 LMH Technical Regulations and 1.3.3 of 24 hours of Le Mans supplementary regulations

**Decision:**

a) Car 50 is disqualified from the final classification of the race;

b) The Stewards order that the Classification be amended so that the other competitors be moved up in the Classification in accordance with article 12.19 of the FIA ISC;

c) Any awards or prizes should be returned to the organizer and issued to the competitors moved up in the classification in accordance with article 12.18 of the FIA ISC;

d) The Stewards order that the Technical Delegates shall seal and retain the parts until the time for lodging of appeals and the completion of any appeal.

**Reason:**

Following post-race scrutineering, it has been determined that Car No. 50 does not comply with the applicable technical regulations.

The following irregularities were identified:

- **Missing Components on Rear Wing Support** Four bolts were found to be missing from the rear wing support, as per the car's homologation form. The Team Manager confirmed and accepted the non-compliance with the homologation specifications.
- **Rear Wing Deflection** : A rear wing deflection of 52 mm was recorded during the post-race test, whereas Article 3.8.7 of the LMH Technical Regulations sets the maximum permissible deflection at 15 mm. The Team Manager accepted the result and confirmed that the test procedure carried out by the scrutineers was correct. The Competitor did not dispute the measurement.

**Arguments of the Competitor :**

During the hearing, the Competitor stated that the excessive deflection was linked to the missing bolts, and claimed that no performance gain was achieved.

*W. G. C. [Signature]*

It was further explained that during the last pit stop at 15:23, a mechanic noticed the absence of only one bolt on the rear wing support, but no corrective action was taken before the end of the race. The Competitor explained this decision was made after reviewing the car telemetry, which allegedly showed no change the car's speed.

The Stewards noted that Car 50 achieved its highest top speed on lap 380 out of 387.

**Sanction and its proportionality:**

It is well-established jurisprudence in motorsport that non-compliance with technical regulations leads to disqualification, unless the Competitor can prove that exceptional circumstances justify otherwise, which was not claimed in this case. Moreover, the scrutineers, who are the competent authority on safety matters, considered the rear wing assembly non-compliance to present a potential safety risk. In particular, the irregular and incomplete assembly of the rear wing support presents a risk of structural failure under high-speed stress or fatigue, which cannot be overlooked.

For the above reasons, and pursuant to the applicable sporting and technical regulations, Car No. 50 is disqualified from the final classification of the race.

Competitors are reminded that they have the right to appeal certain decisions of the Stewards, in accordance with Article 15 of the FIA International Sporting Code and Chapter 4 of the FIA Judicial and Disciplinary Rules, within the applicable time limits.



Jean-Francois  
VEROUX  
Chairman of the  
Panel



Yves BACQUELAINE  
International  
Steward



Tomas KUNC  
International  
Steward



Faisal AL SHAFIE  
International  
Steward



Chris GEFFROY  
National Steward

Recu e 11,30 Pm 16/06/2025  
Botti PREGUOSO