

CONTENT

CHAPTER I - GENERAL CONDITIONS

- Art. 1 - Definition of the Event
- Art. 2 - Organisation
- Art. 3 - Information about the Event
- Art. 4 - Main Officials

CHAPTER II - SPORTING REGULATIONS

- Art. 1 - Cars Eligible
- Art. 2 - Fuel
- Art. 3 - Entries
- Art. 4 - General Conditions
- Art. 5 - General Discipline and Safety
- Art. 6 - Registration
- Art. 7 - Scrutineering
- Art. 8 - Weighing
- Art. 9 - Qualifying Practice Sessions
- Art. 10 - Free Practice (Warm-up)
- Art. 11 - Cars and Drivers' Parade
- Art. 12 - Starting grid
- Art. 13 - Starting Procedure
- Art. 14 - Modified Starting Procedure
- Art. 15 - Information and Signalling
- Art. 16 - Pit Stops
- Art. 17 - Refuelling
- Art. 18 - Repairs and Maintenance Operations
- Art. 19 - Personnel permitted in the "Working Area"
- Art. 20 - Fitting Out of Pits
- Art. 21 - Driver Change-overs
- Art. 22 - Interruption of the Practice Sessions or the Race
- Art. 23 - Neutralisation of the Race : "Safety-Cars"
- Art. 24 - Finish
- Art. 25 - Classifications
- Art. 26 - Press Conference
- Art. 27 - Prize Money, Awards, Cups
- Art. 28 - Instructions and Information to the Competitors
- Art. 29 - Penalties and Protests
- Art. 30 - Final Text

APPENDICES

- I - Insurance
- II - Trade Marks and Rights
- III - Pit Walk
- IV - Drivers' parade
- V - Advertising
- VI - Numbers & Flags
- VII - Facilities for Competitors
- VIII - Pre-selected Competitors
- IX - List of drivers
- X - Fuel characteristics for gasoline engines

"24 HEURES DU MANS"® **(June 12th – 13th 2004)**

SUPPLEMENTARY REGULATIONS

**THESE SUPPLEMENTARY REGULATIONS REFER TO THE
" 2004 SPECIFICATIONS " OF THE AUTOMOBILE CLUB DE L'OUEST.
ALL COMPETITORS AND DRIVERS TAKING PART IN THE
" 24 HEURES DU MANS " 2004 MUST ABIDE BY THEM.**

CHAPTER I : GENERAL CONDITIONS

Art. 1 - Definition of the Event

The 72nd "24 HEURES DU MANS"® is a Restricted International Event.

Art. 2 - Organisation

2.1 - Organisation :

The "24 Heures du Mans"® is organised according to :

- a) The provisions of : - the FIA International Sporting Code,
- the Fédération Française du Sport Automobile (F.F.S.A.),
- b) The A.C.O. "2004 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 Organisation Committee consists of 3 members :

- The President of the ASA-ACO des "24 Heures du Mans", Chairman of the Committee
- The President of the Société Sportive Professionnelle de l'A.C.O. (S.S.P.)
- The General Manager of the Automobile Club de l'Ouest

Art. 3 - Information about the Event

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

3.2 - National Sporting Authority :

Fédération Française du Sport Automobile (F.F.S.A.)

- Address : 17 - 21 Avenue du Général-Mangin
75016 Paris (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" ® using all facilities supplied by the AUTOMOBILE-CLUB DE L'OUEST, the creator 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

3.4 - Selection Committee :

Mr Jean-Claude PLASSART : President of the Automobile-Club de l'Ouest and the ASA-ACO des "24 Heures du Mans"

Mr Jean-Pierre ALLAIN : A.C.O. Board Member

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

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

Mr Gérard GASCHET : Sports Delegate in charge of International Relations

Mr Jacques OLIVIER : Chief Steward

Mr Daniel PERDRIX : International Technical Delegate

3.5 - Venue : Circuit of the "24 HEURES DU MANS"

3.6 - Preliminary Practice Session : Sunday, April 25th 2004

3.7 - Date of the Event : Saturday 12th and Sunday, June 13th 2004

3.8 - Entries :

- Opening date : Monday December 22nd 2003

- Closing date : Wednesday February 11th 2004 (midnight)

3.9 - Length of the Race Track : 13,650 km

3.10 - Direction of the race : Clockwise

3.11 - Duration of the race : 24 hours

3.12 - Cars admitted :

- Preliminary practice session (April)..... 50 + 6 reserve cars

- Qualifying practice sessions (June)..... 50 maximum

- Race..... 50 maximum

3.13 - Start (rolling) : Saturday, June 12th 2004 at 4 p.m.

3.14 - Registration & Scrutineering :

• Venue : Quinconce des Jacobins, near the Cathedral, behind the Theatre.

• Schedule :

- Monday, June 7th 2004 : from 2.30 p.m. to 6 p.m.

- Tuesday, June 8th 2004 : from 8.30 a.m. to 5 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" - Appendix A) ;

• Storage : forbidden in the pits, apart from the autonomous tank with the car number affixed.

3.17 - Team Managers' Briefing :

• Date : Wednesday, June 9th • Time : 10 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 June 9th • Time : 4 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 – Delivery of Identification Marks :

- Date : as from Monday June 7th
- Venue : Paddock main entrance

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

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

3.22 - 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. Gérard GASCHET (Lic. n° 1994)

Race Control :

Clerk of the Course :

M. Daniel POISSENOT (Lic. n° 4149)

Deputies :

M. Jean-Paul BEDIN (Lic. n° 3271)

M. Michel BRAUNSTEIN (Lic. N° 8960)

M. Martin KAUFMAN (Lic. n° 0000)

Secretary of the Meeting :

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

Competitors' Liaison :

M. Gilles GUILLER (Lic. n° 2504)

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

M. Michel LOUIS (Lic. n° 122030)

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

In charge of track :

M. Jean-Pierre ALLAIN (Lic. n° 14574)

Scrutineers :

Chief Scrutineer :

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)

ORGANISATION PERMIT GRANTED BY FFSA N° 16 DATED DECEMBER 11th 2003

CHAPTER II : SPORTING REGULATIONS

Art. 1 - Cars Eligible

1.1 - "Prototype" Categories :

- a/ "LM" P 1 (open or closed cars), plus "LM" P 900, "LM" GTP, "LM" P 675 carbon fibre chassis
- b/ "LM" P 2 (open or closed cars), plus "LM" P 675 aluminium or tube frame chassis

1.2 - "Grand Touring" Categories :

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

Note :

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

Art. 2 - Fuel

2.1 - Facilities : Ref. ACO 2004 Specifications - Technical Regulations - Appendix A.

2.2 – The competitors have to use the fuel supplied by the Organiser. Only one type of fuel for the gasoline engines (see enclosed specifications sheet) and only one type for the diesel engines will be delivered.

2.3 – The use of any other fuel is submitted to a prior special request to the ACO and the FFSA.

Art. 3 - Entries

3.1 - Entry forms :

They must be sent to the Organiser by **Wednesday, February 11th 2004 (midnight) at the latest** by E-mail or by fax.

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

3.3 - Limitation :

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

- Year 2004 Competitor's licence to be deemed authentic.

3.4 - Selection Committee meeting : Meeting in March 2004.

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

3.5.1 - Pre-selected Competitors :

These Competitors are exempt from paying the fee concerning the participation file (Art. 3.12.1) but they **will have to send their entry form and to pay the entry fee before Monday, January 5th 2004 (midnight) at the latest. After this date the pre-selection will be cancelled.**

The Competitor's Licence and the Make of the car must be exactly the same as in 2003.

A pre-selected Competitor may change Categories and Groups provided that :

- a) The make of the car is the same ;
- b) Official permission is granted by the Organiser.

Remarks :

- 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 Sessions (April 25th 2004).

Selection criteria :

a/ The following criteria are at the A.C.O. Selection Committee's 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 • Recommended entry in a race prior to the Selection Committee meeting • Nominated drivers • Quality of the cars • Technical interest • Relationship with the A.C.O. and its environment regarding legal and financial issues • Maintaining the participation of "privateers" • Etc.

Any competitor who will criticize in the media the decision of the Selection Committee will be withdrawn from the selection.

3.6 - Refusal of an Entry :

The number of cars on the starting grid is limited to 50. Thus, the Selection Committee will be obliged to refuse any excess entries (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 his invitation.

3.9 - Withdrawal :

Any withdrawal officially declared is irrevocable. In this case :

- a/ Should the withdrawal be declared prior to **April 24th 2004 at midnight**, the entry fee, i.e. 19,000 Euros will be refunded ;
- b/ **After midnight April 24th and before May 20th at midnight**, half the amount of the entry fee i.e. 9,500 Euros will be refunded.
- c/ **After May 20th 2004**, the entry fee will not be refunded.
- d/ **For the reserve entrants, should the withdrawal be declared after May 28th 2004, 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 after February 11th 2004, save in 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. before February 6th 2004 in order to fill in the Homologation Form.

3.12 – Financial Conditions (per car) :

3.12.1 - **Participation File study fee** (not refundable) : **4,000 Euros** ;

- To be paid by **February 11th 2004** at the latest ;

a/ Paid by credit transfer only ;

b/ **Payment** :

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

- Payment to be made into SA S.S.P.A.A.C.O. bank account :

Bank : SOCIETE GENERALE - LE MANS

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

IBAN : FR76 30003 01220 00020083279 46 – BIC : SOGEFRPP

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

3.12.2 - **Participation fee****30,000 Euros**

- To be paid by **April 9th 2004** at the latest :

AFTER THIS DATE THE SELECTION WILL BE CANCELLED.

a/ By all invited competitors ;

b/ By means of credit transfer only.

This fee includes :

A / Entry fee**19,000 Euros**

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

B / Advance payment 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 into SA S.S.P.A.A.C.O. bank account :

Bank : SOCIETE GENERALE - LE MANS

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

IBAN : FR76 30003 01220 00020083279 46 – BIC : SOGEFRPP

The reserve entrants must pay the participation fee, the entry fee will be refunded if their car is not allowed to take part in the qualifying practice sessions.

3.13 - Entry File :

The Entry form must be accompanied by :

a/ Payment of the Participation File study fee : **4,000 Euros** ;

b/ Photocopy of year 2004 International 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/ Photographs 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.

f/ Copy of bank credit transfer.

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. 2004 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 respected.

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 in whatever way concerned with an entered car, and present in any 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 fitting out the pits as from **Thursday, June 3rd 2004**.

Removing of all kind of constructions and equipment shall be complete on **Wednesday, June 16th 2004**. In case of non respect of this recommendation a **2,000 Euros penalty** per day exceeding the date limit will be taken from the deposit ;

All constructions shall comply with the safety standards. Should the height exceed a level, the installation shall undergo a report issued by the Building Control Office.

Art. 5 : General Discipline & Safety

Refer to the "A.C.O. 2004 Specifications"

.....
5.2 – The drivers must imperatively respect the race track delimited by white lines. Judges of fact will be appointed.

- **Penalties** in case of breach :

A/ During the qualifying practice sessions :

1st offence : warning ;

2nd offence : cancellation of the time of the lap during which the offence was committed;

3rd offence : cancellation of every time achieved from the beginning of the half-practice session to the moment when the offence was committed.

B/ During the race :

1st offence : warning ;

2nd offence : stop and go : 1 second ;

3rd offence : stop and go : 3 minutes ;

4th offence : possible exclusion of the driver.

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

5.11 - "Stop and Go" area : at the foot of the Race Control ;

Should a car be **black-flagged** by the Race Control because of a time penalty :

a/ The driver has 3 (three) laps 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 approach 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 this area.

5.16 - For any breach of the instructions of the International Sporting Code, the "A.C.O. 2004 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 International licence ;
- b/ Drivers' licences (minimum FIA Grade B) ;
- c/ Permission to race in France granted by their National Sporting Authority (N.S.A.) 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 (8th June 2004 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 people** in a team is permitted per car during scrutineering operations.

7.4 - The Scrutineers will check :

7.4.1 - The diameter of air restrictors which must be engraved in mm : they will be sealed ;

7.4.2 - The refuelling equipment which shall be ready for inspection by **10.00 a.m.** on **Wednesday 9th June 2004** 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 at night thanks to an effective lighting system.

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

- If it is not possible to read the numbers (by day or at 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 area reserved for the Organiser.

Art. 8 – Weighing (Refer to the "ACO 2004 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 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 – Upon a signal, 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, June 9th : 7 p.m. - 9 p.m. and 10 p.m. - 12 p.m.

- Session 2 : Thursday, June 10th : 7.p.m. - 9 p.m. and 10 p.m. - 12 p.m.

9.3 - Nominated drivers must :

- a/ Use the lap-time control device supplied to them under pain of penalty ;
- 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 and safety).

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.

To be admitted, the drivers must have their names on the list of drivers automatically admitted to take part in the practice sessions published by the ACO. If not, they must have taken part in the preliminary practice sessions.

A driver whose name is not on this list, and who has not taken part in the preliminary practice sessions, will not be admitted in the qualifying practice sessions.

Should a team be made up of more than one driver not having taken part in the preliminary practice sessions **with this car** and even if their names are on the list published by the ACO.

- **Fines : 20,000** Euros per driver in breach.

Should one (or more) driver(s) in a team be granted a waiver 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 the practice sessions 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 different makes,
- b/ to **110 %** of the best time achieved by the fastest car in each of the four categories.

9.8 - Exceptional cases :

9.8.1 - To a limit of the 50 cars admitted to start the race and at the Clerk of the Course's suggestion, the Stewards 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 qualifying practice sessions but did not achieve the minimum qualifying time because of "force majeure".

If this occurs, if a the driver nominated in the team has achieved the qualification minimum, he 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 12th from 9 a.m. to 9.45 a.m. ;

Art. 11 – Cars and Drivers' Parade

11.1 - Details of implementation regarding that specific presentation with cars supplied by the Organiser (Saturday, June 12th 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 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 – Drivers on the grid :

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 : 1,600 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 for 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 after 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 on the grid 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 2004 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 its position shall start the race from the pit lane exit (Art. 13.5 : Late Start) ;
- 13.3.3 - At the end of the reconnaissance lap(s), the cars must take their positions on the starting grid, the drivers remaining 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 – As the starting time gets 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 : drivers seated, no more work to be carried out 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 (3.52 p.m.) : cars start the formation lap behind 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 have additional formation laps completed behind the Pace Car :

- In this case, the start shall be deemed given at the scheduled time i.e. at 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 setting up of aerials.

15.1.3 - Any breach will result in :

- a/ Dismantling of all installations at Competitor's expense ;
- 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.

15.1.6 – The use of WIFI technology is strictly controlled on the "24 HEURES DU MANS" circuit.

This control applies to the whole of the circuit enclosure as well as those places which are outside this boundary, such as the general reception area and the location where administrative checks and scrutineering take place.

The use of any radio transmitter on 2,4 GHz is likewise strictly forbidden.

Prior to any use of WIFI it is advisable to make a request to the ACO.

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 are the following :

- 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 people maximum** from the team of a car wearing their specific credentials visibly 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 people 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 can it 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-metre wide strip running along the middle lane :

- This 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 foot of the Race Control, engine running,
- 2nd offence : **2 min. Stop** at the foot 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 people maximum) :

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

Art 17 - Refuelling

Ref. "A.C.O. 2004 Specifications" - Appendix A.

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 – For safety reasons :

17.2.1 - The car cannot be jacked up when refuelling is in 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.

a/ The maximum height of the autonomous tank must be 2 m 60 above the ground.

b/ The minimum length of the refuelling pipe must be 3 m 50.

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 overalls 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 autonomous tank) must be done in the presence of the pit marshal.

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

Art. 18 - Repairs & Maintenance

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. shall be carried out :

18.2.1 - **Before** or **after** refuelling, except concerning windscreen cleaning ;

18.2.2 - By a maximum of 4 people who are the only ones permitted :

a/ To intervene for repairs or maintenance operations ;

b/ To make all material (tyres, tools etc.) ready for use in the "Working Area" after 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 people maximum permitted (Ref. Art. 18.2.2 above) ;

b/ These 4 people shall change the wheels without any 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 devices or two (2) torque wrenches only will be permitted per car ;

18.6.2 - To heat the tyres or to keep them warm on the race track, in the "working area" 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 people 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 people maximum rule permitted to carry out work on a car does not apply when the car is parked in the pit ;

b/ In this 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 - During the race, under pain of **Exclusion** of the car, it is forbidden to change the cylinder block (crankshaft case and cylinders), the gearbox casing, the differential casing, 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 ;

In all cases when the car is going to rejoin the race, the engine must be switched on by the driver alone sitting behind his wheel, with no outside assistance, the car resting on its wheels.

This is also mandatory in the case of the engine being previously switched on for a test with the help of an external source of energy :

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

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

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

18.13 - The people in a team allowed to intervene as mentioned above may carry out work on another car (other cars) entered by the same Competitor provided that they abide by the 4 people 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 hindering 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 (during the practice sessions and the race) :

ALL the personnel listed below shall wear **fire-resistant overalls**, and **during refuelling** (except in the signalling area), **fire-resistant balaclavas** and **goggles**, with the exception of the Team Manager **provided he doesn't intervene on the car**, and the fuel attendants who must abide by Art. 17.6.2.b :

19.1.1 - When refuelling is in process :

11 people maximum :

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

And, possibly :

- 1 driver's assistant (safety harness and possible assistance)
- 1 or 2 technician(s) from tyre/brake-supplying companies : (checks only)
- 4 people permitted to set up the equipment
- **Penalty** for any breach : at Stewards' discretion.

19.1.2 - For repairs and maintenance operations :

9 people maximum :

- 1 Team Manager
- 4 people maximum for maintenance operations and repairs exclusively

And, possibly :

- 1 driver's assistant (safety harness and possible assistance)
- 1 "fire" attendant
- 1 or 2 technician(s) from tyre/brake-supplying companies : (checks only)
- **Penalty** for any breach : at Stewards' discretion.

Any person 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 people maximum per car (wearing special identification marks).

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

Art. 20 - Fitting-Out of Pits

Ref. to "A.C.O. 2004 Specifications"

20.4 - Lighting Equipment :

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

20.4.2 - The lighting equipment cannot be fitted :

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

20.4.3. – Halogen lamps are forbidden.

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

Art. 21 – Driver Change-overs

21.1 - Driver change-overs :

Driver change-overs in a team nominated for a car is permitted :

- a/ When the car has stopped in its pit ;
- b/ Under the supervision of the pit Marshal ;
- 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 being deducted ;

b/ More than 14 hours altogether :

- **Penalty** : Possible exclusion of the relevant driver.

Art. 22 - Interruption of Practice Sessions or the Race

Ref. to the Sporting Regulations of the ACO 2004 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/ Three "Safety-Cars" will be in operation simultaneously on the race track ;

b/ The "Safety-Cars" will be marked "Safety-Car" at the rear and on either side ;

c/ They will be fitted with **3 revolving yellow lights** and **2 revolving green lights** on their roofs.

23.3 - Procedure :

23.3.1 - Following the order given by the Clerk of the Course, **stationary 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 **every post** ;

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 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-Car" passes in front of Marshals' stations, the **yellow flags** will be waved for as long as the "Safety-Cars" with the cars following them remain in the sector between this post and the next one.

23.4 - Pit stops :

23.4.1 - When the "Safety-Cars" are in operation, those cars in the race may call in their 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 with the last car in the line 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 return to their positions, 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 line following a "Safety-Car" leaves the sector ;

23.5.3 - Overtaking remains strictly prohibited until the cars pass in front of **green flags**, or **green lights**.

23.5.4 - 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. 2004 Specifications"

Art. 25 - Classifications

Ref. to "A.C.O. 2004 Specifications"

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

- A/ **When 75 % of the time of the race has 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 Conference

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' abiding by these rules.

Art. 27 - Prize Money, Trophies & cups

27.1 – Trophies and cups :

- 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 or late.

27.2 - Prize money :

27.2.1 - General Classification :

1 st : 40,000 Euros	4 th : 15,000 Euros
2 nd : 25,000 Euros	5 th : 12,000 Euros
3 rd : 20,000 Euros	

27.2.2 - Classification per Category :

To the entrant classified first in each of the four categories : **10,000 Euros**

27.2.3 - Other Competitors (per car classified) : **7,000 Euros**

27.2.4 - **Important** :

According to 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 2004 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, together with a fee, the amount of which is :

- Protest : **570 Euros**
Cheque payable to the A.S.A.-A.C.O. des "24 Heures du Mans"

- National Appeal : **2,500** Euros
Before the French NSA : FFSA
Cheque payable to 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.

APPENDICES

I - INSURANCE

The Organiser has taken out 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 June 1st 2004.

II - TRADE MARKS AND RIGHTS : Ref. to "A.C.O. 2004 Specifications"

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

The organiser 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 organiser's approval. All requests must be accompanied by the specifications of the operation.

III - PIT WALK

In order to get the fans more involved in the Event and in the work of the teams, Competitors are kindly requested to leave the curtain of their pit(s) open on the pit lane side Friday, June 11th as from 10 a.m. to 8 p.m.

For Competitors who do not cooperate :

- **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 wearing their racing outfit (apart from the helmet) in the Parade organised by the Association "CLASSIC AUTOMOTIVE" :

- Date : Friday, June 11th 2004

- Venue : Le Mans Town Centre

- Time : from 6 p.m. to 7 p.m.

Details of organisation will be specified during Registration and Scrutineering.

V - ADVERTISING

1. Advertising (on cars and on drivers' race-suits) must comply with the FFSA regulations.
2. Any advertising, promotional action or public relations and communication activities are permitted after a prior written agreement concluded 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, for receptions, accommodation or other gatherings on the occasion

of the event, will have to be allowed by the Automobile Club de l'Ouest as well as by the Administrative Departments of the State.

These files must be presented before April 9th at the latest.

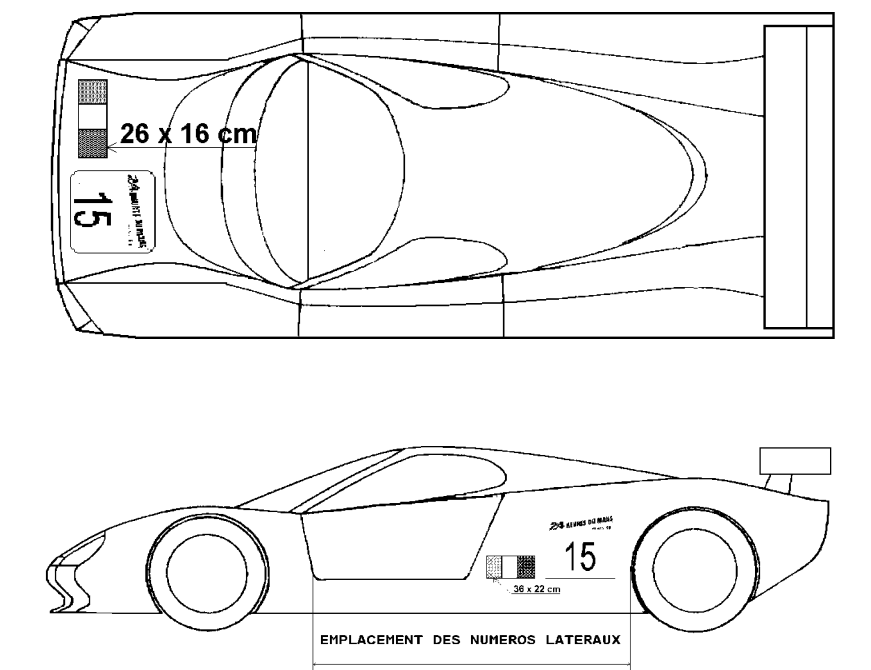
Any fitting of structure will have to be carried out by suppliers approved by the "Société Sportive Professionnelle de l'ACO" for the year 2004.

It is imperative that the competitors and/or their subcontractors intervening in the fitting out of the installations comply with the regulations concerning marquees, tents and mobile structures. (CTS By-law dated 23/1/1985) – (circular from the Prefect of the Sarthe dated April 9th 2002 – Special instructions for the attention of CTS fitters intervening on any property put at their disposal by the ACO).

The competitors have to respect the safety rules in force so as to harm neither the public nor the other competitors.

4. Pit allocation for Competitors shall be final by May 14th, 2004.

VI - NUMBERS & FLAGS



VII - FACILITIES FOR "24 HEURES" COMPETITORS (JUNE 2004)

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...), 3 of which give access to the "Signalling Area" provided they are accompanied by an identification mark.

B - 4 car passes

AN ACCREDITATION ALLOCATED TO A TEAM MEMBER CANNOT BE GIVEN,
LENT OR SOLD TO ANY OTHER PERSON :
PENALTY AT THE STEWARDS' DISCRETION.

2. Working Areas : per car admitted to practice :
 - 1 pit (about 15 x 5 m) providing water, power, socket 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, promotional or any hosting activities. They must not exceed two levels.
 - 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 this area after they have provided the Organiser with the list of the cars using their equipment, unless a prior written agreement with the Organiser has been concluded.
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 officially 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 pits 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 2005 should this order not be respected.