

Motor sport racing advances thanks to regulations which are alive and change as years go by, adapting to new technologies and enforcing others. Just like the backbone of an organism which grows and changes with the years, with the times.

This year, as usual, new chapters have been written, others modified. To help you understand the upcoming season, listed hereafter are the principle changes.

ACCEPTED CARS

In LMGT1, cars in compliance with the FIA 2010 regulations and 2009 cars equipped with a performance kit.

DRIVER CATEGORIES & RACE TIMES

The **LMP1** category is specifically for factory cars and professional teams.

The **LMP2** category has been created to maintain reasonable budget levels and guarantee the access of gentleman drivers to the competition.

To remain coherent with this state of mind, the teams (composed of 2 or 3 drivers) should include at least one gentleman driver.

Within this scope and to make this engagement in LMP2 even more attractive for these gentlemen drivers, the minimum driving times have been changed: they go from 45 minutes to 1h15 minimum per driver and thus from 4h to 3h30 maximum.

In LMP1, LMGT1 and LMGT2, the maximum driving time per driver remains 4h, and the minimum 45 minutes.

THE FOUR DRIVER CATEGORIES WILL BE THE FOLLOWING:

- **PLATINUM (OR A):** professional driver generally recognised as well-known driver on the international scene, under the age of 55 and satisfying specific licence holding / prize winning criteria;
- **GOLD (OR B):** semi-professional driver in an international series or who has distinguished himself in national Championships, satisfying specific age, prize-winning and licence holding criteria;
- **SILVER (OR C):** amateur driver of under 30 years old (and not belonging to the first two categories), or satisfying the criteria of the Platinum category but aged 60 and over. Prize-winning criteria will also be taken into account;
- **BRONZE (OR D):** this category is for amateur drivers who were over 30 years old when their first international licence was issued and having little or no single-seater experience.

In LMP2, any 2 or 3 drivers' crew must be made up of minimum one Silver or Bronze driver.

POINTS ALLOCATION

To remain coherent with the Endurance spirit, the scale of points has been widened and points will now be granted to all classified competitors.

Here below the new point allocation chart:

A. Teams' classification:

The points will be granted to the teams - according to the cars classification.

Teams' classification scale:

<i>Positions</i>	1	2	3	4	5	6	7	8	9	10	11	12
<i>Points</i>	15	13	11	9	8	7	6	5	4	3	2	1
<i>Pole position</i>	1											

The first twelve teams will score the points as shown in the table above. If one of the teams is classified in the thirteenth position or after, it will score 1 point.

Each team has the opportunity to enter several cars for the classification.

For the LM P1, LM GT1 and LM GT2 categories, a car which a driver has driven for more than 4 hours will not be classified (its drivers will not score points). On the other hand, the car will be classified if 2 drivers at least have driven for at least 45 minutes during the race.

For the LM GT2 category, a car which a driver has driven for more than 3 hours 30 minutes will not be classified (its drivers will not score points). On the other hand, the car will be classified if 2 drivers at least have driven for at least 1 hour 15 minutes during the race.

For any race more than 50% longer than 1000km, a double rating will be applied for the point allocation except for the extra point allocated for the pole position.

Thus, the winner of each category will score 30 points.

The points will be allocated in accordance with the following scale:

<i>Positions</i>	1	2	3	4	5	6	7	8	9	10	11	12
<i>Points</i>	30	26	22	18	16	14	12	10	8	6	4	2
<i>Pole position</i>	1											

The twelve first teams will score the points as shown in the table above. If one of the teams is classified in the thirteenth position or after, it will score 2 points.

B. Drivers' classification:

Concerning the LM P1, LM GT1 and LM GT2 categories, to be granted points, a driver should fulfil the following cumulative conditions:

- his car must be classified,
- he should have been driving **at least 45 minutes during the race and less than 4 hours altogether.**

Concerning the LM P2 category, to be granted points, a driver should fulfil the following cumulative conditions:

- his car must be classified,
- he should have been driving **at least 1 hour 15 minutes during the race and less than 3 hours 30 minutes altogether.**

Points being awarded to drivers within their category (in one or more cars and in one or more teams), should a driver change category during the season, he would not be able to accumulate the points obtained in each category.

Drivers' classification scale:

<i>Positions</i>	1	2	3	4	5	6	7	8	9	10	11	12
<i>Points</i>	15	13	11	9	8	7	6	5	4	3	2	1
<i>Pole position</i>	1 point for the drivers of the car that was on the pole position											

The drivers of the twelve first teams in each category will score the points as shown in the table above. If one of the teams is classified in the thirteenth position or after, its drivers will score 1 point.

For any race more than 50% longer than 1000km, a double rating will be applied for the point allocation except for the extra point allocated for the pole position.

Thus, the winning drivers of each category will score 30 points.

The points will be allocated in accordance with the following scale:

<i>Positions</i>	1	2	3	4	5	6	7	8	9	10	11	12
<i>Points</i>	30	26	22	18	16	14	12	10	8	6	4	2
<i>Pole position</i>	1 point for the drivers of the car that was in the pole position											

The drivers of the twelve first teams will score the points as shown in the table above. If one of the teams is classified in the thirteenth position or after, its drivers will score 2 points.

C. Manufacturers' Classification:

"Manufacturer(s)" in these regulations means the partnership formed by the chassis manufacturer and the engine manufacturer, ie individual person or company who owns the intellectual property of the chassis and of the engine and whose names appear on the ACO Homologation Form.

If these manufacturers are different, the name of the chassis manufacturer will be in front of the name of the engine manufacturer.

The ACO Homologation Form will eventually be modified.

For this classification, only the two first cars of the same manufacturer will gain points at the end of each race and within the same category.

Manufacturers' classification scale:

<i>Positions</i>	1	2	3	4	5	6	7	8	9	10	11	12
<i>Points</i>	15	13	11	9	8	7	6	5	4	3	2	1
<i>Pole position</i>	1											

The twelve first teams will score the points as shown in the table above. If one of the teams is classified in the thirteenth position or after, he will score 1 point.

For any race more than 50% longer than 1000km, a double rating will be applied for the point allocation except for the extra point allocated for the pole position. Thus, the winner of each category will score 30 points.

The points will be allocated in accordance with the following scale:

<i>Positions</i>	1	2	3	4	5	6	7	8	9	10	11	12
<i>Points</i>	30	26	22	18	16	14	12	10	8	6	4	2
<i>Pole position</i>	1											

The twelve first teams will score the points as shown in the table above. If one of the teams is classified in the thirteenth position or after, it will score 2 points.

STICKERS & RACE NUMBERS

In the LMGT2 category, the background colour of the numbers will be Orange
The four colours are thus:

- LMP1** Colour pantone **Red** 485,
- LMP2** Colour pantone **Blue** 653,
- LMGT1** Colour pantone **Green** 355,
- LMGT2** Colour pantone **Orange** 021C,

For a better visibility of races taking place during the night or part of the night, the cars must be equipped with white light-emitting supports. The colored background will be cut-out in the number shapes so that they are illuminated during the night. If it is not possible to read the numbers (in day time or at night), the car will be black-flagged by the Race Control

The above covers the principle changes made in the Le Mans Series regulations. If you should require any further information, please contact us.