



2010 Sporting Regulations

(Subject to the FIA world council meeting approval)

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Preamble: Presentation of the Le Mans Series

Le Mans Series is a series of endurance events dedicated to the categories as described hereunder. The series meets the International Sporting Code, the Automobile Club de l'Ouest Sporting & Technical requirements and the current Le Mans Series Sporting Regulations.

In case of contradiction between these different texts, the Le Mans Series Sporting Regulations will prevail.

Registered office of the L.M.E.O company in charge is located 103, rue Lamarck – 75018 Paris - France

ART. 1 - CARS ELIGIBILITY

1.1 – "Le Mans" Prototype Categories

a/ Group "LM" P 1

b/ Group "LM" P 2

1.2 - "Le Mans" Grand Touring Categories

a/ Groups "LM" GT1

- Cars in compliance with the 2009 LMGT1 regulations of the ACO (see 2010 ACO specifications) and the FIA option variant form describing the performance kit.

- Cars homologated by the FIA before 31.12.2008, in compliance with the 2009 GT1 regulations of the FIA and the FIA option variant form describing the performance kit. For these cars, an ACO homologation form must be filled by the manufacturer or the tuner and agreed after a contradictory inspection carried out by the ACO. The manufacturer or the tuner will have to pay to the ACO all the expenses for the homologation of the car.

- Cars in compliance with the 2010 GT1 regulations of the FIA, having a FIA homologation form that describe the race car and homologated jointly by the ACO and the FIA according to the 2010 homologation regulations of the FIA. The manufacturer or the tuner will have to pay to the ACO all the expenses for the homologation of the car.

b/ Groups "LM" GT2

- Cars in compliance with the 2009 LMGT2 regulations of the ACO (see 2010 ACO specifications).

- Cars in compliance with the 2010 GT2 regulations of the FIA, having a FIA homologation form that describe the race car and homologated jointly by the ACO and the FIA according to the 2010 homologation regulations of the FIA. If specific modifications for the races that meet the ACO regulations should be made on a car having the new FIA homologation form, they must be described on an additional document (ACO Option Variant) and agreed by the ACO after a possible contradictory inspection. The manufacturer or the tuner will have to pay to the ACO all the expenses for the homologation of the car.

- Cars in compliance with the 2010 GT2 regulations of the FIA, having a ACO homologation form that describe the race car and homologated by the ACO according to the 2010 homologation regulations of the FIA. Waivers could be granted by the ACO so as to allow the model in question to compete in LMGT2 category and to be at the same performance level as other cars. For these cars, an ACO homologation form must be filled by the manufacturer or the tuner and agreed after a contradictory inspection carried out by the ACO. The manufacturer or the tuner will have to pay to the ACO all the expenses for the homologation of the car.

1.3 – Formula Le Mans Category

Cars in compliance with the Formula Le Mans 2010 technical regulation.

Note:

a/ Reserve cars are not permitted ;

b/ Eligibility of a car is the responsibility of the ACO which, for newly-built cars, will carry out a contradictory technical inspection prior to filling in the homologation form;

c/ Cars using specifications not considered usual in motor racing may be eligible **with the agreement of the ACO** on the grounds of specific regulations in order to balance the performances between the cars;

d/ The decision of the ACO about the authentication (or not) of the homologation form, is a technical decision taken as a last resort, and consequently, not subject to appeal, by any party whatsoever, in front of any jurisdiction whatsoever;

e/ GT1 and GT2 cars homologated according to the FIA regulations must be in compliance with the specifications described in the LMGT1 or LMGT2 technical regulations of the 2010 ACO specifications.

ART. 2 - FUEL

2.1 - Facilities: Ref. Technical Regulations - Appendix A.

2.2 - Only one type of fuel to be supplied by the Organiser: specifications on request.
(cf Appendix VII of these regulations).

2.3 - Since the Organisers do not provide drums to collect the fuel from its exclusive supplier, every team shall bring its own material.

2.4 - The maximum fuel quantity allowed per car in each pit garage is 400 Litres.

ART. 3 - ENTRIES

3.1 - Entry forms:

They must be sent to the Organiser at least one month prior to the event to:
LE MANS SERIES - 103, rue Lamarck – 75018 Paris - FRANCE

3.2 - The original document of the entry shall be sent by post.

3.3 - Limitation:

⇒ The Organisers can refuse a registration (Cf International Sporting Code -Art. 74)

⇒ Private testing are strictly prohibited to all competitors (whether competing in the whole Series or on a race by race basis) on all circuits on which the LE MANS SERIES races will be held during the 8 (eight) weeks preceding the race on these tracks (except in case of official tests organised directly by the Organisers).

The breach to this rule leads to an exclusion of the competitor from the considered Series event.
No entry fees will be refunded in this case.

3.4 – The driver line up of the team (2 or 3 drivers) must be sent to the Organisers at least 10 days prior to the event. Any change after this date – only in case of absolute necessity– must be approved by the Stewards Panel and can occur only until the end of the checks.

3.4.1) Each driver wishing to drive in the LM P2 or Formula Le Mans categories must send his record of achievements to Le Mans Series, using the form available from the Le Mans Series administration (request by email: competition@lemans-series.com) at the latest 10 days prior to the beginning of the first event in which he wishes to take part, failing which he must pay a fee (via the competitor with whom he is entered) of 450 euros to Le Mans Series in order to take part. Decisions concerning the categorisation are taken under the responsibility of the ACO Comité Sport. The ACO Comité Sport mandates the Panel of Stewards of the Event concerned to categorise drivers who announce themselves their records of achievements after the Event has already begun. This will take place under the supervision of the Comité Sport, which remains the body of which the drivers have recourse in the first instance in case of dispute. Drivers who have not been categorised will not be allowed to take part in an event. The LMP2 and Formula Le Mans specific entry list indicating the category attributed to each driver will be published at the latest 48 hours prior to the beginning of the Event concerned.

3.4.2) Only for the LMP2 and Formula Le Mans categories: definitions of the drivers' classifications:

A (or Platinum): professional driver generally recognised as well-known driver on the international scene, under the age of 55, and satisfying at least one of the following criteria:

- has held a Super Licence (for Formula One);
- has won the Le Mans 24 Hours outright;
- has been a Work Driver paid by a car manufacturer;
- has finished in top 10 in the general classification in F3000, CART/Champcar, IRL or GP2
- has finished in the Top 6 in the general classification of an F3 international series (British/Euro F3) or a major international single-seater Championship (Example: World Series by Renault)
- is a driver whose performances and achievements, despite not being covered by one of the definitions above, may be considered as professional by the Comité Sport.

B (or Gold): semi-professional driver in international series or who has distinguished himself in national Championships and satisfying at least one of the following criteria:

- driver satisfying the criteria of the A category (platinum) but aged 55 to 59;
- has finished in the top 3 in the general classification of a secondary international single-seater series (A1 GP, Renault V6, FR2000 international,...);
- has finished in the top 3 in the general classification of a national single-seater series (F3, FR2000...);
- has won an entry level single-seater series (F-Ford, F-BMW, F-ZIP, Autosport Academy...);
- has finished in the top 3 in the general classification of the Porsche Supercup;
- has won a national or international series organised by a manufacturer (Porsche, Seat, Peugeot, Renault...);
- is a driver whose performances and achievements despite not being covered by one of the definitions above, may be considered as Gold by the Comité Sport.

C (or Silver) : amateur driver satisfying at least one of the following criteria:

- driver aged under 30 and not satisfying the criteria of categories A (platinum) and B (gold);
- driver satisfying the criteria of the platinum category but aged 60 or over;
- driver who has finishes in the 1st place in the general classification of national Championships or International series in association with a professional driver;
- driver who has won a non-professional drivers' series (Ferrari Challenge, Maserati Trofeo, Lamborghini Supertrophy...);
- driver who has competed in a single-seater series for a full season.

D (or Bronze): amateur driver. Any driver who was over 30 years old when his first licence was issued, and who has little or no single-seater experience.

3.4.3) *Recitification*

Any driver has the right to ask the Comité Sport to rectify his categorisation, at least 7 days prior to the beginning of the first event in which he takes part, with the support of all the necessary proofs and documents. Without proof, the request will not be examined.

3.4.4) Only for the LMP2 category, the rule for the team's driver formation according to the drivers' categorisations: Any 2 or 3 drivers' crew must be made up of minimum one Silver or Bronze driver.

3.5 - Competitors selected by the Selection Committee & invited to take part in the Free Practice Sessions

Selection Committee:

- M. Jean-Claude Plassart

- M. Daniel Poissenot

- M. Patrick Peter

Selection criteria:

a/ **The following criteria are at the Selection Committee's discretion;**

b/ **The list is not exhaustive and with no priority classification:**

• Fame of the Competitor (manufacturer, team factory backed, well known private team, private team) • Previous "24 Hours of Le Mans" races • Competitors' record • 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.

3.6 - Refusal of an Entry:

The number of cars on the starting grid is limited to the circuit's capacity. Thus, the Selection Committee will be obliged to refuse any excess entries (See General Conditions: Art. 3.12 and Supplementary Regulations: Art. 3.5 above).

If the Organisers decline the enrolment of a competitor, **informed in accordance with article 74 of the International Sporting Code**, they will refund the competitor the complete amount paid.

3.7 - Official Entry:

An entry form becomes an "Official Entry" after the Competitor has received the notification mailed by the Organiser.

Furthermore, the entry is only considered as official after the entry fees were paid (season, or by race).

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, the entry fee will be not be refunded.

3.10 - Neither the Category nor the Group of a selected car can be changed;

The **technical specifications** of a car (as mentioned on the **ACO Homologation Form**) cannot be changed a month on prior to the race, save in case of "force majeure" at the Organiser's assessment.

3.11 - Cars without the A.C.O homologation form delivered yet:

Any "new" car shall undergo a technical inspection carried out by the A.C.O. at least one month prior to the race in order to fill in the Homologation Form.

3.12 - Financial Conditions (per car):

✧ To be paid only by the means of bank transfer

✧ At the latest:

- For the entire season : **15th of January 2010.**

- Per race : one month prior to each race.

✧ Should a car be rejected during the Scrutineering, the entry fees would not be refunded

✧ Advance payment for supplies and various technical expenses: a € 1,000 deposit must be paid with the entry.

✧ Advance payment for fuel: a € 2,000 deposit must be paid with the entry.

3.13 - Entry File

The Entry form must be accompanied by the:

a/ Payment of the Participation File study fee:

b/ Photocopy of year **2010** Competitor's licence:

Nota: The wording of the Licence produced will be deemed the only one valid for all the official documents (25 letters maximum are authorised, spaces being counted as letters).

c/ Copy of the A.C.O. Homologation Form of the car(s);

d/ Pictures of the car (3/4 front, 3/4 rear, inside the cockpit, etc.);

e/ Full explanations making the Selection Committee's choice easier;

f/ Name, surname, and records of each of the drivers (3 maximum per car);

g/ The certificate making evidence that a "Le Mans"-type multi frequency transponder will be used (for both the whole season or race by race competitors);

- h/ The teams shall confirm that all their drivers were informed that they should use an FIA approved head support device and that their helmet is compatible with the said transponder (helmet to be plugged to the transponder). A helmet can in no way be modified after it has been delivered by the manufacturer;
- i/ The certificate of payment of the € 1,000 supplies and various technical expenses deposit as well as the certificate of payment of the € 2,000 fuel deposit.

3.14 – Reserve cars.

Reserve cars could be accepted for some rounds. A list of reserve cars will be published, with an order of priority. These reserve cars will take part in each practice sessions. However they will compete in the race only in case of withdrawal of one – or several - regular competitor(s), whatever it is an all season or a one-event entrant. Reserve cars will be admitted at the start according to their position in the reserve cars list, in case of withdrawal of one – or several competitor(s) notified to the race direction at least 1 hour after the end of the warm-up or 1 hour at the latest prior to the beginning of the starting procedure of the race.

ART. 4 - GENERAL CONDITIONS

4.1 - Competitors must ensure that all persons concerned by their entry abide by the International Sporting Code, the "2010 A.C.O. Specifications", the present Sporting Regulations 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) comply (complies) 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 will have access to the paddock and be allowed to start fitting out the pits as from the Wednesday morning prior to the race. (Tuesday if the race takes place on Saturday).
- ✧ Removing of all kind of constructions and equipment shall be completed by the next Monday at 12:00.
In case of a breach, a € 1,000-penalty per day exceeding the deadline will be taken from the deposit.
- ✧ Any set-up must comply with the safety requirements and be subject to a report to the Control Desk.
- ✧ When the number of pits is lower than the number of cars entered, those ones will be shared.
 - ⇒ The selection of the cars having to share their pit garage will be made as follows:
1/ cars entered on a race by race basis, - 2/ "LM" GT2 - 3/ "LM" GT1 - 4/ "LM" P2 - 5/ "LM" P1.
For security reasons, the organiser keeps the right to do not apply this rule
- ✧ Competitors who, for any reason, won't be able to start the race or the free practice session or the qualifying practice session, shall leave their pit garages at the latest at the end of the day during which the reason of their withdrawal occurred.

ART. 5- GENERAL DISCIPLINE & SAFETY: REFER TO THE "A.C.O. 2010 SPECIFICATIONS"

5.1 - It is forbidden to drive a car in the **opposite direction of the race (Exclusion)** except and only to remove it from a dangerous position under the instructions of the track marshals.

5.2 – The drivers must imperatively respect the race track direction (special notification given by the Clerk of the Course during the drivers' briefing).

Penalties in case of breach:

A/ During the practice sessions:

- 1st offence: cancellation of the time of the lap during which the offence was committed;
- 2nd offence: cancellation of every time achieved from the beginning of the practice session to the moment when the offence was committed.

B/ During the race:

- 1st offence: Stop and Go: 1 second;
- 2nd offence: Stop and Go: 3 minutes;
- 3rd offence: Stop and Go: possible exclusion of the driver.

5.3 - During practice sessions and the race, should a car come to a standstill it will be removed from the track by the Marshals so that its presence does not constitute a danger or hinder the running of practice sessions or the race:

- a/ If the driver is unable to drive his car by himself out of a dangerous position the Marshals shall give him assistance;
- b/ During the race, the driver cannot take advantage of this assistance to restart the engine :

Penalty: possible Exclusion of the Competitor.

c/ During the race, should the driver move more than 10 metres away from his car, the car will be considered as withdrawn from the race;

d/ During the race, nobody, with the exception of the marshals, is allowed to come within 10 metres away from the car and/or the driver:

Penalty: possible Exclusion of the Competitor.

- 5.4 - Under no circumstances a driver is allowed to push his car (International Sporting Code - Appendix L - Chapter IV: Art. 3 § f), included in the pit lane:

Penalty: Exclusion of the Competitor.

- 5.5 – Supplying with fuel, water, oil, etc., is prohibited on and along the track :

Penalty: Exclusion of the Competitor.

- 5.6 - Unless specifically authorised by the International Sporting Code or these Sporting Regulations, no one (except the driver) is allowed to touch a car which has stopped unless it is in front of its pit, inside its pit, or on the starting grid:

Penalty: Exclusion of the Competitor

- 5.7 - As soon as the grid is cleared (Art. 13.4) and until all cars have proceeded to the "Parc Fermé" after the finish of the race (Art. 7.10 and 25.3), no one is permitted on the track with the exception of the marshals on duty and the drivers in the race or being instructed by the marshals.

- 5.8 – **During the race** when a car is stopped the engine can be restarted **by means of the starter by the driver alone:**

The use of an external starting device is allowed only during a pit stop and within the limits determined by Art. 18.11.

- 5.9 - During the practice sessions, the warm up, and the race, drivers shall always wear clothes and helmets complying with the safety prescriptions issued by the **FIA** for the international circuit events, **as well as an FIA approved head support device, within the requirements of the appendix L of the International Sporting Code.**

- 5.10 – ✧ The beginning and the end of the pit lane will be precisely defined for each circuit.

✧ In the pit lane area, 4 persons maximum are allowed to push a car of their team back to its pit. Any car going to the end of the pit lane, waiting for the green light, must go without any outside assistance:

Penalty: at Stewards' discretion.

- 5.11 - "Stop and Go" area: (to be defined)

In case a car is black-flagged by the Race Control because of a time penalty ("Stop and Go"):

a/ The driver has 4 (four) laps as a 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 come near the car for any check whatsoever or talk to the driver:

Doubled penalty for any breach.

- 5.12 - The Clerk of the Course or the Chief Medical Officer may require a driver or an Official to undergo a medical examination at any time during the Event.

- 5.13 - Animals are forbidden in the pit lane, on the track, inside and behind the pits and in any public area. Only the animals used by the Organiser for controls and security services are authorised.

- 5.14 - People **who are less than 16 years old** are not permitted in the pit lane area.

- 5.15 - Identification Marks

Any person who is permitted to have access to the "Signalling Area" shall wear the identification mark required for that area.

- 5.16 - Headlights: The 2 main headlights shall be switched on **continuously** in day time as well as at night when the car is running on the track or in the pit lane.:

Penalty: car stopped by the Race Control.

- 5.17 - **Competitors must permanently take care of the fixation and the good condition of the louvers above the wheels and behind the rear wheels. Any louver missing or with at least one strip missing must be replaced immediately during the pit stop. A repair by mean of adhesive tape is not acceptable. If the car leaves the pit without making the necessary repairs, it will be stopped by the race control.**

- 5.18 - For any breach of the instructions of the International Sporting Code, the "2010 A.C.O. Specifications" or these Regulations in relation to the general discipline and safety:

Penalty: possible Exclusion of the relevant car and/or driver.

In any event,

1. In case of non respect of flags and/or anti sporting driving during the tests.
2. During the race, in case of:
 - anticipated start,
 - start simulation during the formation lap,
 - non-respect of compulsory distances during formation lap before a start,
 - overtaking during the formation lap before the flying start or under safety-car procedure,
 - non-respect of flags,
 - anti-sporting driving

STOP and GO announced by the Race Steward

- 5.19** - From the moment that it's impossible to execute the time penalty decided by the Clerk of the Course or by the Stewards Board, the penalty shall be turned into a laps penalty based on the time realized by the competitor on the last lap before the offence was committed.
It won't be possible to appeal against the conversion as it is impossible to appeal against the initial time penalty.
- 5.20** - The Stewards Board shall imperatively be made up of three members.
- 2 permanent members appointed by LMEO for all the races of the season (except case of "force majeure"),
 - 1 member appointed for each race by the local ASN.

ART. 6 – REGISTRATION

6.1 - It concerns:

6.1.1 - Compulsory valid documents to be submitted:

- a/ Competitor's licence;
- b/ Drivers' licences (minimum FIA Grade B);
- c/ For the competitors and drivers which licence does not include a permanent authorisation to take part to International Events approved by the FIA : Permission to race in the country where the event takes place granted by the National Sporting Authorities (A.S.N.).

6.1.2 - While Administrative checking is in progress, Competitors must confirm 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 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 including the FIA approved head support device (within the requirements of the appendix L of the International Sporting Code) and the safety equipment of the cars.

No modification of the helmet or the head support device is allowed apart from those planned by the manufacturer.

In order to create a better unity of drivers' line-up, drivers of the same car must wear the same overall.

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.

7.3 - Cars shall be presented with:

7.3.1 - Fuel tank(s) drained.

7.3.2 - A 26 x 16 cm competitor's licence national flag affix on the front bonnet.

This sticker is not provided by the organisation.

7.3.3 - Racing numbers and class decals shall comply with Appendix V below and be affixed prior to Scrutineering (except with written authorisation from the organization).

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 (mm). It must be possible to seal them.

7.4.2 - The inspection of the refuelling equipment will take place on Thursday or Friday, according to the day of the race (schedule to be precised).

7.4.3 - The seals on the engine.

Each engine will be linked with the chassis. Each engine, as defined in Article 18.9 below, must be sealed by the Scrutineers before being used by the competitor in an event. Any breaking of one or more seals must be approved beforehand by the Scrutineers on pain of a sanction which may go as far as exclusion. The breaking of any seal will be considered as a change of engine.

The replacing of an engine must be notified to the scrutineers by the competitor.

In the case of an accident or in a case of "force majeure" recognised as such by the Panel of Stewards (the onus of proof being on the competitor), these penalties may not be applied.

During an event, in order solely to allow the adjustment of the valves, the competitor may officially ask the Scrutineers for permission to break the seals of cylinder head covers. This operation must take place in the presence of a scrutineer and allows for no part replacement (except for the cylinder head joint(s)).

Once the work has been done, the scrutineer will again affix seals to the part in question. At the following event, previously sealed engines will not be sealed again.

Number and use of engines

Bonus or penalty points will be given per event in accordance with the number of engines used for the 5 races of Le Mans Series as follows:

- 1 engine: +2 points per event if the car is classified.*
- 2 engines: +1 point per event if the car is classified.*
- 3 engines: no bonus. The car keeps only the score corresponding to its position.*
- Beyond 3 engines: 1 point will be removed from the total points obtained since the beginning of the Serie even if the car is not classified. However, if the car has no points in the Serie at the end of the race where the additional engine was used, the point will not be removed.*

To get the 2 point bonus, it is mandatory to use only one engine during the event. An event includes free practice sessions, the qualifying practice session and the race.

An engine will be deemed to have been used for the first time in Le Mans Series once the car's timing transponder has shown that it has left the pit lane.

If at the beginning or during an event a 2nd engine is used, the bonus will be only one point. Once this 2nd engine is put into service, it is possible to replace the 1st engine by the second engine and vice versa at any time during an event except during the race (see article 18.9 below).

The same principle will be applied if a 3rd then a 4th engine is used.

The use and the replacing of an engine are possible only if:

- It is notified to the scrutineers by the competitor,*
- The seals have not been removed.*

For any breach of these provisions, possible exclusion of the relevant car.

The bonus/penalty points are applied to the following Le Mans Series classifications:

- Teams,*
- Drivers,*
- Manufacturers,*

7.5 - Race numbers:

7.5.1 - They are allocated and provided by the Organiser (except for the race to be held by night or partly by night). They include the Organisers' advertisement.

Racing numbers shall comply with the International Sporting Code prescriptions (Height : 23 cm - Width : 4 cm).

They must be in white color ;

The background of the numbers must be colored in:

- "LM" P1: Color pantone Red 485,*
- "LM" P2: Color pantone Blue 653,*
- "LM" GT1: Color pantone Green 355,*
- "LM" GT2: Color pantone Orange 021C,*

7.5.2 - The race numbers shall be affixed before undergoing Scrutineering.

7.5.3 - If possible, side numbers shall be affixed on a flat and vertical surface; they must remain legible in all circumstances.

They must be situated between the front and the rear wheels.

For 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.

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.

7.6 – Class decals:

7.6.1 - They are allocated and provided by the Organiser

Red: "LM"P1 – Blue: "LM" P2 – Green: "LM" GT1 - **Orange**: "LM" GT2.

7.6.2 – The 3 Class decals shall be affixed before undergoing Scrutineering.

For the prototypes, they must be affixed on each side and on the front bonnet.

For the GT cars, they must be affixed on each side and at the rear.

7.6.3 – The prototypes must leave three empty spaces measuring 16 cm (height) x 16 cm (width).

The GT's must leave three empty spaces measuring 16 cm (height) x 20 cm (width).

7.7 - Conformity Stickers:

7.7.1 - To be affixed at the end of Scrutineering once the Scrutineers have approved the cars once the verification of the conformity of the refuelling systems is done and once the pit garage is identified by means of an identification board (appendix VIII Identification of the pit garages).

7.7.2 - A car cannot take part in the Event without these conformity stickers. They must never be removed (**Penalty: Exclusion**) and they must remain visible in all circumstances.

7.8 - The Scrutineers may:

7.8.1 - Check the eligibility of a car or of a competitor at any time during the Event.

7.8.2 - Require a car to be dismantled by the competitor during scrutineering to make sure that the conditions of eligibility are fulfilled.

7.8.3 - Require a competitor:

a/ To pay all expenses which the exercising of the above-mentioned powers may entail;

b/ To provide such samples or parts deemed necessary.

7.9 - Once approved by the Scrutineers, any car which is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which has been involved in an accident with similar results will be rechecked for Scrutineers' acceptance.

7.10 - Cars selected at random will be checked at the end of each qualifying practice session and at the finish of the race.

7.11 - Parc Fermé:

7.11.1 - After the finish of the race, cars must proceed to the **Parc Fermé** under the control of the Officials. A car which is not driven directly and immediately to the Parc Fermé may be **excluded** from the classifications.

7.11.2 - A representative from each team shall be present at the entrance of the Parc Fermé so as to be informed of any decisions which might be taken regarding possible technical checks.

7.12 - Technical checks: Technical checks will be carried out by Scrutineers duly appointed by the Clerk of the Course. They will be responsible for the operations in the Parc Fermé, and the only people entitled to give instructions to the competitors and to the drivers.

7.13 - Tyres:

✧ One set of tyres will be marked for each car for the qualifying practice session.

✧ At least 3 of these marked tyres will have to be used for the start of the race.

In case of infringement of this rule, penalty will be at the Stewards' discretion.

✧ The schedule for the tyres marking will be **written in the event timetable**.

✧ If a competitor does not respect this time, he will be penalised by a race start from the back of the grid.

ART. 8 – WEIGHTING (Refer to the "ACO 2010 Specifications").

8.1 - The weight of the cars may be checked 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 save under the control of Officials.

8.3 - End of the practice sessions & 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/ At the end of the practice sessions: cancellation of the times.

b/ At the end of the race: Exclusion of the car.

ART. 9 - 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 official practice sessions.

9.2 - Practice Sessions:

⇒ Two or three one-hour or one-hour and half timed practice sessions within the limits of three hours **and half** altogether (see the supplementary regulations of the event).

- ⇒ One qualifying practice session determining the starting grid, as follows:
 - ⇒ One 20' session will be reserved to the "LM"P1 & "LM"P2 & **Formula Le Mans** cars.
 - ⇒ One 20' session will be reserved to the "LM" GT1 & "LM" GT2 cars.
 - ⇒ There will be a 5' or 10' break between these two half-sessions.
- 9.3 – Drivers as defined in art 9.1 must:**
- 9.3.1. – Take part in the official practice sessions under pain of Exclusion;
 - 9.3.2. – Achieve the minimum qualifying time;
 - 9.3.3. – Achieve at least three night practice laps when part of the race takes place during the night;
Cars must be equipped with a Le Mans type multi frequency transponder (which allows the drivers' identification). Entrants and drivers must all use this system for all the practice sessions, the warm-up and the race.
- 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).
- 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".
Should one (or more) driver(s) in a team be granted a waiver regarding the qualifying time, his (their) car(s) will be placed at the back of the starting grid.
- 9.6 - Interruption of practice sessions:**
- 9.6.1 - The Clerk of the Course may interrupt a practice session if safety so requires;
 - 9.6.2 - With the Stewards' agreement, the Clerk of the Course is not obliged to extend a practice session after an interruption;
 - 9.6.3 - In case of an interruption to the practice sessions, no protest will be accepted concerning any possible effects on the qualification of the drivers and the cars.
- 9.7 - Qualification minimum:**
Drivers shall achieve during one of the fourth practice sessions (Art.9.2 above) 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 **115 %** of the best time achieved by the fastest car in each category,
 - c/ if the number of cars meeting a/ & b/ criteria here above is bigger than the number allowed to start:
 - ⇒ the cars entered for the whole season will have full priority.
 - ⇒ the remaining places will then be allocated within each category and according the following order: "LM"P1, "LM" GT1, "LM"P2 & "LM" GT2.
- 9.8 - Exceptional cases:**
- 9.8.1 - To a limit of the number of cars admitted to start the race, and at the Clerk of the Course's suggestion, the Stewards may accept cars which have not taking part to the qualifying session or 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 practice sessions but did not achieve the minimum qualifying time because of "force majeure". If this occurs, the driver nominated in the team who has achieved the qualification minimum will have to start the race.

ART. 10 - WARM-UP

- 10.1** - Insofar as a warm-up is scheduled in the supplementary regulations of the event, it will be run under the conditions specified hereafter.
- 10.2** - The list of **cars** and their **drivers** eligible to take part in the warm-up session will be posted at the end of the qualifying practice sessions.
- 10.3 - Schedule:**
 - 10.3.1 The warm-up shall be over at least 2 hours before the start of the race.
 - 10.3.2 In case of change in the weather conditions, an unscheduled practice session will take place **if possible**.

ART. 11- AUTOGRAPH SESSION

- 11.1** - All the drivers must attend the whole autograph session.
Team Managers are responsible for their drivers' abiding by these rules:
Penalties: at the Stewards' discretion.

ART. 12- STARTING GRID

12.1 - Starting Drivers:

The name of the starting driver must be declared by the teams during the administrative checks. A file shall be completed in this view.

Without any modification in writing presented to the panel of Stewards at the latest thirty (30) minutes after the end of the qualifying session, the starting driver must be the one declared during the administrative checks.

Penalties at Stewards' discretion.

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 considered as final 1 hour after the end of the **qualifying session**.

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 qualifying sessions is located on each track according to the FIA homologation of the circuit*.

12.3.2 - Should two (or more) drivers achieve the same time, priority will be given to the one who set it first;

12.3.3 - Should one or more cars be withdrawn, the grid will close up accordingly, if a new starting grid can be done.

12.4 - Access to the Grid:

It is **not** possible to **access** to the grid 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 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.

*** Precise information will be supplied in each race Supplementary Regulations.**

ART. 13 - STARTING PROCEDURE

13.1 - Flying start is given by means of lights.

The start must be taken from the starting grid.

The exception (start from the pit lane or garage) to this rule must be officially authorized by the Stewards. Any car not taking the start from the starting grid will only be able to join the race after the first lap has been run by the last car of the pack and exclusively after authorization given by the **Race direction**. The before mentioned **Race direction** has all authority to change this rule depending on circumstances and security.

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 - 30 min. before the start of the formation lap*, the cars will leave their position to complete one (or more) reconnaissance lap(s);

13.3.2 - Once the pit exit is closed, any car which is unable to leave from the pit, as to complete the formation lap(s), 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), they must join their position on the starting grid: the drivers remain 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 km/h:

It is prohibited to drive a car through the grid: Penalties at Stewards' discretion.

13.3.5 - For dangerous driving or speeding in the pit lane:

Penalties at Stewards' discretion.

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*: countdown begins: drivers seated, no work to be carried out any longer on the cars;

"3 minutes" board*: grid cleared apart from drivers, teams members and Officials;

"1 minute" board*: Team personnel shall clear the grid: drivers start the engines without any outside assistance;

"30 seconds" board*: 30 seconds remaining before the start of the formation lap;

Green Flag is waved*: cars start the formation lap behind the Pace Car: cars must keep their grid positions.

*** Precise information will be supplied at each race.**

13.5 - Late start:

13.5.1 - Any car still in its pit after the pit exit is closed shall start **from the pit** following the pit marshals' instructions.

13.5.2 - The driver and the car must proceed to the pit exit **under the car's own power:**

Penalty: 1 minute "Stop and go"

13.5.3 - A car starting the race this way may rejoin the race only after all the cars have passed the pit exit during their **first racing lap** :

Penalty for early start: at Stewards' discretion.

13.5.4 - Should a car be driven to the pit exit **more than one hour** after the start of the race:

Penalty: Exclusion

13.6 - Push start:

13.6.1 - A driver unable to start the formation lap must raise his arm or open a door. When all cars have gone, the track marshals will push the car to start the engine.

13.6.2 - The driver may then complete the formation lap but under no circumstances is he allowed to overtake a moving car except if the latter is in trouble:

Penalty: at Stewards' discretion.

13.6.3 - Should the car not start after being pushed, the marshals will push it to the pit where its mechanics will be allowed to intervene.

13.7 - During the formation lap(s), the cars are preceded by a "**Pace Car**" and followed by an "**Intervention Vehicle**".

13.8 - A car unable to stay in front of the "Intervention Vehicle" during the formation lap(s) must be driven back to the pits **at a reduced speed** without overtaking or obstructing any other car. It will then be allowed to start from the pit exit according to Art. 13.5 (Late start).

13.9 - If conditions so require, the Clerk of the Course may order the "Pace Car" to carry out one (or more) additional formation lap(s):

Should this occur, the start of the race will be deemed given **at the end of the first formation lap.**

13.10 - Restart procedure: If, for any unforeseeable reason, it is impossible to complete one (or several) additional formation lap(s), the following procedure shall apply:

13.10.1 - The Clerk of the Course will switch the **flashing yellow lights** on or will ask the **yellow flags** to be shown, and the "**Start delayed**" board will be displayed on the Start/Finish line.

13.10.2 - The "**Pace Car**" will slow down and will stop **before** the starting grid: all cars will stop and keep their original starting positions and engines will be switched off.

13.10.3 - The starting procedure will go on as from the "**5 minutes**" board.

13.11 – At the end of the (last) formation lap, the "Pace Car" will withdraw before the Start/Finish line.

The "Pole Position" car shall keep the same speed and the other cars must maintain their positions until they cross the Start/Finish line.

ART. 14 - MODIFIED STARTING PROCEDURE

CASES OF STARTING PROCEDURE MODIFICATION:

14.1 - Weather conditions change after the free practice session (warm-up): If the track is:

a/ **dry**, although all practice sessions have been on a wet track,

b/ **wet**, although all practice sessions have been on a dry track,

An additional 30 min. free practice session will be scheduled **if possible: SR**

14.2 - The quantity of water on the track is such that it is impossible to start the race, even using "rain" tyres: the Clerk of the Course may delay the start until better conditions.

14.3 - Weather conditions change during the starting procedure (at the Clerk of the Course's discretion) :

14.3.1 - If the Clerk of the Course considers that the volume of water on the track is a real danger for safety, even using "rain" tyres, the start may be delayed after the boards "**Start delayed**" and "**10 minutes**" (**red background**) have been displayed simultaneously :

This "10 minutes" board (**red background**) means that there is to be a delay of 10 minutes before the starting procedure can be resumed.

14.3.2 - If, after the 10-minute period, weather conditions have improved, a "**10 minutes**" board (**green background**) will be shown :

This board means that the **green flag** will be waved 10 minutes later. Five minutes after the "10 minutes" board (**green background**) has been shown, the starting procedure will resume with the "5 minutes" starting board being shown.

14.3.3 - Should weather conditions not improve within the 10 minutes after the "10 minutes" board (**red background**) was shown, the board will be shown again and a further 10-minute delay granted before the starting procedure is resumed:

The "10 minutes" board (**red background**) may be displayed several times.

14.3.4 - When a "10 minutes" board is shown (with either a **red** or a **green background**), it will always be accompanied by a **sound signal**.

14.4 - For any breach of these provisions: **Penalty: possible Exclusion** of the relevant car and driver.

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 **roof of the truck located behind the pit garage in the paddock area except in case of exceptional configuration determined by the Organiser;**

b/ The installations shall comply with the local Administration of Telecommunications requirements (frequencies, emission power, etc.);

c/ Aerials installation is made after authorisation is granted by the Administration of Telecommunications: copy of these authorisations must be submitted to the Organiser prior to the fitting out 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"GT2 cars;

15.1.5 - Video cameras, video systems and timing devices: it is forbidden to install them either on the Organiser's facilities or along the track.

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 cannot exceed:

- 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 and/or the name of the team (as written on the competitor licence) are 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 carrying visible their specific credentials are admitted in the "Signalling Area" during the practice sessions and after the start of the race;

15.2.8 - Pit Garages Identification: A panel will be given by the organisation at the beginning of the season. The team has to place this panel prior each race above its box, on the pit lane side (cf. Appendix VIII);

15.2.9 - The team's national flag must be installed on a flagstaff on the forward part of the truck located at the back of the pit garage.

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 qualifying sessions 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 staff is 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 completed.

✧ People under 16 years of age are not allowed in the pit lane.

16.2 - If the circuit permits it, 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;

16.2.3 - "**Working area**" (inner lane): the closest to the pits where work is permitted to be carried out on the cars. This area is defined on one side by the pit curtain or by a wall, or even by a line painted outside the pit curtain, and on the other side by a separating line with the middle lane:

Any equipment and tools can be placed in the pit exclusively.

For every breach: **Penalty** at Stewards' discretion.

16.3 - Speed limit: **60 kph** on the pit lane (radar control; penalties are as follows:

A/ Practice sessions: **cancellation of times** set by the Driver at fault during the practice session until time of the breach.

B/ Warm-up and 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:

16.4.1 - A driver coming for a pit stop **may, only once the car has come to a complete stop in front of the pit**:

- Unfasten his safety harness,
- Switch off his lights,
- Switch off his engine,
- Open his door.

Penalty: at Stewards' discretion.

16.4.2 – When a car has to be entered into its pit, first it must be parked **in front of the pit** and parallel to the pit lane in the "working area" and can only be pushed by a maximum of 4 mechanics, the engine being switched off.

Penalty: at Stewards' discretion.

When the car is ready to rejoin the race, it must be pushed **in front of the pit** and parked parallel to the pit lane in the "working area". Then, the engine shall started **by the driver alone**.

Penalty: at Stewards' discretion.

16.4.3 – Before leaving his pit, the driver must :

- Fasten his safety harness,
- Switch on his lights.

Penalty: at Stewards' discretion.

16.4.4 – It is strictly forbidden to spin the wheels when a car leaves its pit.

Penalty: **3 minutes "Stop and go"**.

16.5 - **Overshooting the pit**:

Should a driver overshoot his pit, the car may only be **moved back** to its pit by the mechanics (4 maximum) from the team: The use of the reverse gear is strictly prohibited: **Exclusion**.

The same rule applies when the car leaving its pit has broken down before the limit of the pit lane. In this case, the car must be pushed back to its pit, by a maximum of 4 mechanics, prior to any intervention.

Penalty: **Exclusion**.

After this limit, refer to article 18.1.1.

ART 17 - REFUELLING (FUEL)

Ref. "A.C.O. 2010 Specifications" - Appendix A.

17.1 - Refuelling is permitted at the beginning of a pit stop and exclusively on the pit lane "Working area" (Art. 16.2.3).

The car shall be parked in front of its pit parallel to the pit lane.

17.2 – Due to 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

All fuel stocked in the pits must be in leak-proof containers which have been tested to a pressure of three atmospheres. During the race, any refuelling in the pits must be carried out with one independent tank per pit in accordance with Appendix J 258A-6.4.

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 fireproof overalls, gloves, balaclava and an unpainted helmet with a closed visor (FIA homologation) in addition to the equipment required (Art. 19.2 below);
- c/ The cut off valve attendant wearing his fireproof overalls is ready to intervene (Art. 18.1 below);
- d/ The car is connected electrically to earth **before** the connection of the fuel tank filler and vent

17.6.3 - An electronic data recorder may be plugged in **outside the car** prior to, during or after refuelling.

17.7 - Checking of the fuel Consumption

As soon as refuelling is completed, it is mandatory, under the pit marshal's supervision, to fill up the autonomous tank to the top.

The fuel contained in the overflow pipe must be poured into the fuel tank of the car during the next refuelling.

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

ART. 18 - REPAIRS & MAINTENANCE OPERATIONS**18.1 - Repairs:**

18.1.1 - During the race, apart from the areas in front of or in the pits and on the starting grid, repairs must be carried out **by the driver alone** with the tools and parts carried on board his car.

Penalty: Exclusion.

18.1.2 - Prior to a car stopping in front of the pit, **one person only** is allowed to step over the **unbroken painted line on the ground** or **the wall** fixing the limits of the working area on the pit side in order to give instructions.

During the pit stop, this person is not permitted to carry out any task other than supervise.

As far as cars fitted with separate refuelling and overflow devices are concerned, the person in charge of the overflow system is allowed to step over the painted line or the wall at the same time as the person giving instructions, but he cannot carry out any task during the pit stop.

Penalty : 1 minute "Stop and go" per breach

18.2 – Participants:

18.2.1 – Refuelling and wheel changes:

2 people maximum are permitted to intervene before, during and after refuelling and wheel changes only :

- a) To clean the windscreen, headlights and rear lights,
- b) To connect the downloading cable,
- c) To connect and disconnect electrically the car from the earth.

These 2 people:

- Must leave the working area as soon as the above operations are completed.
- Must not help in any way the two fuel attendants (see Art. 17.6.2. above) and the two mechanics in charge of the wheel changes (see Art. 18.5.2. below).

Laptops or other electronic devices are forbidden in the working area during refuelling and wheel changes.

18.2.2 – Other operations:

4 people maximum are permitted to intervene after refuelling and when the mechanics in charge of the wheel changes and their equipments are no longer in the working area, to carry out maintenance operations, topping-up liquids (other than fuel) repair or any other operation whatsoever (other than tyre changes).

Penalty: 1 minute "Stop and go" per breach of article 18.2.

Doubled penalty for any new offence.

18.3 - "Tyre" and "brake" technicians: Any time during a pit stop, only one "tyre" technician and only one "brake" technician (whatever they are firms technicians or members of the teams) 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 during the practices and the race:

2 people maximum with only one gun or torque wrench are allowed onto the working area to carry out any operations necessary to change the wheels. **A maximum of 4 people, clearly distinguishable, can take part successively in these operations during a pit stop, and must wear an armband, as means of identification, supplied by the organisation (4 armbands for each car entered).**

They may have access to the working area:

- During the refuelling, only to lie flat on the ground the 2 wheels to be mounted on "track side". These 2 people must return inside the pit as soon as the wheels have been laid on the ground.
- When the fuel filler and vent are disconnected from the car.

These 2 people:

- Must bring and connect the air hose to the air jacks,
- Must bring only one gun on the working area,
- Must take the new wheels and put those replaced into the pit,
- Must carry permanently the dismantled wheels when they are on the outside of the pit. It is possible however, in order to facilitate the wheel changes, to lie them flat on the ground near the car.
- Must not throw the wheels or drop them,
- Must disconnect the air jacks and bring the equipment into the pit.

The car cannot leave the pit until the mechanics in charge of the wheel changes and equipments are no longer in the working area.

The area between the pit curtain and the line painted outside the pit curtain can be used to dispose tires and tools necessary for these operations. No help can be provided by a person in this area.

18.5.3 – As an exception to the above clauses, tyres may be changed inside the pit only if the car has been pushed inside for mechanical interventions. This exemption of the rule will be restrictively interpreted.

For any wheel that escapes the control of the mechanics, or for any other breach of Art. 18.5.1, 18.5.2 and 18.5.3:

Penalty: Stop and Go 1 minute

18.6 – Is Prohibited:

18.6.1 - All kind of special equipment specially designed to make the wheel change faster.

One (1) pneumatic devices or one (1) torque wrenches only will be permitted per car on the working area.

18.6.2 - To heat the tyres in the pit lanes ("working area"), in the pits and on the starting grid.

The use of equipment that may cause sparks is prohibited in front or inside the pit.

The filling or the transfer of the air tanks is strictly forbidden.

Penalty: at Stewards' discretion.

18.7 - Assistance to the Driver:

During a pit stop, **one extra person (or the driver leaving the car)** is allowed only to help the driver to fasten his safety harness, to give him assistance and to close the doors.

Penalty: 1 minute "Stop and go" per person in excess.

18.8 - Car in the pit:

a/ The 4 people maximum rule (see Art 18.2.2.) 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 engine or any of these parts, i.e. the cylinder head(s), cylinder head, cover(s), oil pan and engine block, parts that will be attached together by means of seals.
- the main gearbox and differential casings,
- the chassis or the monocoque structure.

18.10 - Whatever the reason is, when a car comes to a pit stop the engine must be switched off:

Penalty: "Stop and go", engine switched off and turned on again 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 operations are finished and 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.**

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 the 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 an other car (other cars) entered by the same Competitor provided that they abide by the 4 people maximum permitted rule (see Art 18.2.2.).

18.14 - Access to the pits:

During 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 IN THE PIT LANE**19.1 – Personnel permitted:****19.1.1 – In the Working area during refuelling:**

- 1 Team manager
- 1 or 2 fuel attendant(s)
- 1 "fire" attendant
- 1 driver's assistant (safety harness and possible assistance)
- 1 "tyre" technician (only checks)
- 1 "brake" technician (only checks)
- 2 people for windscreen cleaning and downloading cable connexion.

19.1.2 - In the working area when the wheel change is in process :

- 1 Team manager
- 1 "fire" attendant
- 1 driver's assistant (safety harness and possible assistance)
- 1 "tyre" technician (only checks)
- 1 "brake" technician (only checks)
- 2 people for windscreen cleaning and downloading cable connexion.
- 2 mechanics for the wheel change.

19.1.3 – In the Working area for maintenance and repairs:

- 1 Team manager
- 4 mechanics
- 1 driver's assistant (safety harness and possible assistance)
- 1 "fire" attendant
- 1 "tyre" technician (only checks)
- 1 "brake" technician (only checks).

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.

19.1.4 - In the Signalling area:

- **3 people maximum** per car (wearing adequate identification marks).

19.2 – Minimum safety clothing (practice sessions and race):

ALL personnel authorised with the exception of the fuel attendants who must abide by Art.

17.6.2.b, **shall wear:**

a/ during repairs and maintenance operations as well as in the signalling area : **fire resistant overalls;**

b/ during refuelling : **fire-resistant overalls, gloves, balaclavas offering complete protection to the face and goggles.**

Penalty : 1 minute "Stop and go" per breach of articles 19.

Doubled penalty for any new offence.

ART. 20 - PIT FITTING-OUT

20.1 - Any fitting-out requiring drilling, welding, or modifications of the pit is only possible after the Organiser's **written agreement**.

20.2 - Any decoration, on the installations and on the ground is not permitted.

The laying of flooring or any other decoration is permitted if it is made from **fireproof materials**, and after the Organiser's written agreement.

20.3 - Foldable brackets, hose(s) support(s) for air, fuel or lighting equipment cannot:

a/ Exceed the external limit of the "working area" (Art. 16.2.3) ;

b/ Be less than **2 metres** above ground level.

20.4 - Air tanks must be securely fastened or anchored once their protective caps are removed. A protective cage or guard around the regulators and fitting must be in place all times. The compliance of the equipments and the period of validity of the air tanks could be checked at any time.

20.6 - Equipment for heating the tyres:

Systems using a fuel are allowed behind the pits until 31/12/2010. However, no naked flame is allowed and a fire extinguisher must be placed permanently next to the equipment when it is running.

ART. 21 - DRIVERS' CHANGE-OVER

21.1 - Drivers' change-over:

Drivers' change-over in a team nominated for a car is permitted:

- a/ When the car has stopped in the pit;
- b/ Under the supervision of the pit Marshal who must know about it;
- c/ With the possible help of a team member (Art. 18.7).

21.2 – Minimum and Maximum Driving Time:

a/ For the LM P1, LM GT1 and LM GT2 categories:

To be granted points, a driver should have been driving at least 45 minutes during the race.

A driver is not permitted to drive more than 4 hours altogether.

A car which a driver has driven for more than 4 hours will not be classified (its drivers will not score points).

b/ For the LM P2 and the Formula Le Mans categories:

To be granted points, a driver should have been driving at least 1 hour 15 during the race.

A driver is not permitted to drive more than 3 hours 30 altogether.

A car which a driver has driven for more than 3 hours 30 will not be classified (its drivers will not score points).

ART. 22 - INTERRUPTION OF THE QUALIFYING SESSIONS OR THE RACE

22.1 - Responsibility:

Decision to interrupt the practice sessions or the race is entirely the Clerk of the Course's responsibility.

22.2 – Modalities:

22.2.1 – If it became necessary, the clerk of the course will stop the Qualifying sessions or the race.

The race director:

- a/ Will order red flags to be shown on the starting line and at all marshal posts
- b/ Will order the red lights (if any) to be turned on at the starting line and around the circuit.

22.2.2 – Race suspension: Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the clerk of the course will order red flags to be shown at all marshal posts and the red lights to be turned on at the starting line.

When the signal is given, overtaking is forbidden, the pit entrance and the pit exit are closed and all drivers must proceed slowly to the red flag, located before the pit entrance, line where the cars must be brought into formation alignment. If the leading car on the track is not at the front of the line, any cars between it and the red flag line will be waved off to complete another lap one minute before the race is resumed.

The Safety Car will be driven to the front of the line of cars behind the red flag line.

Whilst the race is suspended:

- Neither the race nor the timekeeping system will stop,
- **Any intervention is forbidden when the cars are on the grid,**
- Only officials will be permitted on the grid,
- Drivers are authorized to leave their car (but must not go away, take off their helmet and gloves),
- Any driver change is forbidden,
- At any time, drivers must abide by the marshals instructions,
- Repairs and maintenance on cars which were at their pit when the race was suspended may continue under the marshals' supervision, the duration of repairs will be included in the race time. After repairs are completed, any car must go to the end of the pit lane without any outside assistance, waiting for the green light.

22.2.3 - Resuming a race: The delay will be kept as short as possible and as soon as a resumption time is known, teams will be informed via the timing monitors in the pits. In all cases, an audible warning will be given ten minutes before the resumption.

Before the resumption of the race, the following signals will be shown: "10 minutes", "5 minutes", "3 minutes", "1 minute" and "30 seconds", and each of them will be accompanied by an audible warning.

From the "10 minutes" signal, 4 people maximum per car will be permitted on the grid, EXCLUSIVELY to perform the following tasks:

- Assistance to the driver,
- Help to start the engine with an external source of energy,
- Tyre and break checks.

When the "1 minute" signal is shown, engines will be started and all team personnel, tyre and break technicians must leave the grid. If any driver needs assistance after the "30 seconds" signal, the marshals will warn drivers behind with yellow flags.

When the green lights are illuminated, the Safety Car will leave the grid with all cars following, in the order they stopped behind the red flag line. Soon after the last car in line behind the Safety Car passes the end of the pit lane, the pit exit light will be turned green, any car in the pit lane may then enter the track and join the line of cars behind the Safety Car.

The Safety Car will enter the pit lane after one lap, except if some repairs are still in progress (guardrails, tyres, etc...). Then the Clerk of the Course may decide to keep the Safety Car on duty until the end of work.

During this or these laps, Article 5, Chapter II of Appendix H of the International Sporting Code will apply.

If the race cannot be resumed, the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

If at the suspension of the race, at least 70% of the maximum length of the race is complete, all the points will be allocated.

If the race suspension occur between 33 to 70% of the maximal length of the race, the point will be divided by two (2).

If the race suspension occurs before that 33% of the maximal length of the race, it will be cancelled. No point will be allocated.

ART. 23 - NEUTRALISATION OF THE RACE: "SAFETY-CAR"

The 2.9 Annex H of the International Sporting Code is applied except the following :

When the order is given by the Clerk of the course to deploy the Safety Car, all observers' posts will display waved yellow flags and "SC" boards for the duration of the intervention.

The safety car will start from its location with its orange lights illuminated and will join the track regardless of where the race leader is. For Le Mans 24 Hours, there will be 3 Safety cars and for Le Mans series, 2 safety Cars.

All the competing cars must then form up in line behind the Safety Car no more than 5 car lengths apart and overtaking is strictly forbidden before passed in front of a waved green flag, except if any car slows with an obvious problem.

Any car being driven unnecessarily slowly, erratically or deemed potentially dangerous to other drivers at any time whilst the Safety car is deployed will be reported to the stewards. This will apply whether any such car is driven on the track, the pit entry or the pit lane.

While the Safety Car is in operation, competing cars may enter the pit lane, but may only rejoin the track when the green light at the end of the pit lane is on. It will switched on in order to permit to cars waiting at the end of the pit lane to rejoin the track at an appropriate speed until they reach the end of the line of cars behind the safety Car. After the last car has passed the green light, it will turn on red.

Under certain circumstances the Clerk of the Course may ask the safety car to use the pit lane. In this case provided its orange lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.

When the Clerk of the Course calls in the Safety Car, its orange lights will be extinguished; this will be the signal that it will be entering its location at the end of that lap. At this point, the first car in line behind the Safety Car may dictate the pace and, if necessary, fall more than 5 car lengths behind it.

In order to avoid the likelihood of accidents before the Safety Car returns to its location, from the position at which the lights on the car are extinguished, drivers must proceed at a pace which involves no erratic acceleration, braking or other manoeuvre which is likely to endanger other drivers or impede the restart.

When the Safety Car is back at its location, green flags will be waved at observers' posts. These will be displayed for no more than one lap.

Each lap completed while the Safety car is deployed will be counted as a race lap.

If the race ends whilst the Safety Car is deployed, race cars will see the chequered flag shown on the finish line as normal without overtaking.

In case of dangerous driving when the safety-car is in operation:

Penalty: 3 minutes Stop and Go, engine switched off:

Possible exclusion of the driver.

ART. 24 - FINISH

24.1 Chequered flag: The chequered flag will be presented to the first car that has covered the distance of the race which is specified in the supplementary regulations as it crosses the start/finish line on the race track. If this distance has not been covered, the end-of-race signal will be presented to the leading car at the end of the 6th hour of the race for the 1 000km races or at the end of the 3rd hour of the race for the 500km races.

For any other case the Race Control will specify during the briefing when the chequered flag will be presented if the distance has not been covered.

24.2 - Early or late finish:

24.2.1 – Should, for whatever reason, the chequered flag be displayed **before** the prescribed time for the race having elapsed (with the exception of stopping the race as specified in Art. 22), the race will be considered over when the leading car has crossed the start/finish line for the last time before the chequered flag was waved.

24.2.2 - Should, for any reason, the chequered flag be **delayed**, the race will be deemed to be finished when the prescribed time has elapsed.

ART. 25 – CLASSIFICATIONS

25.1 - The following classifications will be established:

A/ General Classification (Categories joined together).

B/ “LE MANS” Prototype Categories:

a/ Group "LM" P 1

b/ Group "LM" P 2

C/ “LE MANS” Grand Touring Categories:

a/ Groups "LM" GT1

b/ Groups "LM" GT2

25.2 - Classification requirements:

25.2.1 - The car placed 1st is the one which has covered the longest distance when the chequered flag is shown (the position of the cars on the starting grid is not taken into account).

25.2.2 - To be classified every car shall:

a/ Cross the Start/Finish line **on the race track** when the chequered flag is waved save in case of “force majeure” at Stewards’ discretion. It is forbidden to stop on the race track, waiting for the chequered flag;

b/ Have achieved a distance at least equal to 70 % of the distance covered by the winning car.

25.2.3 - Cars will be classified according to **total number of laps achieved** during the duration of the race. For those who have achieved the same number of laps, the time when they have crossed the Finish Line will be taken into account for the order of classification.

25.2.4 - Should the race be run in two (or more) parts, the distances covered in each of them will be added up. In this case, the winning car is the one which has covered the overall longest distance:

Dead heat: the order will be fixed according to **the addition of the times** achieved in each part.

25.3 - Parc Fermé:

25.3.1 - As soon as the Chequered Flag is waved, all competing cars must proceed to the “**Parc Fermé**” together with a team representative, under the supervision of the Officials.

25.3.2 - Possible **Exclusion** for any car which does not proceed to the Parc Fermé as soon as possible.

25.4 - Results / Official classifications:

Only those results and classifications published and posted by the Organiser on the official notice board will be deemed the official ones.

ART. 26 - PRESS MEETINGS

✧ After the qualifying session

As soon as the second qualifying session is over, pole position drivers in each category shall attend the press conference.

✧ Venue: Press Room

Team Managers are responsible for their drivers’ abiding by these rules.

Penalties: at the Stewards’ discretion.

✧ 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 & 3rd in the event overall Classification and 1st in each Category and Group (Art. 1) shall attend:

- a/ The interviews;
- b/ The Winners' Press Meeting.

✧ Venue: Press Room

Team Managers are responsible for their drivers' abiding by these rules.

Penalties: at the Stewards' discretion.

ART. 27 - TROPHIES & CUPS

27.1 – Trophies and Cups:

- Venue: on the podium, immediately after the Finish.
- Mandatory attendance:
 - a/ Whole teams placed 1st, 2nd & 3rd in the event Overall Classification;
 - b/ Whole teams placed 1st, 2nd & 3rd in each Category and Group;
 - c/ Team winner of the Michelin Green X Challenge (categories joined together).

Penalties: at the Stewards' discretion.

ART. 28 - INSTRUCTIONS & COMMUNICATIONS TO COMPETITORS

Ref. to "ACO 2010 Specifications"

28.1 - Instructions, decisions, notifications or information issued by the Officials will be sent to the Competitors in writing.

28.1.1 - Competitors shall acknowledge receipt of them: mandatory signature of the Competitor or his nominated representative.

28.1.2 - Should the Competitor or his representative refuse to sign: exclusion of the Competitor and his car(s).

28.2 - Notifications and decisions made by the Officials, and the results (practice sessions and the race) are posted on the official notice board.

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, and together with a fee, the amount of which is decided by the ASN of the country where the race is run.

29.3 – *Fines applied according to the present Regulations will have to be paid by cash to LMEO or its representative who will be sole beneficiary.*

29.4 - *The company LMEO, in its quality of organiser, can submit to the stewards board a request to revise the classifications in the case where an evident purely technical mistake concerning their elaboration is revealed at a later time. The organiser will be able to act on this right of revision during the month following the publication of the classifications. Following their referral, the stewards board will have to issue their decision within fifteen (15 days). Failing the possibility to meet physically, they will be allowed to exchange and deliberate by using all available means of communication.*

Their decision can be subjected to an appeal in accordance with the proper form, delays and conditions as stated by the International Sporting Code.

ART. 30 - RELATIONS WITH THE ORGANIZER AND WITH THE REGULATION BOARD

- All acts, decisions, deeds or documents of the administration of the race following the questions of drivers, manufacturers or competitors will non-invocable to the sport authorities represented by the Race Control and the Stewards Board.

- Each competitor, manufacturer or driver who wishes to obtain any precision on a specific point of the regulations invocable to the sport authorities (the Race Control and the Stewards Board) will be able to submit the matter to the Regulation Board made up of the three following persons:

1. P. Peter
2. D. Poissenot
3. JF. Veroux

In this purpose he shall submit to LMEO a properly justified request regarding the specific question he wishes to obtain precisions on.

The request will not be admissible unless a € 1,000 deposit is enclosed in order to cover the organisation expenses and the operating costs of the Regulation Board.

The aforementioned Regulation Board shall give a verdict within 8 days from the receipt of the request.

It will not be possible to appeal against the decisions of the Regulation Board. The aforesaid decisions will have a statutory value.

ART. 31 - ANTI-SPORT BEHAVIOUR

The Clerk of the Course may submit to the Stewards Board any case of unfair competition or anti-sport behaviour of a driver, competitor or a manufacturer even if the involved claims the literal application of the current regulations.

ART. 32 - SUPPLEMENTARY REGULATIONS

The supplementary regulations may contain some overriding clauses taking into account the specificity of each race.

ART. 33- FINAL TEXT

*a/ The **French version** is the only one valid;*

*b/ Any interpretation of these regulations is the **AUTOMOBILE CLUB DE L'OUEST**'s exclusive responsibility*

APPENDICES

I - INSURANCE

- ✧ *The Organiser has taken out an insurance policy, in accordance with the ASN Regulations.*
- ✧ *A copy of the contract is available on request, from the circuit.*

II – TRADE MARKS AND RIGHTS: Ref. to "A.C.O. 2010 Specifications"

The following Trademarks have been filed by the Automobile Club de l'Ouest :

- « 24 HEURES DU MANS »®
- « LE MANS-24 HOURS » ®
- « 24 HEURES DU MANS – RACING »®
- « LE MANS-24 HOURS – RACING » ®
- « LE MANS » ®
- « LE MANS – VINTAGE » ®
- « LE MANS RACING » ®
- « LE MANS LEGEND » ®
- « LE MANS SERIES » ®
- « LE MANS CLASSIC » ®
- « LE MANS ENDURANCE » ®
- « L.M » ®
- « 24 » graphisme®
- « 24 HEURES MOTO » ®
- « MASTER OF ENDURANCE »
- « 24 HEURES CAMIONS » ®
- « 24 HEURES » ®
- « 24 HEURES DU MANS HISTORIQUES » ®
- « RADIO LE MANS » ®
- « RADIO 24 HEURES » ®
- « PETIT LE MANS » ®
- « ACO » ®
- « LE MANS FUJI – 1000 KM »
- « AMERICAN LE MANS SERIES »
- « ASIAN LE MANS SERIES »
- «EUROPEAN LE MANS SERIES »
- « WORLD LE MANS SERIES »

1. *Any promotional and/or commercial use of one or several of these marks is subject to previous agreement with the Automobile Club de l'Ouest .*

2. *Intangible and intellectual property rights assignment*

2.1. *Image rights / Sound recordings*

The Competitor hereby grants to Automobile Club de l'Ouest (hereafter referred to as « ACO ») a royalty-free authorization to use all pictures and sound recordings (including, without limitation, photographs, audiovisual or sound programmes and radio programmes) hereafter referred together to as the "Images and Sounds", representing in whatever manner the Competitor and/or its pilots and/or its team before, during, and after the race and all events connected to the race. This authorization is granted by the Competitor to the ACO for a term of ten years minimum, this term being automatically and indefinitely renewed every two years. The Competitor is informed that, should it decides to terminate the above-mentioned authorization, he is under the obligation to send to ACO a registered letter with acknowledgement of receipt at least two months before the anniversary date of every contractual period. This anniversary date is the 1st November before the term of every contractual period. It is expressly agreed that, in any case, the termination of the authorization to use the "Images and Sounds" shall not lead to the termination of the authorization of use of the "Images and Sounds" already granted by the ACO.

The authorization of use of the Images and Sounds granted by the Competitor hereby is fully and totally independent from the ACO's right to operate the events and sporting contests it organises, in accordance with Article L. 333-1 of the French Sport Code.

2.2. *Author's rights /designs and models rights*

The Competitor hereby assigns to ACO on a non-exclusive and royalty free basis all intellectual property rights related to the team's name, the designations, designs, models or logos associated to the team and to the car(s) of the team (hereafter referred to as the "Creations") used by the Competitor before, during and after the race and/or all events connected to the race for the entire legal protection period of the Creations. The rights granted include in particular, without limitation:

The reproduction right, permanent or temporary, the right of adaptation, the right of translation, the right of marketing, on any supports (in particular, without limitation, books, notebooks, posters, postcards, scale model cars, DVD, video games, clothes or household products, and other spin-off products), in any commercial networks and under any brands and/or trademarks, in particular for the purposes of the exploitation and commercialisation of the Creations, off-line or on-line, as well as their utilisation, presentation, promotion and advertising, in particular, without limitation within promotional, cultural, press and/or public relations events;

The right of representation in any public place notably by television broadcasting, cabo-distribution, downloading and more generally by any vectors or networks (notably, without limitation, analogical or digital, telecommunication or computing, including Internet network), in particular for the purposes of the commercial exploitation of the Creations as well as their utilisation, presentation, promotion and advertising, in particular, without limitation within promotional, cultural, press and/or public relations events.

It is expressly acknowledged and agreed that the ACO shall be entitled to use and operate the Creations, either directly or indirectly, and that the ACO shall be entitled to grant, on a non-exclusive basis, the Creations to sub-contractors, licensees as well as any other third parties designated by the ACO.

The authorization of use of the Creations granted by the Competitor hereby is fully and totally independent from the ACO's right to operate the events and sporting contests it organise, in accordance with Article L. 333-1 of the French Sport Code.

2.3. Trademarks

The Competitor hereby grants to ACO a non-exclusive, royalty-free license, on all trademarks related to the name of the team and the associated designations, designs, models or logos (hereafter referred to as the "Trademarks") used by the Competitor before, during and after the race and/or all events connected to the race, for the territory of protection of the Trademarks and during all the duration of their legal protection. These rights contain in particular, without limitation, the right of reproduction, use, apposition and, more generally, of exploitation in any form, on a royalty-free basis or not, of the Trademarks.

It is expressly reminded that the ACO is allowed to use and operate the Trademarks, either directly or indirectly, and that the ACO shall be entitled to grant, on a non-exclusive basis, the Trademarks to sub-contractors, licensees as well as any other third parties designated by the ACO.

The authorization of use of the Trademarks granted by the Competitor hereby is fully and totally independent from the ACO's right to operate the events and sporting contests it organise, in accordance with Article L. 333-1 of the French Sport Code.

2.4. Representations and warranties

The Competitor represents and warrants that he has the full and entire ownership of the intellectual property rights related to the Creations and the Trademarks. He also represents and warrants that neither the Creations nor the Trademarks infringe and/or harm the rights of any third parties.

Generally, the Competitor represents and warrants to the ACO the free and exclusive use and exercising of the rights transferred over the Images and Sounds, the Creations and the Trademarks. The Competitor undertakes to guarantee and to compensate the ACO as well as its transferees and successors against any claim, request for banning of use and/or damages, action for forgery and/or invalidation, action for breach of a right to images and, generally, against any action emanating from any third parties whatsoever. In particular, the Competitor undertakes to reimburse all of the damages, expenses (including attorneys' fees) and fines that the ACO may be obliged to pay and to compensate it for the prejudice suffered.

The Competitor also undertakes to obtain from its sponsors, pilots, team and constructors an authorization according to which ACO is entitled to exploit and operate, under the terms and conditions mentioned above in articles 2.1, 2.2 and 2.3, the Images and Sounds, the Creations and the Trademarks. In case of breach of this obligation, the Competitor undertakes to reimburse all of the damages, expenses (including Attorneys fees) and fines that the ACO may be obliged to pay and to compensate it for the prejudice inferred from the breach of this contractual obligation.

2.5. Miscellaneous

ACO shall be free to transfer or to grant the rights, which have been granted to it by the Competitor. This assignment binds the successors and assignees of the Parties. If one or several of the provisions of this contract should be unenforceable, annulled or declared invalid by the definitive decision of any jurisdiction and for whatever reason, the result would not be the invalidity of the whole assignment of rights; the affected provisions of this contract shall be deleted and the other provisions shall remain into force.

2.6. 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 - POINTS ALLOCATION

A. Teams' classification:

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

Teams' classification scale:

Positions	1	2	3	4	5	6	7	8	9	10	11	12
Points	15	13	11	9	8	7	6	5	4	3	2	1
Pole position	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 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) (art. 21.2 of the current regulations). 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 and Formula Le Mans categories, a car which a driver has driven for more than 3 hours 30 minutes will not be classified (its drivers will not score points) (art. 21.2 of the current regulations). 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:

Positions	1	2	3	4	5	6	7	8	9	10	11	12
Points	30	26	22	18	16	14	12	10	8	6	4	2
Pole position	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 and Formula Le Mans 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 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 of category during the season, he would not be able to accumulate the points obtained in each categories.

Drivers' classification scale:

Positions	1	2	3	4	5	6	7	8	9	10	11	12
Points	15	13	11	9	8	7	6	5	4	3	2	1
Pole position	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, his 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 on 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, his drivers will score 2 points.

C. Manufacturers' Classification:

"Manufacturer(s)" means in this regulations 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 appears 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, it 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.

D – Michelin Green X Challenge Classification:

A green Index Award taking fuel consumption into account is created. The car having, as best as possible, preserved environment with the best energy efficiency will be awarded.

The "Michelin Green X Challenge" classification will consider all classified cars and the results will be published after the finish of each race. No Distinction will be made between the different categories and the winner will be awarded.

The points will be granted to the teams from the first (40 points) to the fortieth position (1 point) in accordance with a decreasing numerical order:

1 st	–	40pts
2 nd	–	39pts
3 rd	–	38pts
4 th	–	37pts
..... 10 th	–	31pts
..... 20 th	–	21pts
..... 30 th	–	11pts
.....40 th	–	1pt

The leading team in the « Michelin Green X Challenge » overall classification shall affix on each side and in front of the car (close to the race number whether it would be possible) a 16cm diameter identification sticker

The energy efficiency index (IRE) is calculated as follow:

$$\frac{\text{Distance covered}}{\text{Total time – Pit stops time}}$$

$$\frac{\text{Number of litres X Density X Energy Value}}{\text{Distance covered}}$$

For the last refuelling, consumption will be calculated in proportion to accomplished laps between refuelling and the finish.

The autonomous fuel rig will have to be fitted with a fuel weighing system in compliance with the article 2, appendix A of the ACO technical regulations. Refuelling will have to be carried out under the control of a pit marshal.

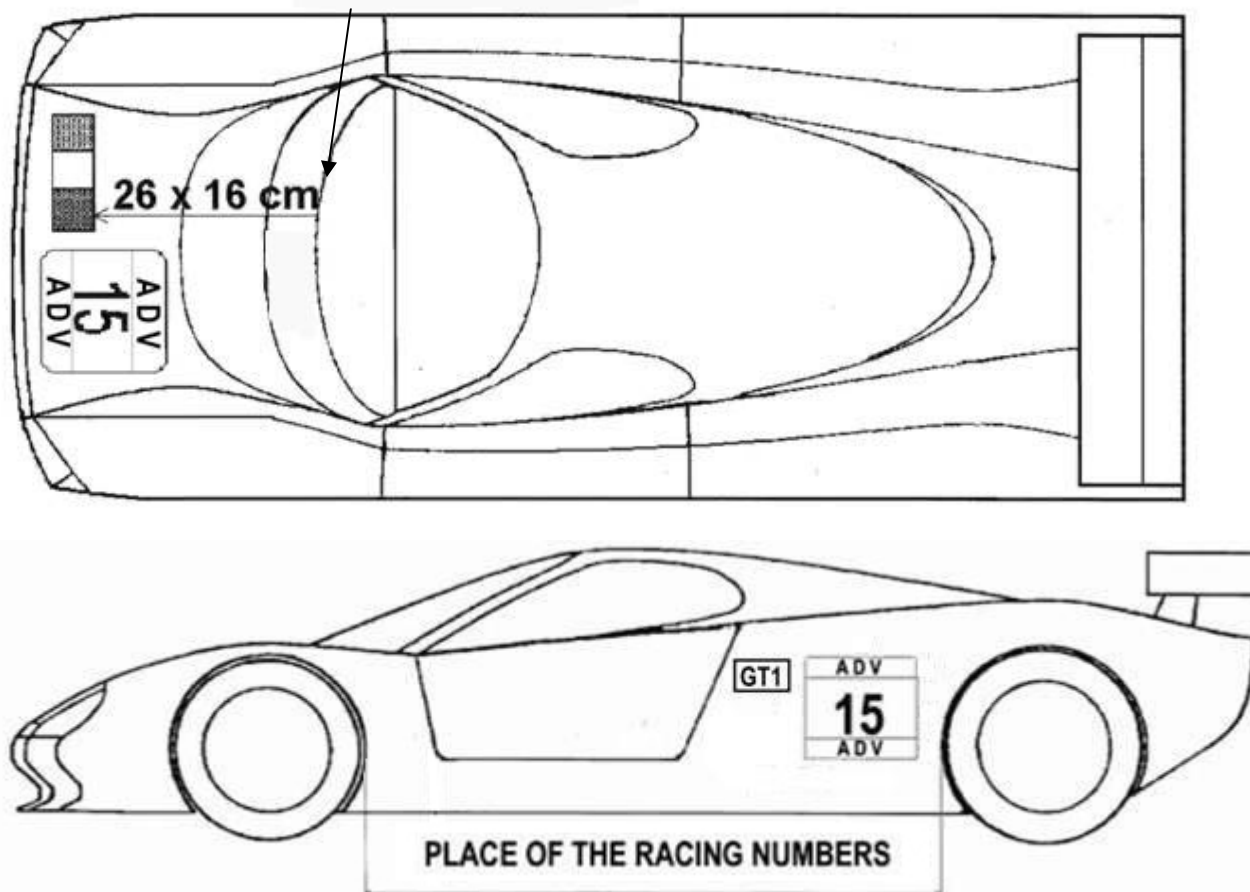
E. General regulations regarding the classifications:

- ✧ Any competitor entering at least one race will be classified.
- ✧ Except for the Michelin Green X Challenge classification, the points will be independently allocated for each category ("LM"P1, "LM"P2, "LM" GT1, "LM" GT2).
- ✧ The classification will be drawn up by adding the results of all the rounds of the season.
- ✧ In the case of joint winners, the number of victories in the category during the season, then the first victory, then the numbers of second places in the category during the season, then the first second place will break the tie, and so on...
- ✧ Penalties imposed to the competitors for an engine replacement will be balanced with the points scored. This rule will be applied to all the classifications.
- ✧ Provided the team has participated in each of the races of the season, the competitor whose cars are ranking first and second in each category at the end of the season will be automatically selected for the following year Le Mans 24 Hours (on condition that the team will enter the whole following year Le Mans Series).
If these two cars are from the same team, only one car will be selected and the second selection will be automatically given to the third car in the category classification.
Each competitor considering suffering from a case of force majeure preventing him to attend one of the Series' race, shall ask the Race Director, **before the start of the race**, to refer to a committee appointed to study if the case of force majeure conditions are fulfilled.
At the same time, the competitor must provide the race director with all necessary documents to appreciate the case of force majeure.
This appointed Committee, whose decision will be final, will be made of the selection committee members.
Should the team whose car finishes first or second has already got one selection for another reason (Same year Le Mans 24 Hours result...), then it will benefit from a second automatic selection for the following year Le Mans 24 Hours.
Should the team whose car finishes first or second have already two (2) selections for another reason (Same year Le Mans 24 Hours and Petit Le Mans result) then it is the next team in the classification that will receive an automatic selection.
In accordance with the article 74 of the International Sporting Code, claims about the classifications made at the end of the race, must be submitted unless material impossibility admitted by the Steward's, at the latest thirty (30) minutes after having being displayed.

IV – ADVERTISING

- a. Competitors will have to affix on their cars (before the qualifying sessions), the advertising of the Organiser (see drawing).
The LE MANS SERIES patch will be sewn on the drivers' overalls in the respect of the FIA safety rules.
Any breach to this article may lead to the exclusion of the car.
- b. Advertising (on cars and on Drivers' race-suits) must comply with the National Sporting Authority.
- c. Any advertising, promotional action or public relations and communication activities within the circuit or close to the track will be permitted only after a prior written agreement.
- d. Pits can not be used either for advertising or promotional purposes.
- e. 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 (breach of this article could lead to some financial charges, see the Organiser).
- f. Aerial advertising, promotional action or public relations and communication activities within the aerial space above the circuit or above the areas close to the track is strictly forbidden, unless specific authorisation from the Organiser.
- g. The use of any kind of heli surface is strictly forbidden within the circuit premises unless specific authorisation from the Organiser.

V – NUMBERS, FLAGS, ADVERTISING FROM THE ORGANISERS AND ON BOARD CAMERAS



The Organisers reserves the right to install one or more on board camera in or on the cars.

When an on-board camera is installed in the cockpit, teams are not allowed to place stickers from their sponsors on either the dashboard or anywhere else in the car. Penalty: Car will be stopped to remove the stickers.

Only a sticker bearing the name of the team (the one on the competitor's licence) is allowed. However, teams that would like to put sponsor's sticker(s) in front of an on board camera put in the cockpit may ask the organisation for a quotation for the installation of a dedicated on board camera.

VI – FACILITIES FOR "LE MANS SERIES" COMPETITORS

Credentials:

Each competitor will get:

- ⇒ 20 passes per car admitted to practice.
- ⇒ 5 car passes.

Working Facilities

Per car admitted to practices:

- ⇒ 1 pit garage (to be shared with another team from time to time).
- ⇒ 1 parking place (15 x 4 m) for a trailer.
- ⇒ One 80 sq. m area for additional services.

Use of the working Facilities

⇒ Under no circumstances, these areas should be used for public relations, hospitality or promotional activities, neither exceed two levels.

For any infringement: Fine at Stewards' discretion.

Support

Save a prior written agreement with the Organiser, all companies asking for a "Service area" will have to pay an access fee into the paddock after they have provided the Organiser with the list of the cars using their equipment.

Pit video monitor (pictures of the race, classifications)

- ⇒ Each pit will be supplied with a TV signal (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 Organisers.

Connection and/or video installation in the signalling area

Only the time and scoring firm appointed by the Organisers will be authorised to connect and set up the "lap by lap" equipment.

VII - FUEL

Characteristics

The characteristics of the fuel delivered by the Organisers' supplier (petrol, bio-ethanol, & diesel) will be passed on the competitors at least one month prior the beginning of the season.

Use of the fuel

The fuel provided by the Organisers' supplier (petrol and diesel) shall be used by all the competitors during

- ⇒ The Official LE MANS SERIES testing
- ⇒ Every event (free & qualifying practices, warm up & race)

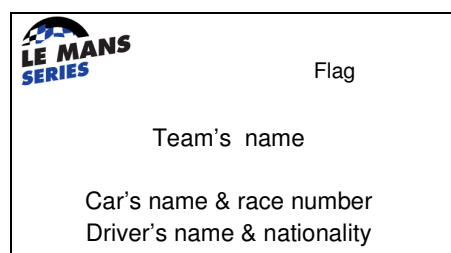
Controls

At any time, it is strictly prohibited to use petrol supplied during another previous event than L.e Mans Series

- ⇒ The fuel will be subject to controls operated at random by the A.C.O Scrutineers.
- ⇒ Analysis will be carried out at on-site laboratories on duty & if necessary by external laboratories for further examinations.
- ⇒ In the case of cheating, the penalty is exclusion of the Competitor.

VIII – IDENTIFICATION OF THE PIT GARAGES

The teams shall identify their pit garage, pit lane side, with the means of a board including the followings:



- ⇒ LE MANS SERIES logo (available on request) -top left,
- ⇒ Team's name and nationality (flag – top right),
- ⇒ Car's name and race number- below,
- ⇒ Name and nationality of the drivers –below.

Size: 2.5-mt long & 0.80m-high, according to the drawing aside:

IX – DATA RECORDING SYSTEM

In 2010, the ACO will use a data recording system, which must be fitted to every car, and allow the monitoring of:

- boost pressure of turbocharged engines and the vacuum in the air boxes of normally aspirated engines;
- wheel speed ;
- the temperature in the cockpit (for closed cars).

Recorders will be automatically downloaded during the pit stops, using the WIFI technology.

The system is made of 2 parts:

- 1 – a support (equipped with 1 or 2 pressure sensors, a WIFI transmitter, etc...) which must be fixed permanently on the car.

This equipment must be bought by the competitor for his first participation in a “Le Mans Series” event or in the “24 Hours of Le Mans”.

Price of the equipment:

a/ with 1 sensor : € 3,200 + VAT.

b/ with 2 sensors : € 3,900 + VAT.

- 2 – A recorder, which remains the ACO's property, can be installed in cars at any time during the event by the Scrutineers.

For any queries or to get specifications, please contact M. Daniel Perdrix (d.perdrix@lemans.org).