



# LE MANS CUP

## MICHELIN LE MANS CUP

Road to Le Mans

9 - 12 JUNE 2026

### Decision no. 61

**From:** The Stewards  
**To:** M RACING

**Date:** 12 June 2026  
**Time:** 20:02

The Stewards, having received a report from the Technical Delegate (Report n. 4), summoned and heard from the Competitor's Representative concerned, have considered the following matter, determine the following:

**N° / Competitor:** 78 / M RACING

**Session:** Post Race Scrutineering

**Time (fact):** 16:08

**Fact:** The skid block fitted to Car 78 was found to be below the minimum thickness permitted by the 2026 LMP3 Technical Regulations during post-race scrutineering.

**Offence:** Breach of Article 3.5.6, in particular sub-items a.2 and a.3, of the 2026 LMP3 Technical Regulations in conjunction with Drawing 2B.

**Decision:** Disqualification from the results of the Race.

As a consequence of this Decision, all cars classified behind Car 78 in the results of the Race will be moved up by one position.

#### Reason:

During post-race scrutineering, the rear part of the skid block fitted to Car 78 was removed and measured by the Technical Delegates in the presence of team representatives, who confirmed that the measurement procedure had been carried out correctly.

The measurements recorded by the Technical Delegate were all below 18,70 mm and therefore below the minimum permitted thickness of 20,00 mm, the lowest value recorded being 18,32 mm.

The Stewards note that the nominal skid block thickness specified in the 2026 LMP3 Technical Regulations is 25 mm and that a maximum wear of 5 mm is permitted. Accordingly, the minimum permissible thickness is 20 mm.

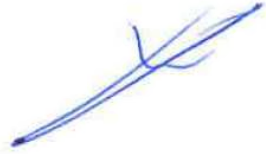
During the hearing, the Competitor was given the opportunity to review the onboard footage and identified two occasions on which the car left the track and crossed kerbs that may have contributed to additional wear of the skid block.

The Stewards accept that these off-track excursions may have contributed to the condition of the skid block. However, the extent to which they may have affected the measurements cannot be determined. In any event, the Technical Regulations already permit a wear tolerance of 5 mm to account for wear sustained during normal competition.

The Stewards are satisfied that the Competitor acted in good faith and that there was no intention to gain an unfair advantage. Nevertheless, the measurements recorded by the Technical Delegates are objective facts and clearly demonstrate that the skid block thickness was below the minimum value permitted by the Technical Regulations.

The Stewards therefore determine that Car 78 was not in conformity with Article 3.5.6 of the 2026 LMP3 Technical Regulations. As the car failed post-race scrutineering, the appropriate penalty is disqualification from the results of the Race.

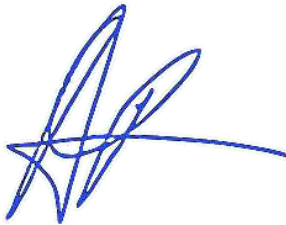
Competitors are reminded that they have the right to appeal certain decisions of the Stewards, in accordance with Article 15 of the FIA International Sporting Code and Article 9.1.1 of the FIA Judicial and Disciplinary Rules, within the applicable time limits.



Wim Cools  
Chairman of the Panel



Mathieu Remmerie  
International Steward



Arthur Pelosi  
National Steward