



# 2018 SEASON

## MEDIA GUIDE



# PIERRE FILLON

PRESIDENT OF THE AUTOMOBILE CLUB DE L'OUEST

“On behalf of the ACO I would like to welcome you to the 2018 European Le Mans Series.

As the world's leading continental endurance race series the ELMS has continued to adapt, grow and improve. This season sees the ELMS keep building on the strong foundations forged over the past five seasons and once again will feature a large grid of 41 cars and six 4-hour races on six of Europe's leading circuits.

The 24 Hours of Le Mans has always been the ultimate aim for many competitors in the ELMS and while it is not a round of the series, every team and driver wants to win the race. ELMS teams and drivers have always done well at Le Mans and this success underlines the European Le Mans Series position as an important step on the endurance racing career ladder. The right to be called an ELMS race winner and European Champion is something that any team and driver wants to add to their racing CV.

The 2018 season will continue where 2017 left off and provide some of the best racing found anywhere in the world. We look forward to you joining us for the next chapter in the long history of the ELMS.”

Pierre Fillon  
*President*  
*Automobile Club de l'Ouest*



# GERARD NEVEU

CEO EUROPEAN LE MANS SERIES



“Welcome to the 2018 European Le Mans Series. The new season sees a new brand identity for Europe’s leading sportscar series. In January we launched a new logo which was created to reflect the dynamism of the series and to provide an instantly recognisable brand for the European Le Mans Series and also for the competitors, the media and the fans.

The ELMS continues to offer a strong package of entertainment for everyone involved in the series – teams, drivers, sponsors, fans and the media. This has been underlined by the unveiling of a 41 strong full season entry, including the biggest ever grid in LMP2 in the ELMS.

The European Le Mans Series will continue to deliver great entertainment at the next five events in Italy, Austria, UK, Belgium and Portugal with a great support race package at each round and the chance to share the spotlight with the FIA World Endurance Championship at Silverstone in August.

We would like to thank everyone who has helped make the ELMS the success it has become over the past five seasons. The teams and drivers, the partners, Dunlop and Rebellion Timepieces, for their continued support, the media and TV for providing great coverage around the world and also to the thousands of fans who follow the ELMS at the track and at home.

We look forward to welcoming you at one of the ELMS weekends in 2018.”

Gérard Neveu  
CEO  
*European Le Mans Series*

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# 2018 CALENDAR

EUROPEAN LE MANS SERIES 2018

  
  
09 > 10 April  
**TEST - LE CASTELLET**

  
  
13 > 15 April  
**LE CASTELLET** **1<sup>st</sup>**

  
  
11 > 13 May  
**MONZA** **2<sup>nd</sup>**

  
  
20 > 22 July  
**RED BULL RING** **3<sup>rd</sup>**

  
  
17 > 18 August  
**SILVERSTONE** **4<sup>th</sup>**

  
  
21 > 23 September  
**SPA-FRANCORCHAMPS** **5<sup>th</sup>**

  
  
26 > 28 October  
**PORTIMÃO** **6<sup>th</sup>**

# 2017 KEY FIGURES

EUROPEAN LE MANS SERIES 2018

**46** CARS 

**9** MANUFACTURERS

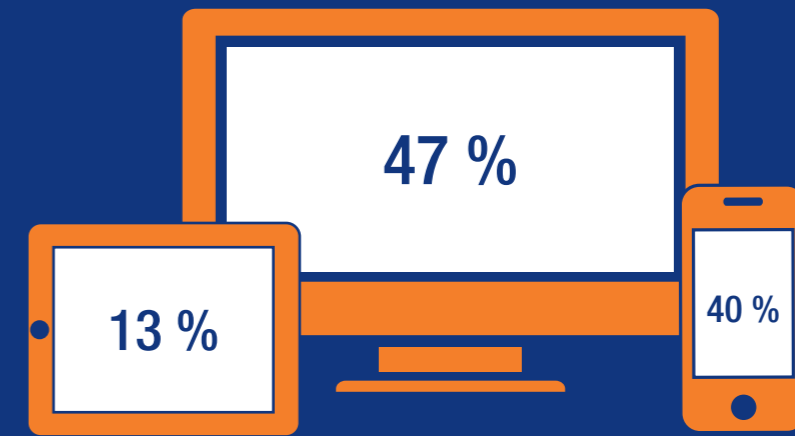
 **708**  
ACCREDITED MEDIA  
**327**  
PHOTOGRAPHERS

 **35**  
TEAMS

FROM **15**  
NATIONALITIES

  
UP TO **100 000**  
SPECTATORS ON RACE

 **15 500**  
MEALS SERVED IN THE TEAM CATERING DURING THE SEASON



**199 705** VISITORS



  
**20 700**  
FANS

+9 000 (01/03-31/10)

  
**8 530**  
FANS

+2 900 (01/03-31/10)

  
**4 450**  
FANS

  
**3 223**  
FANS

# SEASON ENTRY LIST

EUROPEAN LE MANS SERIES 2018

## LMP2

P2

N°		NAT	T	CARS
21	DRAGONSPEED	USA	M	Oreca 07 - Gibson
22	UNITED AUTOSPORTS	USA	D	Ligier JSP217 - Gibson
23	PANIS BARTHEZ COMPETITION	FRA	M	Ligier JSP217 - Gibson
24	RACING ENGINEERING	ESP	D	Oreca 07 - Gibson
25	ALGARVE PRO RACING	PRT	D	Ligier JSP217 - Gibson
26	G-DRIVE RACING*	RUS	D	Oreca 07 - Gibson
27	IDEC SPORT	FRA	M	Ligier JSP217 - Gibson
28	IDEC SPORT	FRA	M	Ligier JSP217 - Gibson
29	DUQUEINE ENGINEERING	FRA	M	Oreca 07 - Gibson
30	AVF BY ADRIÁN VALLÉS	ESP	D	Dallara P217 - Gibson
31	APR - REBELLION RACING	PRT	D	Oreca 07 - Gibson
32	UNITED AUTOSPORTS	USA	D	Ligier JSP217 - Gibson
35	SMP RACING	RUS	D	Dallara P217 - Gibson
39	GRAFF	FRA	D	Oreca 07 - Gibson
40	G-DRIVE RACING	RUS	D	Oreca 07 - Gibson
47	CETILAR VILLORBA CORSE	ITA	D	Dallara P217 - Gibson
49	HIGH CLASS RACING	DNK	D	Dallara P217 - Gibson

## LMP3

P3

N°		NAT	T	CARS
2	UNITED AUTOSPORTS	USA	M	Ligier JS P3 - Nissan
3	UNITED AUTOSPORTS	USA	M	Ligier JS P3 - Nissan
4	COOL RACING	CHE	M	Ligier JS P3 - Nissan
5	NEFIS BY SPEED FACTORY	ESP	M	Ligier JS P3 - Nissan
6	360 RACING	GBR	M	Ligier JS P3 - Nissan
7	ECURIE ECOSSE / NIELSEN	GBR	M	Ligier JS P3 - Nissan
8	DKR ENGINEERING*	LUX	M	Norma M 30 - Nissan
9	AT RACING	AUT	M	Ligier JS P3 - Nissan
10	OREGON TEAM	ITA	M	Norma M 30 - Nissan
11	EUROINTERNATIONAL	USA	M	Ligier JS P3 - Nissan
12	EUROINTERNATIONAL	USA	M	Ligier JS P3 - Nissan
13	INTER EUROPOL COMPETITION	POL	M	Ligier JS P3 - Nissan
14	INTER EUROPOL COMPETITION	POL	M	Ligier JS P3 - Nissan
15	RLR MSPORT	GBR	M	Ligier JS P3 - Nissan
16	BHK MOTORSPORT*	GBR	M	Ligier JS P3 - Nissan
17	ULTIMATE	FRA	M	Ligier JS P3 - Nissan
18	M RACING - YMR	FRA	M	Ligier JS P3 - Nissan
19	M RACING - YMR	FRA	M	Norma M 30 - Nissan

## LMGTE

GTE

N°		NAT	T	CARS
55	SPIRIT OF RACE	CHE	D	Ferrari F488 GTE
66	JMW MOTORSPORT	GBR	D	Ferrari F488 GTE
77	PROTON COMPETITION	DEU	D	Porsche 911 RSR
80	EBIMOTORS	ITA	D	Porsche 911 RSR
83	KROHN RACING	USA	D	Ferrari F488 GTE
88	PROTON COMPETITION	DEU	D	Porsche 911 RSR

# PRESENTATION

2018

The European Le Mans Series continues to go from strength to strength. Europe's leading sportscar series will once again visit six of Europe's leading race circuits, five of which are current Formula One circuits, attracting the cream of the team and driver talent from around the world.

Once again the grid will feature three classes – LMP2, LMP3 and LMGTE. As in 2017, the ELMS will feature six 4-hour races at Le Castellet (FRA), Monza (ITA), Red Bull Ring (AUT), Silverstone (GBR), Spa-Francorchamps (BEL) and Portimão (PRT). The only difference is the season will begin in Le Castellet, with Silverstone moving to a summer date in August.

The season will start at Le Castellet immediately following on from the Official Test at the same venue. Round 2 will take place at Monza, with the second 4-hour race on the fastest track on the ELMS calendar. The third round will be held in magnificent setting of the Red Bull Ring before moving on to the UK for the 4 Hours of Silverstone on the same weekend as the FIA WEC. Spa-Francorchamps will once again host an ELMS event in September and the season will conclude at the Autódromo Internacional do Algarve in Portugal.

In 2017, the ELMS was the only place to see three of the manufacturers, Dallara, Ligier and Oreca, go head-to-head. The result were new lap records set and plenty of action that saw wins for all three manufacturers in the first season of the new rules.

Expect more action packed racing across the whole ELMS field in 2018.

# CIRCUITS

**EUROPEAN LE MANS SERIES 2018**



# LE CASTELLET

FRANCE / 13-15 APRIL



Length: 3.61 miles

Turns: 14



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**European Le Mans Series results 2017**

LMP2: SMP Racing – Dallara P217- Gibson n°27 – Isaakyan / Orudzhev  
LMP3: United Autosports – Ligier JS P3 - Nissan n°2 - Falb / Rayhall  
LMGTE: Spirit of Race - Ferrari 488 GTE n°55 - Cameron / Griffin / Scott

**European Le Mans Series results 2016**

LMP2: Thiriet by TDS Racing – ORECA05 Nissan n°46 – Beche / Conway / Thiriet  
LMP3: Graff – Ligier JS P3 Nissan n°9 - Guibbert / Petit / Trouillet  
LMGTE: JMW Motorsport - Ferrari F458 Italia n°66 - Bertolini / Butcher / Smith

**European Le Mans Series results 2015**

LMP2: Greaves Motorsport - Gibson 015S Nissan n°41 - Hirsch / Wirdheim / Lancaster  
LMP3: Team LNT - Ginetta Nissan n°3 - Hoy / Robertson  
LMGTE: Gulf Racing UK - Porsche 911 RSR n°86 - Wainwright/ Caroll / Keen  
GTC: TDS Racing - BMW Z4 GT3 n°59 - Perera / Lunardi / Dermont

Built in 1970 by the French aniseed drink tycoon, Paul Ricard, the circuit which bears his name has hosted 14 F1 Grand Prix, 22 Bols d'Or and 12 World Championship Moto GP events. In 2018 Formula One returns to Le Castellet with the French Grand Prix on the 24 June. Totally renovated by Philippe Gurdjian at the start of the 2000s, the circuit became the benchmark for motor sport safety, most notably because of the asphalt run-off areas used instead of gravel traps.

Formerly exclusively reserved for teams' and manufacturers' development testing, the circuit re-opened its doors to the general public in 2009 at the instigation of its then director, and current ELMS CEO, Gérard Neveu.

In 2013 the ELMS season finale was held at Le Castellet, while in 2014 it became the penultimate race of the series when Estoril was added to the schedule. In 2015 history was made at Le Castellet when the very first LMP3 title was won after Sir Chris Hoy and teammate Charlie Robertson, after the British drivers won their third race of the year.

In 2017 the 4 Hours of Le Castellet saw the first international victory in LMP2 for the Dallara P217-Gibson when SMP Racing took the chequered flag. It also saw the second win of the year for US duo John Falb and Sean Rayhall on their way to the LMP3 title with United Autosports at the end of the year. The race saw the second LMGTE class win for the no55 Spirit of Race Ferrari.

In 2018 the Official ELMS Test will return to the Circuit Paul Ricard and will be immediately followed by the opening race of the season, the 4 Hours of Le Castellet.

EUROPEAN  
**LEMANS**  
SERIES



# MONZA

ITALY / 11-13 MAY



Length: 3.1055 miles

Turns: 10



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**European Le Mans Series results 2017**

LMP2: G-Drive Racing – Oreca 07 - Gibson n°22 – Rojas / Hirakawa / Roussel  
LMP3: M.Racing - YMR – Norma M 30 - Nissan n°19 - Capo / Creed  
LMGTE: JMW Motorsport - Ferrari 458 Italia n°66 - Smitt / Fannin / Cocker

Built in 1922 Monza is one of the oldest race circuits in the world and is in fact the third oldest purpose built track after Brooklands and Indianapolis. The circuit is located north of Milan in a woodland setting and has three tracks - the 5.793-kilometre (3.600 mi) Grand Prix track, the 2.405-kilometre (1.494 mi) Junior track and a now disused 4.250-kilometre (2.641 mi) high speed oval track.

The Grand Prix track that the ELMS competitors will use includes corners that are known all around the world - the Curva Grande, the Curva di Lesmo, the Variante Ascari and the Curva Parabolica.

2017 saw a return to Monza by the ELMS for the first time since 2008. The 4 Hours of Monza was won by eventual champions, the G-Drive Racing team. The LMP3 class saw a first class victory on the international stage for the Norma M30-Nissan, with the no19 M.Racing-YMR coming home ahead of the large field of cars. The eventual LMGTE Champions JMW Motorsport also scored a fairy tale victory in the last race for the team's Ferrari F458, before the British outfit switched to the F488 in time for the 24 Hours of Le Mans.



# RED BULL RING

AUSTRIA / 20-22 JULY



Length 2.46 miles

Turns: 9



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### European Le Mans Series results 2017

LMP2: United Autosports – Ligier JSP217 - Gibson n°32 - Owen / De Sadeleer / Albuquerque  
LMP3: Eurointernational – Ligier JS P3 Nissan n°11 - Mondini / Uboldi  
LMGTE: Spirit of Race - Ferrari 488 GTE n°55 - Cameron / Griffin / Scott

### European Le Mans Series results 2016

LMP2: Thiriet by TDS Racing – Oreca05 Nissan n°46 - Beche / Hirakawa / Thiriet  
LMP3: United Autosports – Ligier JS P3 Nissan n°2 - Brundle / England / Guasch  
LMGTE: JMW Motorsport - Ferrari F458 Italia n°66 - Bertolini / Butcher / Smith

### European Le Mans Series results 2015

LMP2: JOTA Sport - Gibson Nissan 015S n°38 - Dolan / Tincknell / Albuquerque  
LMP3: Team LNT - Ginetta Nissann°3 - Hoy / Robertson  
LMGTE: Formula Racing - Ferrari F458 Italia n°60 - Laursen / Mac / Rizzoli  
GTC: AF Corse - Ferrari F458 Italia GT3 n°62 - Flohr / Castellacci / Hall

The Red Bull Ring is located close to the city of Spielberg in the beautiful Styrian Alps. Originally known as the Österreichring or the Zeltweg, the circuit was opened in 1969. It hosted the Austrian F1 Grand Prix between 1970 and 1987 and again from 1997 to 2003.

The circuit was redeveloped and renamed the A1-Ring before being bought in 2005 by Red Bull's Dietrich Mateschitz. Another rebuild followed and the circuit was renamed the Red Bull Ring as it reopened on the 15th May 2011.

In 2013 the European Le Mans Series held its first race at the Red Bull Ring, returning to the Austrian circuit in 2014, 2015 and 2016, with more entertainment attracting larger and larger crowds at each event.

The 2017 4 Hours of Red Bull Ring was as action packed as the previous races, with the no32 United Autosports Ligier-Gibson beating championship rivals G-Drive Racing to the chequered flag for the second time in three races. The no11 Eurointernational Ligier celebrated a momentous LMP3 class win for the team, with the no55 Spirit of Race Ferrari taking the first of two class wins in LMGTE.



# SILVERSTONE

GREAT BRITAIN / 17-18 AUGUST



Length: 3.667 miles

Turns: 13



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#### European Le Mans Series results 2017

LMP2: United Autosports – Ligier JSP217 - Gibson n°32 - Owen / De Sadeleer / Albuquerque  
LMP3: United Autosports – Ligier JS P3 - Nissan n°2 - Falb / Rayhall  
LMGTE: TF Sport - Aston Martin Vantage V8 n°90 - Yoluc / Hankey / Thiim

#### European Le Mans Series results 2016

LMP2: G-Drive Racing - Gibson 015S Nissan n°38 - Dolan / Tincknell / Van Der Garde  
LMP3: United Autosports - Ligier JS P2 Nissan n°2 - Brundle / England / Guasch  
LMGTE: Aston Martin Racing - Aston Martin V8 Vantage n°99 - Howard / MacDowall / Turner

#### European Le Mans Series results 2015

LMP2: Greaves Motorsport - Gibson 015S Nissan n°41 - Hirsch / Wirdheim / Lancaster  
LMP3: Team LNT - Ginetta Nissan n°3 - Hoy / Robertson  
LMGTE: Gulf Racing UK - Porsche 911 RSR n°86 - Wainwright/ Caroll / Keen  
GTC: TDS Racing - BMW Z4 GT3 n°59 - Perera / Lunardi / Dermont

Built on the site of an old airfield after the second world war, Silverstone is known as one of the most challenging race circuits in the world and a mecca for racing fans. Situated in the county of Northamptonshire, Silverstone is just ninety minutes from the UK's capital city of London and the 5.9km track (3.66 miles) has everything to excite and entertain spectators. Since opening in 1948 Silverstone has undergone regular upgrades and is the current host of the British F1 Grand Prix..

After hosting the opening round of the European Le Mans Series in April since 2013, Silverstone has swapped with Le Castellet to host round 4 of the 2018 series with a summer date alongside the FIA World Endurance Championship.

The 2017 race saw United Autosports take a double victory. In LMP2 the Anglo-American team took the win on their class debut with Will Owen, Hugo de Sadeleer and Filipe Albuquerque celebrating in traditional style, while Sean Rayhall and John Falb got their championship winning year off to a great start in the LMP3 category. The no90 TF Sport Aston Martin took the LMGTE win on the British teams ELMS debut.



# SPA-FRANCORCHAMPS

BELGIUM / 21-23 SEPTEMBER



Length: 2.105 miles

Turns: 19



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#### European Le Mans Series results 2017

LMP2: Graff – Oreca 07 - Gibson n°40 – Allen / Bradley / Yacaman  
LMP3: AT Racing – Ligier JS P3 - Nissan n°9 - Talkanitsa / Talka Jr / Jensen  
LMGTE: Spirit of Race - Ferrari 488 GTE n°51 - Mastronardi / Roda Jr / Bertolini

#### European Le Mans Series results 2016

LMP2: Dragonspeed – ORECA05 Nissan n°21 – Hanley / Hedman / Lapierre  
LMP3: Graff – Ligier JS P3 Nissan n°9 - Guibbert / Petit / Trouillet  
LMGTE: JMW Motorsport - Ferrari F458 Italia n°66 - Bertolini / Butcher / Smith

The Spa-Francorchamps circuit was built in the early 1920's using the streets of three villages (Malmedy, Stavelot and Francorchamps) to create a race track in the fabulous Ardennes region.

Automotive as well motorcycle races took place on the 14 kilometers race track. Endurance racing was among the first races to be held with the 24 Hours of Spa in 1924, which was won by Antonio Ascari. A new 7 kilometers track was inaugurated in 1979, with a more technical layout, with a lot more turns.

Modifications were carried on the track and its accommodations in 2006, with the construction of brand new F1 standard boxes. Since it was created in 2012, the World Endurance Championship has held the second race of the year in Spa-Francorchamps (the WEC 6 hours of Spa-Francorchamps), which is classed as the final dress rehearsal for the 24 Hours of Le Mans.

The 2017 race saw another first for the French Graff team with the no40 Oreca-Gibson taking the team's first LMP2 victory finishing just ahead of the no22 G-Drive Racing Oreca. The no9 AT Racing Ligier-Nissan took their first LMP3 win meaning the father and son pairing of Alexander Talkanitsa senior and junior join a very small band of drivers who have won an ELMS race in two different classes (LMP3 and LMGTE). The LMGTE Class was won by the no51 Spirit of Race Ferrari F488.



# PORTIMÃO

PORTUGAL / 26-28 OCTOBER



Length: 3.1055 miles

Turns: 10



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#### European Le Mans Series results 2017

LMP2: Graff – Oreca 07 - Gibson n°40 – Allen / Bradley / Yacaman  
LMP3: United Autosports – Ligier JS P3 - Nissan n°3 - Patterson / Boyd / England  
LMGTE: Proton Competition – Porsche 911 RSR 991 n°77 - Ried / Camathias / Cairoli

The Autódromo Internacional do Algarve is a 4.692 km (2.915 mile) race circuit located in Portimão, Portugal. The circuit, which was opened in October 2008, includes a karting track, technology park, five-star hotel, sports complex and apartments.

While the Autódromo Internacional do Algarve is a favourite for teams for winter testing, the 2017 4 Hours of Portimão marked the first ELMS visit in the Southern Portuguese circuit since 2010. The circuit is well liked by teams and drivers for its challenging corners and technical elevation changes.

The season finale in 2017 produced one of the best races of the season with a nail biting finish that saw the three titles decided as the final chequered flag of the season fell. The race was won for the second time by the no40 Graff, the no32 United Autosports Ligier was second but fourth place was enough to give the no22 G-Drive Racing Oreca the title, with Memo Rojas and Leo Roussel taking the drivers title.

It was a United Autosports 1-2 in LMP3 with the no3 Ligier leading home the 2017 champions Sean Rayhall and John Falb. In LMGTE it was a first win of the season for the no77 Proton Competition Porsche which finished 8 seconds ahead of the 2017 champions JMW Motorsport, with Rob Smith and Jody Fannin taking the drivers crown.

# 3 CATEGORIES

## EUROPEAN LE MANS SERIES 2018

P2

P3

GTE

The European Le Mans Series is a European series of endurance races reserved for cars such as «Le Mans Prototypes» and «Le Mans Grand Touring». In 2016, the ELMS presents three different categories : LMP2, LMP3, LMGTE.

# LMP2 P2

EUROPEAN LE MANS SERIES 2018



## LMP2 TECHNICAL SPECIFICATIONS



**MINIMUM WEIGHT**  
930 kg



**FUEL TANK CAPACITY**  
75 litres



**WIDTH OF REAR WING**  
1800 mm max.



**CARBON BRAKE DISCS MAX DIAMETER**  
15" (380 mm)



**WHEELS AND TYRES**  
Max width 14"  
Max diameter 28"



**GEARBOX**  
6 gears max + reverse

**OVERALL LENGTH**  
4750 mm max



**OVERALL WIDTH**  
1900 mm (max) / 1800 mm (min.)

The category below the top LMP1 class of the FIA World Endurance Championship, LMP2 is a key part of the "Endurance" family which allows teams, as well as drivers, to gradually progress to the highest level. The «Le Mans Prototype 2» (LMP2) class is reserved exclusively for privateer teams independent of constructors and/or engine suppliers.

LMP2 cars have similar characteristics to LMP1 (carbon monocoque chassis) while respecting strict cost criteria: the price must not exceed €483,000.

In 2017, the four constructors who will supply chassis for the cars that will compete in the LMP2 category are: Dallara, Onroak Automotive, Oreca and the joint-venture Riley Tech/Multimatic.

In the European Le Mans Series, FIA World Endurance Championship and Asian Le Mans Series all LMP2 cars will be equipped with Gibson Technology engines. The 4-litre V8 engine, which was unveiled at the 2016 24 Hours of Le Mans, delivers around 600bhp, an increase of approximately 100bhp on engines run in 2016.

Cosworth Electronics will be the single electronics supplier. The unique Cosworth electronic unit will also provide a more efficient level of service (equipment, etc.), while enabling the performance of the engines run in the ELMS, FIAWEC and Asian LMS and in the American series to be managed.

The weight and dimensions of the 2017 LMP2 cars have changed from the closed cockpit cars run previously with the maximum measurements of the new cars being longer, narrower, slightly taller and 30kg heavier.

Each driver line up must be made up of at least one «Silver» or «Bronze» rated driver.

Race Number Background Colour: BLUE

# LMP3 P3

## EUROPEAN LE MANS SERIES 2018

In order to strengthen the pyramid of endurance racing which was introduced in 1999 by the Automobile Club de l'Ouest, the ACO has launched in 2015 a new category of junior sports-prototype for endurance racing, LMP3.

In the pyramid of «Le Mans Prototypes,» LMP3 becomes the first step on the ladder before moving up to the LMP2 and LMP1 classes (the latter in the FIA WEC and 24 Hours of Le Mans).

The thinking behind this car is that there should be fewest number of constraints possible, whether those are budgetary, technical, driving or operation. The sale price of the new car, complete, must not exceed €206,000.

The LMP3 is a closed car. The chassis and bodywork of LMP3 can be built by six manufacturers which have been designed by the ACO: Ginetta, Ligier, Adess, Dome, Riley and Norma. They are very close to those of the current LMP2 (closed cockpit, carbon chassis with tubular steel roll cage). The powertrain consist of a Nissan 420 bhp normally aspirated V8 engine, and an X-Trac gearbox. It is identical for all chassis, and marketed by the ORECA company which also provides specific assistance to teams.

To emphasise the driver development of the category, crews must include at least one bronze driver, gold drivers are only allowed in crews of three drivers and platinum drivers are not permitted to compete in LMP3. Driving times are also controlled with gold drivers only allowed to drive for 60-minutes during a 4-hour ELMS race giving more time at the wheel for the silver and bronze members of the crew.

Race Number Background Colour: PURPLE



### LMP3 TECHNICAL SPECIFICATIONS

**MINIMUM WEIGHT**  
900 kg

**FUEL TANK CAPACITY**  
100 litres

**STEEL DISCS**  
max diameter 14" (355 mm)

**ENGINE**  
NISSAN V8

**WHEELS AND TYRES**  
Max width 13"  
Max diameter 28"

**GEARBOX**  
6 gears max + reverse

**OVERALL LENGTH**  
4650 mm max

**OVERALL WIDTH**  
1900 mm (max)

# LMGTE **GTE**

EUROPEAN LE MANS SERIES 2018



## LMGTE TECHNICAL SPECIFICATIONS

**MINIMUM WEIGHT**  
1245 KG *can be adjusted with BOP*

**FUEL TANK CAPACITY**  
50 LITRES (MIN) / 90 LITRES (MAX)  
*can be adjusted with BOP*

**STEEL DISCS**  
max diameter 14" (355 mm)

**ENGINE**  
NISSAN V8

**NORMALLY ASPIRATED PETROL**  
5500 cm<sup>3</sup> (max)

**WHEELS AND TYRES**  
Max width 14"  
Max diameter 28"

**GEARBOX**  
6 gears max + reverse



**OVERALL LENGTH**  
4800 mm (including rear wing)

**OVERALL WIDTH**  
2050 mm (excluding door mirrors)

**TURBO/  
SUPERCHARGED  
PETROL**  
4000 cm<sup>3</sup> (max)

Grand Touring cars are part of the tradition of endurance racing. To be homologated, a GTE (E for Endurance) must be based around a production road car of which 100 examples have been built (25 for a «small manufacturer», 300 for a carbon chassis). The «race» version must retain the shape of the road-going model from which it is derived.

The engine must retain its original location, orientation, and its original position. However, it may be re-positioned for cars of which a minimum number of 2500 examples are produced in a consecutive 12-month period.

As opposed to the category with the suffix «Pro» (entered in the FIA WEC and the 24 Hours of Le Mans), «Am» designates the GTE class reserved for amateur drivers.

Technically, the cars in the GTE Am class correspond to the same regulations as the GTE Pros, but they must be at least one year old. Thus, they cannot benefit from the latest developments.

For LMGTE the composition of driver line-ups must adhere to the Drivers' Categorisation List. A crew of 2 or 3 drivers must include one bronze and one Silver or two Bronze drivers and therefore only crews of three are able to include a Gold or Platinum rated driver.

Race Number Background Colour: ORANGE

# HISTORY 2004 - 2017

## EUROPEAN LE MANS SERIES 2018

**P2** **P3** **GTE**

The European Le Mans Series is a European series of endurance races reserved for cars such as “Le Mans Prototypes” and “Le Mans Grand Touring”. In 2017, the ELMS presents three different categories : LMP2, LMP3, LMGTE.

### Drama and Action: The Hallmark of the ELMS

The 2017 European Le Mans Series saw plenty of on track action at each of the six events held during the six month long season starting in the UK at Silverstone in April and concluding in Portugal at Portimão in October.

The fifth season since the 2013 relaunch saw two new venues added to the calendar with Monza replacing Imola for the Italian round in May and Portimão becoming the new venue for the season finale, replacing Estoril.

Once again each event was held over three days, with the exception of Silverstone where the ELMS raced on the same billing as the FIA World Endurance Championship to offer the fans a super weekend of endurance racing.

The Michelin Le Mans Cup, which now featured GT3 and LMP3 cars on the grid, became the main support race for the ELMS at five of the six venues starting at Monza. Other series that joined the ELMS Weekends included the World Series Formula V8 3.5, the TCR International Series and the Formula Renault Eurocup. This provided the thousands of fans who travelled to each event some great racing action covering endurance, single seater and touring car racing.

Grids continued to be large in 2017 with 35 cars being entered across the three classes.

#### LMP2: G-Drive Racing Champions for Second Year

Memo Rojas and Leo Roussel secured the 2017 European Le Mans Series Driver's Championship in the no22 G-Drive Racing Oreca07-Gibson after a season long battle with a high quality LMP2 grid that saw four different winners in the six 4-hour races held this season.

2017 marked a new era for the LMP2 category with three different manufacturers – Oreca, Ligier and Dallara - all powered by the same, more powerful, Gibson engine. At the end of the season Oreca had won three, Ligier two and Dallara one of the ELMS races, aptly demonstrating the stability of the new technical regulations that produced some of the best racing anywhere in the world.

#### LMP3: United Autosports Does the Double with Falb and Rayhall

In 2016 Anglo-American team United Autosports won the European Le Mans Series LMP3 Team and Driver titles at the first attempt. In 2017 they returned to defend their team crown and they did so in fine form with American pairing Sean Rayhall and John Falb securing the title by finishing second in the season finale in Portimão.

Against a strong 17 car entry the 2017 season got off to a great start with the no2 Ligier JS P3-Nissan winning the opening round at Silverstone with the American duo adding a second win at Le Castellet. Three more podiums were added, including a charge from the back of the grid to third place in Belgium, but they had to wait until the final race of the season in Portugal to be confirmed as 2017 champions.

#### LMGTE: A Dream Season for JMW Motorsport

In 2016 it was heartbreak in the JMW Motorsport garage when a technical issue robbed the team of the ELMS titles. Fast forward 12 months and the mood was the exact opposite as the 2017 season concluded with the team lifting the ELMS Team's trophy, while Rob Smith and Jody Fannin secured the ELMS Driver's crown. This was in addition to the win at the race that every competitor dreams of winning, the 24 Hours of Le Mans.

The LMGTE class consisted of six high class entries and provided some of the best racing action throughout the 2017 season. The season finale saw the top two teams split by a single point and the top three by just eleven and the destination of the 2017 ELMS titles went right to the final chequered flag of the season.

#### TEAMS

1. G-Drive Racing ..... 110 pts
2. United Autosports ..... 98 pts
3. Graff ..... 86 pts

#### DRIVERS

1. Léo ROUSSEL/ Memo ROJAS ..... 110 pts
2. Filipe ALBUQUERQUE/ Hugo DE SADELEER/ Will OWEN 98 pts
3. James ALLEN/ Richard BRADLEY ..... 86 pts

### LMP2



#### TEAMS

1. United Autosports ..... 103 pts
2. M.Racing - YMR ..... 81 pts
3. United Autosports ..... 63 pts

#### DRIVERS

1. John FALB/ Sean RAYHALL ..... 103 pts
2. Alexandre COUGNAUD/ Antoine JUNG/ Romano RICCI 81 pts
3. Christian ENGLAND/ Mark PATTERSON/ Wayne BOYD 63 pts

### LMP3



#### TEAMS

1. JMW Motorsport ..... 104 pts
2. TF Sport ..... 102 pts
3. Proton Competition ..... 80 pts

#### DRIVERS

1. Jody FANNIN/ Robert SMITH ..... 104 pts
2. Nicki THIIM/ Salih YOLUC ..... 102 pts
3. Christian RIED/ Joël CAMATHIAS/ Matteo CAIROLI 80 pts

### LMGTE



### Onwards and Upwards for the ELMS in 2016

The fourth season since the ELMS relaunch in 2013 saw the events, with the exception of the season-opener at Silverstone, moving from a 2-day to a 3-day format with qualifying taking place on Saturday and the 4-hour race on Sunday. This allowed for an extended support race package which included the new-for-2016 Michelin GT3 Le Mans Cup, Formula Renault 2.0 and the Renault Sport Trophy RS01.

There was an additional race weekend on the 2016 calendar increasing the ELMS season from five to six races with Spa-Francorchamps joining the already established events at Silverstone, Imola, Red Bull Ring, Le Castellet and Estoril.

Another change for 2016 was the return to three classes – LMP2, LMP3 and LMGTE.

Grids continued to be large in 2016 with 44 cars being entered across the three classes.

#### LMP2: G-Drive Racing Take Dramatic Title

Simon Dolan, Harry Tincknell and Giedo Van De Garde, driving the 'Mighty 38' Gibson-Nissan took the LMP2 title in dramatic style at the final round after a season long battle with the no46 Thiriet by TDS Racing Oreca 05-Nissan. The JOTA Sport run G-Drive Gibson took wins at Silverstone and Estoril to claim the team and drivers' titles.

#### LMP3: United Autosports Become European Champions in debut season

Anglo-American team United Autosports became European Le Mans Series LMP3 Champions on their first attempt with a strong performance throughout the 2016 season in the large and hotly contested twenty car LMP3 class. Alex Brundle, Christian England and Mike Guasch took wins at Silverstone, Imola and Red Bull Ring and followed it up with two further podiums at Le Castellet and Spa and claim the title before the final race at Estoril.

#### LMGTE: Beechdean Aston Martin Takes Last Gasp Title

The no66 JMW Motorsport Ferrari of Rory Butcher, Rob Smith and Andrea Bertolini had taken the LMGTE class by storm in 2016 and looked odds on favourites to claim the title in Portugal. Their only rivals for the title, Andrew Howard, Darren Turner and Alex MacDowall had to win the race in Estoril and the JMW Ferrari fail to finish. The no99 Aston Martin Racing Vantage duly won the race from the back of the grid and technical issues forced the Ferrari into retirement so the title was claimed by the Beechdean Icecream sponsored car. However both cars claimed the two automatic invitations to the 2017 24 Hours of Le Mans.

#### TEAMS

1. G-Drive Racing ..... 103 pts
2. Thiriet by TDS ..... 96 pts
3. SMP Racing ..... 83 pts

#### PILOTES / DRIVERS

1. Giedo Van Der Garde/ Harry Tincknell/ Simon Dolan. 103 pts
2. Mathias Beche/ Pierre Thiriet ..... 96 pts
3. Andreas Wirth/Stefano Coletti ..... 83 pts

### LMP2



### LMP3



#### TEAMS

1. United Autosports ..... 109,5 pts
2. Graff ..... 93 pts
3. Duqueine Engineering ..... 81 pts

#### PILOTES / DRIVERS

1. Alex BRUNDLE/ Christian ENGLAND/ Michael GUASCH 109,5 pts
2. Eric TROUILLET/ Paul PETIT ..... 93 pts
3. Enzo GUIBBERT ..... 81 pts

### LMGTE



#### TEAMS

1. Aston Martin Racing ..... 98 pts
2. JMW Motorsport ..... 93 pts
3. AT Racing ..... 79 pts

#### PILOTES / DRIVERS

1. Andrew Howard/ Darren Turner/ Alex Macdowall ... 98 pts
2. Andrea Bertolini/ Robert Smith/ Rory Butcher ..... 93 pts
3. Alexander Talkanitsa/ Alexander Talkanitsa Jr ..... 79 pts

### ELMS is definitely on the pace

It is now confirmed, the European Le Mans Series is an essential step for teams and drivers who want to reach the top of the endurance ladder, the World Endurance Championship and, the pinnacle of the sport, the 24 Hours of Le Mans. The ELMS gathered in 2015 four different categories, on five of the most beautiful European race tracks.

#### Greaves Motorsport all the way to the end

British team Greaves Motorsport and drivers Jon Lancaster, Björn Wirdheim and Gary Hirsch became 2015 ELMS LMP2 champions. French team Thiriet by TDS Racing, with the ORECA05, Pierre Thiriet and Ludovic Badey became vice champions ahead of JOTA Sport, Simon Dolan, Filipe Albuquerque and Harry Tincknell who finished third.

#### 7 cars and 20 drivers in LMP3

British manufacturer Ginetta was the sole LMP3 chassis on track until the remarkable debut of French manufacturer Ligier in Estoril with the JS P3 of team Graff. British duo Sir Chris Hoy and Charlie Robertson will always be recognised as the very first LMP3 champions with Team LNT. The second car in the team finished the year with a win and as vice champions with French GT Academy winner Gaëtan Paletou. Spanish team SVK by Speed Factory claimed 3rd overall.

#### Ferrari tops a manufacturer battle in LMGTE

which counted 10 cars and 38 drivers

The Italian prancing horse topped the LMGTE ELMS category again in 2015 with the n°60 F458 Italia of Danish team Formula Racing and Andrea Rizzoli, Johnny Laursen and Mikkel Mac, the only team with two wins (Red Bull Ring and Le Castellet) this season. The three other races were won by different teams and manufacturers. Team BMW MarcVDS Z4 was very consistent in all the races in the hands of Andy Priaulx, Jesse Krohn and Henry Hassid. By winning the season finale in Estoril, the Belgian team finished the year as LMGTE vice champions, in their very last GT race.

#### TDS Racing GTC European Champions

French team TDS Racing and Italians from AF Corse shared the five victories of the 2015 GTC ELMS season. Eric Dermont, Dino Lunardi and Franck Perera are GTC champions thanks to 4 podiums and 3 pole positions with the n°59 BMW Z4 GT3. The n°62 AF Corse Ferrari, with Francesco Castellacci and Stuart Hall, finished the season as Vice Champions, ahead of their sister cars, the n°64 and n°63 Ferrari 458 Italia GT3s.

#### TEAMS

1. Greaves Motorsport GBR (N.41),.....93 pts
2. Thiriet By Tds Racing FRA (N.46),.....91 pts
3. JOTA Sport GBR (N.38),.....89 pts

#### PILOTES / DRIVERS

1. Bjorn WIRDHEIM / Gary HIRSCH / Jon LANCASTER, ..93 pts
2. Ludovic BADEY / Pierre THIRIET,.....91 pts
3. Filipe ALBUQUERQUE/ Harry TINCKNELL /Simon DOLAN, ..89 pts

### LMP2



### LMP3



#### TEAMS

1. Team LNT .....94 pts
2. Team LNT .....58 pts
3. SVK By Speed Factory .....57 pts

#### PILOTES / DRIVERS

1. Charlie ROBERTSON / Chris HOY .....94pts
2. Gaëtan PALETOU .....58 pts
3. Dainius MATIJOSAITIS / Konstantin CALKO .....57 pts

### LMGTE



#### TEAMS

1. Formula Racing .....83 pts
2. BMW Team MarcVDS .....79 pts
3. AF Corse .....63 pts

#### PILOTES / DRIVERS

1. Andrea RIZZOLI / Johnny LAURSEN / Mikkel MAC ....83 pts
2. Andy PRIAULX / Henry HASSID / Jesse KROHN .....79 pts
3. Aaron SCOTT / Duncan CAMERON / Matt GRIFFIN.....63 pts

### GTC



#### TEAMS

1. TDS Racing .....101 pts
2. AF Corse .....81 pts
3. AF Corse .....60 pts

#### PILOTES / DRIVERS

1. Dino LUNARDI / Eric DERMONT/ Franck PERERA ....101 pts
2. Francesco CASTELLACCI / Stuart HALL .....81 pts
3. Francisco GUEDES / Mads RASMUSSEN .....60 pts

### European endurance racing continues upward trend

After its re-launched new look in 2013, the ELMS saw more changes in 2014 with 4-hour races offering more track time, and Sunday races at five circuits: Silverstone in Great Britain, Imola in Italy Red Bull Ring in Austria, Paul Ricard in France and, new for 2014, Estoril in Portugal.

Greaves Motorsport all the way to the end

25% growth

45 cars and 150 drivers (compared to 34 cars and 102 drivers in 2013) took part in the 2014 European Le Mans Series across three categories: 11 LMP2s, 16 LMGTEs and 18 GTCs. In each category the title chase went right down to the wire – the championships weren't settled until the final laps of the last round.

The power of five

Thiriet by TDS Racing, JOTA Sport, Signatech Alpine, NewBlood by Morand Racing and Sébastien Loeb Racing all won one race each. Not without some difficulty, Signatech Alpine clinched its second consecutive LMP2 title, and Nelson Panciatici, Oliver Webb and Paul-Loup Chatin became the 2014 champions. Up until the final round, four teams could have claimed the European crown, and it goes without saying that battles raged throughout the season.

While LMGTE victories were shared out by the Ferraris, no one knew until the end of the final round which of the SMP Racing (2 wins) or AF Corse entries (3 wins) would claim the trophy. In the end it was SMP Racing and Sergey Zlobin, Victor Shaitar and Andrea Bertolini who would prevail after their first season in the class.

The five GTC rounds were won by five different teams: Team Ukraine, Formula Racing, SMP Racing (No.71), SMP Racing (No.73) and BMW Sports Trophy Marc VDS. SMP Racing managed to retain its hold on the 2013 trophy with the No.71 F458 Italia of Olivier Beretta, David Markosov and Anton Ladygin winning the GTC class and its drivers taking the 2014 ELMS Championship title.

#### TEAMS

1. Signatech Alpine (N. 36), .....78pts
2. JOTA Sport (N. 38), .....74pts
3. Newblood by Morand Racing (N. 43), .....68pts

#### PILOTES / DRIVERS

1. Nelson Panciatici / Oliver Webb / Paul-Loup Chatin, .....78pts
2. Filipe Albuquerque / Harry Tincknell / Simon Dolan, .....74pts
3. Christian Klien / Gary Hirsch, .....68pts

### LMP2



#### TEAMS

1. SMP Racing (N.72), .....85pts
2. AF Corse (N.55), .....81.5pts
3. JMW Motorsport (N.66 ), .....70pts

#### PILOTES / DRIVERS

1. Andrea Bertolini / Sergey Zlobin / Victor Shaitar, .....85pts
2. Duncan Cameron / Matt Griffin, .....81.5pts
3. Michele Rugolo, .....75,5pts

### LMGTE



#### TEAMS

1. SMP Racing (N.73), .....94pts
2. Formula Racing (N.60), .....78.5pts
3. JMW Motorsport (N.71), .....67pts

#### PILOTES / DRIVERS

1. Anton Ladygin / David Markosov / Olivier Beretta, .....94pts
2. Johnny Laursen / Mikkel Mac, .....78.5pts
3. Aleksey Basov / Kirill Ladygin / Luca Persiani, .....67pts

### GTC



### A colourful season for a successfully re-launched series

The 2013 ELMS season met every expectation. 34 cars took part during this season, racing at five prestigious European circuits. Beginning in England at the Silverstone circuit, the season continued in Italy at the Autodromo Enzo & Dino Ferrari then moved on to Austria's Red Bull Ring. Hungary's Hungaroring saw competitors battle it out for valuable points and places and, finally, it was at the Paul Ricard circuit in France that all the drivers and constructors' titles were awarded.

While 34 cars will be on the record books for the season, the 2013 rounds always had between 25 and 28 cars on the grid. The new impetus given to the ELMS and its success can be attributed to all the participants who accepted rule changes and a modified format, and to the teams and the many drivers who put their confidence in the new organisation team. The 102 listed drivers on the final classifications represented 17 countries. These important cast members have led races at the wheel of 11 LMP2, 4 LMPC, 9 LMGTE and 10 GTC cars.

Signatech Alpine were victors in the LMP2 class in the final analysis, with Pierre Ragues and Nelson Panciatici taking the ELMS Trophy awarded to the best LMP2 drivers. Gary Hirsch and Paul Loup Chatin won the LMPC class at the wheel of the Team Endurance Challenge ORECAFLM09, and the white and blue Ferrari 458 of Matt Griffin and Johnny Mowlem secured victory for the English Ram Racing team in LMGTE. Finally, the new GTC category saw the Russian SMP Racing walk away with the class trophy, Fabio Babini, Kirill Ladygin and Victor Shaitar driving a Ferrari 458 Italia GT3 to success in the drivers' category.

#### TEAMS

1. Signatech Alpine (N.36),.....85pts
2. Thiriet by TDS Racing (N.1),.....77pts
3. Jota Sport (N.38),.....71pts

#### PILOTES / DRIVERS

1. Nelson Panciatici / Pierre Ragues,.....85pts
2. Pierre Thiriet, .....77pts
3. Oliver Turvey / Simon Dolan, .....71pts

### LMP2



#### TEAMS

1. Team Endurance Challenge (N.49),.....115pts
2. Team Endurance Challenge (N.48),.....98pts
3. Team Endurance Challenge (N.47),.....33pts

#### PILOTES / DRIVERS

1. Gary Hirsch / Paul Loup Chatin,.....115pts
2. Anthony Pons / Soheil Ayari,.....98pts
3. Alex Loan, .....33pts

### LMPC



#### TEAMS

1. RAM Racing (N.52),.....114pts
2. Proton Competition (N.77), .....80pts
3. AF Corse (N.55),.....63pts

#### PILOTES / DRIVERS

1. Johnny Mowlem / Matt Griffin,.....114pts
2. Christian Ried, .....80pts
3. Nicholas Tandy, .....70pts

### LMGTE



#### TEAMS

1. SMP Racing (N.69),.....100pts
2. AF Corse (N.62), .....76pts
3. Ecurie Ecosse (N.79), .....67pts

#### PILOTES / DRIVERS

1. Fabio Babini / Kirill Ladygin / Victor Shaitar,.....100pts
2. Andrea Rizzoli / Lorenzo Casé / Stefano Gai,.....76pts
3. Andrew Smith / Ollie Millroy, .....67pts

### GTC



### A transition season, looking to the future

At the dawning of the season, Patrick Peter (ELMS chief) announced significant changes, while still being reasonably confident for the upcoming season. Yet this transitional year would experience its ups and downs. 2012 marked the rebirth of the FIA World Endurance Championship and, in light of this, the European Le Mans Series set itself as the series on “le vieux continent”. LMP2 stepped up to become the principal class of the series which now operated as the natural channel into the FIA WEC and 24 Hours of Le Mans

Five rounds were initially on the 2012 calendar. Following the “6 Hours of Le Castellet», the now traditional opening round of the season at the Paul Ricard track in France, competitors were due to go to Belgium (Zolder 18-20 May), then continue on to Donington (Great Britain) in July. After that, they were due to travel early September to a venue in the Czech Republic (Brno), which drivers always enjoyed, finishing at the Portimao circuit in the Algarve in early November. This was good news for participants in the 2012 European Le Mans Series. But the Zolder date and its proximity to the season’s crown jewel, the 24 Hours of Le Mans, as well as few entries for the race, prompted the organizers to cancel the event. In order to take the edge off the cancellation in the Benelux territories, ELMS teams were invited to participate in the WEC 6 Hours of Spa-Francorchamps, which some of them did. The low entry list at Donington subsequently forced the organisation to further cancel the Brno and Portimao rounds.

The disappointment was deeply felt but all was not lost because, thanks to the perseverance and joint action of the ACO and the ELMS, an extra leg was offered to competitors. The Petit Le Mans race at Road Atlanta (USA) in October, together with the ALMS (American Le Mans Series), would be the final event of the European Series by Peter Auto.

Despite a stripped down schedule, the French Thiriet by TDS Racing outfit was awarded the LMP2 title with its Oreca 03 chassis and Franco-Swiss driver, Mathias Beche, plus Frenchman Pierre Thiriet. The team performed well from the start of the season, the 6 Hours of Le Castellet and the LMP2 championship title allows Thiriet by TDS Racing to receive its ‘free pass’ for entry in the 2013 24 Hours of Le Mans. In LMGTEPro, Britain’s JMW Motorsport (Ferrari 458 Italia GT) got the trophy, as IMSA Performance Matmut (Porsche 997 GT3-RSR) did in LMGTEAm. As for drivers’ standings, Englishman Johnny Cocker won the GTE Pro crown, while Frenchmen Raymond Narac, Nicolas Armindo and Anthony Pons lifted the GTEAm crown. In the LMPC class, Boutsen Ginion Racing headed Curtis Racing Technologies, John Hartshorne becoming the LMPC Drivers’ Champion.

#### TEAMS

1. Thiriet by TDS Racing, .....94pts
2. OAK Racing, .....71pts
3. Greaves Motorsport, .....48pts

#### PILOTES / DRIVERS

1. Mathias Beche / Pierre Thiriet, .....94pts
2. Bertrand Baguette / Olivier Pla, .....62pts
3. Jacques Nicolet, .....54pts

### LMP2



#### TEAMS

1. Boutsen Ginion Racing, .....27pts
2. Curtis Racing Technologies, .....25pts

#### PILOTES / DRIVERS

1. John Hartshorne, .....51pts
2. Thomas Dagoneau, .....27pts
3. Jean Charles Battut, .....26pts

### LMPC



#### TEAMS

1. JMW Motorsport, .....51pts
2. JMB Racing, .....19pts

#### PILOTES / DRIVERS

1. Jonathan Cocker, .....51pts
2. James Walker, .....26pts
3. Allan Simonsen, .....25pts

### LMGT PRO



#### TEAMS

1. Imsa Performance Matmut, .....94pts
2. AF Corse, .....34pts
3. Prospeed Competition, .....26pts

#### PILOTES / DRIVERS

1. Anthony Pons / Nicolas Armindo / Raymond Narac, ...94pts
2. Marco Cioci / Matt Griffin / Piergiuseppe Perazzini, ....34pts
3. Marc Goossens / Maxime Soulet, .....26pts

### LMGTE



### New rankings in Grand Touring

The 2011 season would consist of 36 cars and 29 teams representing 12 different nationalities. In Grand Touring, the categories, the categories became LMGTE Pro and LMGTE Am. There was the return of the Pescarolo team, but a narrow overall LMP1 victory went to the Swiss Rebellion Racing team with their Toyota-powered Lola B10/60. In the LMP2 class the English Greaves Motorsport team firmly put down their mark. French team, Pegasus Racing, made a clean sweep in LMPC, while the new designations in GT saw AF Corse (Ferrari 458 Italia GT) take first blood in LMGTE Pro and IMSA Performance Matmut (Porsche 997 GT3- R) in LMGTE Am. The eighth Le Mans Series season concluded with the announcement of formation of the new FIA World Endurance Championship (FIA WEC) and thus it was farewell to the LMP1 category.

#### TEAMS

1. Rebellion Racing (n°12),.....51pts
2. Pescarolo Team (n°16), .....50pts
3. Quifel - ASM Team (n°20),.....9pts

#### PILOTES / DRIVERS

1. Emmanuel Collard, Julien Jousse .....50pts
1. Andrea Belicchi, J. C. Boullion .....47pts
3. Neel Jani, Nicolas Prost.....37pts

#### TEAMS

1. Greaves Motorsport (n°41), .....64pts
2. Strakka Racing (n°42), .....43pts
3. TDS Racing (n°46), .....38pts

#### PILOTES / DRIVERS

1. Karim Ojeh, Tom Kimber-Smith, .....64pts
2. Olivier Lombard,.....44pts
3. Danny Watts, Jonny Kane, Nick Leventis .....43pts

#### TEAMS

1. AF Corse (n°51), .....61pts
2. JMW Motorsport (n°66), .....46pts
3. Team Felbermayr-Proton (n°77), .....44pts

#### PILOTES / DRIVERS

1. Giancarlo Fisichella, Gianmaria Bruni .....60pts
2. James Walker, Rob Bell .....46pts
3. Marc Lieb, Richard Lietz .....44pts

#### TEAMS

1. IMSA Performance Matmut (n°67),.....75pts
2. AF Corse (n°61),.....58pts
3. Team Felbermayr-Proton (n°88),.....44pts

#### PILOTES / DRIVERS

1. Nicolas Armindo, Raymond Narac,.....75pts
2. M.Cioci, P. Perazzini, S. Lemeret.....58pts
3. Horst Felbermayr Jr,.....44pts

#### TEAMS

1. Pegasus Racing (n°95),.....73pts
2. JMB Racing (n°99), .....58pts
3. Genoa Racing (n°93), .....48pts

#### PILOTES / DRIVERS

1. J. Schell, M. Schultis, P. Simon .....73pts
2. John Hartshorne, .....45pts
3. C. Zugel, E. Julian, J. Petersen .....35pts

### LMP1



### LMP2



### LMGT1



### LMGT2



### FLM



### Formula Le Mans arouses curiosity

After the «American Le Mans Series» in 1999 and the «Le Mans Series» in 2004, the ACO created a new championship at the end of 2009, «the Asian Le Mans Series.» Meanwhile, in 2010, in order to unite the various championships based on the 24 Hours of Le Mans' regulations, the ACO launched the Intercontinental Le Mans Cup, a new title aimed at rewarding teams and manufacturers. In 2010 and up until the creation of the World Endurance Championship, certain races within the Le Mans Series counted towards the ILMC (Intercontinental Le Mans Cup), such as the 1000 km of Silverstone, the last of the season.

One 8-hour race and four events of 1000 km, of which two were held at night, in the Algarve and Hungary; this was the programme for which 44 teams registered. In LMP1 Peugeot was back centre stage with the 908 HDi FAP diesel prototype with which Team Oreca Mamut won the class (No.4 S. Sarrazin). RML and its Lola B08/80 (No.25 T. Erdos/M. Newton) placed themselves at the top of the LMP2 tables, while in GT1 Larbre Competition chose the Saleen S7-R (G. Gardel/P. Goueslard), the 2007 champion, won the top GT category. In GT2, Porsche and Team Felbermayr Proton repeated their performance of the previous year with the No.77 Porsche 997 GT3-RSR (M. Lieb/R. Lietz).

2010 also saw the arrival of a new category, the Formula Le Mans prototypes. Founded in 2009 by the ACO and ORECA, Formula Le Mans has become over the years an important stepping-stone on the way to reaching the highest levels of endurance racing. The category was integrated into the 2010 Le Mans Series, for the full 6 hours of each race, and became known as LMPC in 2012 (Le Mans Prototype Challenge, a class name already in use in the ALMS since 2010). The first winner of the new category in 2010 was the French DAMS team after very good racing and battles with Hope Pole Vision Racing plus Boutsen Energy Racing who finished 2nd and 3rd respectively.

#### TEAMS

1. Team Oreca Matmut (n°4), .....63pts
2. Signature Plus (n°008), .....55pts
3. Rebellion Racing (n°12), .....52pts

#### PILOTES / DRIVERS

1. Sarrazin Stephane, .....78pts
2. Lapierre Nicolas, .....63pts
3. Capello Dindo, .....57pts

#### TEAMS

1. RML (n°25), .....75pts
2. Strakka Racing (n°42), .....69pts
3. OAK Racing (n°24), .....53pts

#### PILOTES / DRIVERS

1. Erdos Tommy/Newton Mike, .....75pts
2. Kane.J/Leventis.N/ Watts,D .....69pts
3. Lahaye Matthieu/ Nicolet Jacques, .....53pts

#### TEAMS

1. Larbre Competition (n°50), .....97pts
2. Atlas eFX - Team FS (n°66), .....25pts
3. Marc VDS Racing (n°70), .....18pts

#### PILOTES / DRIVERS

1. Gardel. G/ Goueslard.P, .....97pts
2. Rees Fernando, .....64pts
3. Canal Julien, .....33pts

#### TEAMS

1. Team Felbermayr Proton (n°77), .....87pts
2. AF Corse (n°95), .....66pts
3. AF Corse (n°96), .....59pts

#### PILOTES / DRIVERS

1. Lieb Marc/Lietz Richard, .....87pts
2. Alesi.J/ Fisichella.G/ Vilander.T, .....66pts
3. Ragginger Martin/Ried Christian, .....55pts

#### TEAMS

1. DAMS (n°43), .....59pts
2. Hope Polevision Racing (n°47), .....57pts
3. Boutsen Energy Racing (n°45), .....41pts

#### PILOTES / DRIVERS

1. Barlesi Andrea/ Chalandon Gary, .....59pts
2. Zacchia Steve, .....57pts
3. Cicognani Alessandro, .....46pts

### LMP1



### LMP2



### LMGT1



### LMGT2



### FLM



### Aston Martin moves up to LMP1

For the series' sixth year, the 60 or so exponents of endurance racing came across the new Portimao circuit in the Algarve, Portugal. Aston Martin made its return with great fanfare to the premier LMP1 class. It won the title hands down with the No. 7 Lola-Aston Martin driven by J. Charouz/T. Enge and S Mücke. In LMP2 it was the Ginetta Zytek GZ09S/2 of the Portuguese team Quifel ASM (M. Amaral/O. Pla) which was at the head of all others. Chevrolet and Corvette continued their winning ways in GT1 thanks to the French Luc Alphand Aventures team (No.72 P. Goueslard/Y. Clairay), while Porsche re-took the leader's spot in GT2 with the No.77 997 GT3-RSR of German team, Felbermayr Proton (M. Lieb/R. Lietz).

#### TEAMS

1. Aston Martin Racing (n° 007), .....39pts
2. Pescarolo Sport (n° 16), .....26pts
3. Team Oreca Matmut AIM (n° 10), .....23pts

#### PILOTES / DRIVERS

1. J. Charouz/T. Enge/S. Mücke, .....39pts
2. J.C. Boullion/C. Tinseau, .....26pts
3. N. Lapierre/O. Panis, .....22pts

### LMP1 .UK



### LMP2



#### TEAMS

1. Quifel ASM Team (n° 40), .....33pts
2. Speedy Racing Team Sebah (n° 33), .....24pts
3. Racing Box (n° 29), .....3pts

#### PILOTES / DRIVERS

1. M. Amaral/O. Pla, .....33pts
2. J. Kane/X. Pompidou, .....26pts
3. A. Ceccato/F. Francioni/G. Piccini, .....22pts

### LMGT1



#### TEAMS

1. Luc Alphand Aventures (n° 72), .....44pts
2. Larbre Compétition (n° 50), .....34pts
3. IPB Spartak Racing (n° 55), .....18pts

#### PILOTES / DRIVERS

1. Y. Clairay/P. Goueslard, .....44pts
2. R. Berville, .....34pts
3. P. Kox, .....28pts

#### TEAMS

1. Team Felbermayr Proton (n° 77), .....36pts
2. JMW Motorsport (n° 92), .....35pts
3. Team Modena (n° 84), .....24pts

#### PILOTES / DRIVERS

1. M. Lieb/R. Lietz, .....36pts
2. R. Bell/G. Bruni, .....35pts
3. A. Garcia/L. Mansell, .....24pt

### LMGT2



### Diesel duels

Five European races and more than 50 cars; if the GT1 class was tending to diminish in numbers, then the other categories greatly increased. The year also saw the arrival of diesel engines, Audi and Peugeot engaging in a merciless battle throughout the entire season. Audi Sport Team Joest's No.2 R10 TDI won by a small margin (A. Premat/M. Rockenfeller). For its part, Porsche made its debut in LMP2, its RS Spyder being placed with three teams, Van Merksteijn Motorsport (No.34 J. Verstappen), Team Essex (No.31 P. van Merksteijn) and Horag Racing (No.27 C. Elgaard/J. Nielsen) and claiming all three steps of the winners' rostrum. In GT, Corvette began an era of domination of the GT1 class with the Chevrolet Corvette C6-R (No.72 Luc Alphand Aventures, P. Goueslard/G. Moreau), while Ferrari and Virgo Motorsport retained their place at the head of the GT2 leader board for the second consecutive year.

#### TEAMS

1. Audi Sport Team Joest (n°2), .....35pts
2. Team Peugeot-Total (n°7), .....32pts
3. Audi Sport Team Joest (n°1), .....27pts

#### PILOTES / DRIVERS

1. A.Premat/M.Rockenfeller, .....35pts
2. M.Gené/N.Minassian, .....32pts
3. R.Capello/A.McNish,.....27pts

### LMP1



#### TEAMS

1. Van Merksteijn Motorsport (n°34), .....48pts
2. Team Essex (n°31), .....32pts
3. Horag Racing (n°27), .....25pts

#### PILOTES / DRIVERS

1. J.Verstappen, .....48pts
2. Peter van Merksteijn, .....38pts
3. C.Elgaard/J.Nielsen,.....32pts

### LMP2



#### TEAMS

1. Luc Alphand Aventures (n°72), .....42pts
2. Team Modena (n°59), .....36pts
3. IPB Spartak Racing (n°55), .....27pts

#### PILOTES / DRIVERS

1. P.Goueslard/G.Moreau, .....42pts
2. T.Engel/A.Garcia, .....36pts
3. L.Alphand, .....28pts

### LMGT1



#### TEAMS

1. Virgo Motorsport (n°96), .....40pts
2. Felbermayr-Proton (n°77), .....35pts
3. Farnbacher Racing (n°90), .....19pts

#### PILOTES / DRIVERS

1. R.Bell, .....40pts
2. A.Davison/M.Lieb, .....35pts
3. G.Bruni,.....30pts

### LMGT2



### Peugeot takes to the dance floor and sweeps all before them.

The 2007 season featured six races, including one outside Europe in Brazil at the Interlagos circuit. Among the 46 teams entered was French manufacturer Peugeot, making its big comeback in endurance racing. The factory Team Peugeot Total (No.8 S. Sarrazin/P. Lamy) regularly saw its new Peugeot 908 finish on the podium and claimed overall victory in the LMP1 class. The No.25 RML MG-Lola X-264 (T. Erdos/M. Newton) headed LMP2, while the No.55 Saleen S7-R run by Team Oreca (S. Ayari/ S. Ortelli) took victory in the GT1 class. In GT2, the English Virgo Motorsport team restored Ferrari to champion-status with the No.96 F430GT (R. Bell) being placed ahead of the hitherto dominant Porsches.

#### TEAMS

1. Audi Sport Team Joest (n°2), .....35pts
2. Team Peugeot-Total (n°7), .....32pts
3. Audi Sport Team Joest (n°1), .....27pts

#### PILOTES / DRIVERS

1. A.Prémat/M.Rockenfeller, .....35pts
2. M.Gené/N.Minassian, .....32pts
3. R.Capello/A.McNish,.....27pts

### LMP1



#### TEAMS

1. Van Merksteijn Motorsport (n°34), .....48pts
2. Team Essex (n°31), .....32pts
3. Horag Racing (n°27), .....25pts

#### PILOTES / DRIVERS

1. J.Verstappen, .....48pts
2. Peter van Merksteijn, .....38pts
3. C.Elgaard/J.Nielsen,.....32pts

### LMP2



#### TEAMS

1. Luc Alphand Aventures (n°72), .....42pts
2. Team Modena (n°59), .....36pts
3. IPB Spartak Racing (n°55), .....27pts

#### PILOTES / DRIVERS

1. P.Goueslard/G.Moreau, .....42pts
2. T.Engel/A.Garcia, .....36pts
3. L.Alphand, .....28pts

### LMGT1



#### TEAMS

1. Virgo Motorsport (n°96), .....40pts
2. Felbermayr-Proton (n°77), .....35pts
3. Farnbacher Racing (n°90), .....19pts

#### PILOTES / DRIVERS

1. R.Bell, .....40pts
2. A.Davison/M.Lieb, .....35pts
3. G.Bruni,.....30pts

### LMGT2



### Courage in LMP1 and LMP2, Aston Martin springs a surprise in GT.

With five races on the clock again, and a total of 43 cars entered, it was the No.17 Pescarolo Sport Courage C60 driven by J-C. Boullion/E. Collard which led the way to win the LMP1 title. Courage was also the star player in LMP2, the No.32 C65 of the Barazi Epsilon team (M. A. del Castro/A. Burgueño) battling right to end with the RML MG Lola. Aston Martin arrived in GT and shook up the established order, relegating the Ferrari of the Convers MenX Team to second place. The No.50 Aston Martin DBR9 of the Aston Martin Racing Larbre team (P. Lamy/G. Gardel /V. Vosse) was positioned at the top of the GT1 tables while Porsche maintained its superiority in the GT2 class with the championship success of the No.76 Autorlando Porsche 911 GT3-RSR (J. Camathias/M. Lieb).

#### TEAMS

1. Pescarolo Sport (n°17), .....34pts
2. Zytek Motorsport (n°15), .....32pts
3. Audi Playstation Team Oreca (n°4), ..... 26pts

#### PILOTES / DRIVERS

1. J.C.Boullion/E.Collard, .....34pts
2. H.Shimoda, .....32pts
3. S.Ortelli/A.McNish, .....26pts

#### TEAMS

1. Chamberlain-Synergy Motorsport (n°39), ..... 34pts
2. RML (n°25), .....33pts
3. Paul Belmondo Racing (n°36), .....27pts

#### PILOTES / DRIVERS

1. G.Evans, .....34pts
2. T.Erdos/M.Newton, .....33pts
3. C.Y.Gosselin/V.Vosse, .....27pts

#### TEAMS

1. BMS Scuderia Italia (n°51), .....35pts
2. BMS Scuderia Italia (n°52), .....35pts
3. Convers Team (n°61), .....31pts

#### PILOTES / DRIVERS

1. M.Bartyan/C.Pescatori/T.Seiler, .....35pts
2. M.Cressoni, .....35pts
3. C.Bouchut/A.Vasiliev, .....31pts

#### TEAMS

1. Sebah Automotive (n°90), .....30pts
2. Scuderia Ecosse (n°93), .....28pts
3. Autorlando Sport (n°76), .....20pts

#### PILOTES / DRIVERS

1. X.Pompidou/M.Lieb, .....30pts
2. A.Kirkaldy/N.Kinch, .....28pts
3. F.Groppi/L.Moccia, .....20pts

### LMP1



### LMP2



### LMGT1



### LMGT2



### Le Mans Endurance Series gathers strength. Pescarolo enters the fray.

The second year would have five races and 50 competitors. The Pescarolo Team made its debut with its own Pescarolo C60 Hybrid chassis, powered by a Judd V10 engine and driven by J-C. Boullion/E. Collard. After a constant battle with Zytek, Team Pescarolo won the LMP1 class. In LMP2 the Chamberlain Synergy Motorsport Lola B05/40 prevailed over its RML rival (MG Lola EX264). In GT, Ferrari and Porsche retained their crowns from year one by respectively winning GT1 (No.51 BMS Scuderia Italia 550 Maranello driven by M. Bartyan/C. Pescatori/ T. Seiler) and GT2 (No.90 Sebah Automotive 911 driven by X. Pompidou/ M. Lieb).

#### TEAMS

1. Pescarolo Sport (n°17), .....34pts
2. Zytek Motorsport (n°15), .....32pts
3. Audi Playstation Team Oreca (n°4), ..... 26pts

#### PILOTES / DRIVERS

1. J.C.Boullion/E.Collard, .....34pts
2. H.Shimoda, .....32pts
3. S.Ortelli/A.McNish, .....26pts

### LMP1



#### TEAMS

1. Chamberlain-Synergy Motorsport (n°39), .....34pts
2. RML (n°25), .....33pts
3. Paul Belmondo Racing (n°36), .....27pts

#### PILOTES / DRIVERS

1. G.Evans, .....34pts
2. T.Erdos/M.Newton, .....33pts
3. C.Y.Gosselin/V.Vosse, .....27pts

### LMP2



#### TEAMS

1. BMS Scuderia Italia (n°51), .....35pts
2. BMS Scuderia Italia (n°52), .....35pts
3. Convers Team (n°61), .....31pts

#### PILOTES / DRIVERS

1. M.Bartyan/C.Pescatori/T.Seiler, .....35pts
2. M.Cressoni, .....35pts
3. C.Bouchut/A.Vasiliev, .....31pts

### LMGT1



#### TEAMS

1. Sebah Automotive (n°90), .....30pts
2. Scuderia Ecosse (n°93), .....28pts
3. Autorlando Sport (n°76), .....20pts

#### PILOTES / DRIVERS

1. X.Pompidou/M.Lieb, .....30pts
2. A.Kirkaldy/N.Kinch, .....28pts
3. F.Groppi/L.Moccia, .....20pts

### LMGT2



### Le Mans Endurance Series. Audi and Ferrari open their accounts.

After the four races of the inaugural season, and with an entry list of almost fifty different teams, it was German constructor Audi who set the tone by winning the LMP1 class hands down with the three Audi R8s from the Veloqx team (No. 88 J. Herbert/J. Davies, No.08 A. McNish/P. Kaffer) and Team Goh (No.05 R. Capello/S. Ara). In LMP2, the new Courage Competition C65 (No. 13 A. Frei/S. Hancock) took the upper hand over the No.99 PiR Competition Pilbeam (P. Brunneau/M. Rostan). Ferrari put its mark on GT with the No.86 of the French Larbre team (P. Lamy/C. Bouchut/S. Zacchia) in GT1, while Porsche won the GT2 class with the No.80 911 GT3-R of Sebah Automotive.

#### TEAMS

1. Audi UK Veloqx (n°88), .....	34pts
2. Audi UK Veloqx (n°8), .....	28pts
3. Team Goh (n°5), .....	27pts

#### PILOTES / DRIVERS

1. J.Herbert/J.Davies, .....	34pts
3. A.McNish/P.Kaffer, .....	28pts
5. R.Capello/S.Ara, .....	27pts

### LMP1



#### TEAMS

1. Courage Competition (n°13), .....	30pts
2. PIR Compétition (n°99), .....	26pts
3. Tracsport (n°27), .....	15pts

#### PILOTES / DRIVERS

1. A.Frei/S.Hancock, .....	30pts
3. P.Brunneau/M.Rostan, .....	26pts
5. JM.Gounon, .....	20pts

### LMP2



#### TEAMS

1. Larbre Compétition (n°86), .....	35pts
2. Barron Connor Racing (n°61), .....	20,5pts
3. Barron Connor Racing (n°62), .....	14pts

#### PILOTES / DRIVERS

1. P.Lamy/C.Bouchut/S.Zacchia, .....	35pts
4. D.Sullivan/J.Bosch/T.Biagi, .....	20,5pts
7. M.Hezemans/JD.Deletraz, .....	14pts

### LMGT1



#### TEAMS

1. Sebah Automotive (n°80), .....	26pts
2. JMB Racing (n°70), .....	25pts
3. Freisinger Motorsport (n°85), .....	24pts

#### PILOTES / DRIVERS

1. R.Rusinov, .....	25pts
2. S.Ortelli, .....	24pts
3.X.Pompidou, .....	22pts

### LMGT2



# REGULATIONS

**EUROPEAN LE MANS SERIES 2018**

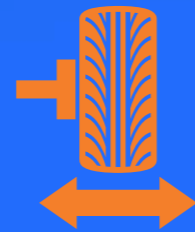
# WHAT'S NEW IN 2018?

## EUROPEAN LE MANS SERIES 2018



### **NEW LMP2 TROPHY FOR BRONZE AND SILVER CREWS**

A new LMP2 trophy for the first crew that has bronze-silver or bronze-bronze drivers.



### **PITSTOP CHANGES**

Two wheel guns (Max) into the working area. Wheel changes during refuelling.



### **ADDITIONAL JOKER TYRES IN LMP3**

Four extra 'joker' tyres.



### **DRIVE TIME**

Changes have been made to the minimum and maximum drive times in all three categories.



### **PROMOTER ORGANISED PRIVATE TEST BEFORE EACH ELMS EVENT**

Tests will be organised at Monza, Red Bull Ring, Spa-Francorchamps and Portimão.

# WHAT'S NEW IN 2018?

European Le Mans Series races in 2018 will feature three categories: LMP2, LMP3 and LMGTE.

**LMP2 (Le Mans Prototypes 2) - Race Number Background: BLUE**

**LMP3 (Le Mans Prototypes 3) - Race Number Background: PURPLE**

**LMGTE (Le Mans Grand Touring Endurance) - Race Number Background: ORANGE**

### TYRES

#### LMP2 category

Only 2 of the 3 specifications of tyres for a dry track (slicks), 1 specification of wet-weather tyres and 1 specification of intermediate tyres (number of specs for all 2016 LMP2 cars and number of specs for all 2017 LMP2 cars), which have been declared by tyre manufacturers to the FIA for the 2017 FIA World Endurance Championship season, are allowed on each event.

The number of tyres for dry track (slicks tyres) is limited as following

- 2 set of tyres for the whole free practice sessions
- 3 sets of tyres for the qualifying session and the race.
- 2 additional tyres can be used at any time during an event (free practice, qualifying and race combined)

#### LMP3 Category

Michelin has been named as the only tyre supplier for the LMP3 category. Only one specification of tyres for a dry track (slicks) and 1 specification of wet-weather tyres are allowed for all the model of cars for the complete ELMS season. For each car and for each event, a maximum of three sets of tyres of slicks are authorised, while wet tyres are unlimited. Four additional 'Joker' tyres can be used during the season.

#### LMGTE Category

Dunlop has been designated as the only tyre supplier for this category. Two specifications of tyres for a dry track (slicks), one intermediate tyres specification and one specification of wet-weather tyres are allowed for all models of car. There are no limits on the number of tyres.

### LMP3 PIT STOPS

The Reference Pit Stop Time will be used for a minimum of 2 pit stops that occur during the races irrelevant of the works done at the time of the pit stop. LMP3 competitors have to perform 2 mandatory pit stops with a time greater or equal to the Reference Pit Stop time.

The Reference pit stop time will be: distance from «pit in loop» to «pit exit loop» at 60Kph + refuelling time + tyre change time. The «Pit Stop Reference Time» will be published in the Briefing Notes of each Event.

### COMPOSITION OF THE DRIVER CREWS

#### LMP2 Category

Maximum of 3 drivers, and a crew of 2 or 3 must include at least one Silver or Bronze rated driver. Two platinum drivers are not permitted in the same line up.

#### LMP3 Category

Maximum of 3 drivers and the crew must include:

- One Gold + two Bronze drivers or
- Two Silver + one Bronze drivers or
- Three Bronze or two Bronze and a Silver (one Bronze minimum in every case)

A crew of 2 drivers must include:

- One Bronze and one Silver driver or
- Two Bronze drivers

#### LMGTE Category

Maximum of 3 drivers, and a crew of 2 or 3 must include at least one Bronze and one Silver rated driver or two Bronze drivers.

### DRIVING TIME

#### LMP2 category

For the driver line up made of 2 drivers:

- Maximum driving time for a Gold or Platinum driver : 1H40 minutes
- Minimum driving time for a Bronze or Silver driver: 2H15 minutes.

If a driver line up is made of 2 Bronze or Silver drivers only, one of the driver will have to respect the minimum driving time of 2h15, while this other will have to respect the minimum driving time of 40 minutes.

For the driver line up made of 3 drivers:

If the crew is composed by 2 Platinum or Gold drivers :

- Maximum driving time for a Gold or Platinum driver : 1h40 minutes
- Minimum driving time for a Gold or Platinum driver : 40 minutes
- Minimum driving time for a Bronze or Silver driver: 1h10 minutes

If the crew is composed by 1 Platinum or Gold driver :

- Maximum driving time for a Gold or Platinum driver : 1h40 minutes
- Minimum driving time for a Bronze or Silver driver: 40 minutes

If there is no Gold or Platinum driver in the driver line up:

- Minimum driving time for a Bronze or Silver driver: 40 minutes

#### LMP3 category

For the driver line up made of 2 drivers:

- Minimum driving time for a Bronze driver : 1h45 minute

If there is two Bronze drivers in the driver line up, each of them must drive as a minimum 50 minutes

For the driver line up made of 3 drivers:

- Maximum driving time for a Gold driver : 1h00 minute,
- Minimum driving time for a Bronze driver in case there is only one Bronze driver in the driver line up : 1h45 minute
- Minimum driving time for a Bronze driver in case there is two or three Bronze drivers in the driver line up : 50 minutes

#### LMGTE Category

For the driver line up made of 2 drivers:

- Minimum driving time for a driver: 1h45 minutes

For the driver line up made of 3 drivers including one Gold or Platinum:

- Maximum driving time for a Gold or Platinum driver : 1h15 minutes
- Minimum driving time for a Silver driver: 45 minutes
- Minimum driving time for a Bronze driver: 1h30 minutes

For the driver line up made of 3 drivers without any Gold or Platinum driver:

- Minimum driving time for a driver: 45 minutes

### POINTS SCALE

Points for Drivers and Teams classified in each race are awarded according to the following scale:

1st: 25 points	2nd: 18 points
3rd: 15 points	4th: 12 points
5th: 10 points	6th: 8 points
7th: 6 points	8th: 4 points
9th: 2 points	10th: 1 point

Beyond: A half point (0.5) will be awarded to any car placed beyond 10th place overall.

One additional point will be awarded to the car and the drivers who have achieved pole position in each category.

### TITLES AND TROPHIES

At the end of the season, the following titles will be awarded:

- A European Le Mans Series Trophy given to the Team winning the LMP2 class.
- A European Le Mans Series Trophy given to the best Driver(s) in LMP2.
- A European Le Mans Series Trophy given to the Team winning the LMGTE class.
- A European Le Mans Series Trophy given to the best Driver(s) in LMGTE.
- A European Le Mans Series Trophy given to the Team winning the LMP3 class.
- A European Le Mans Series Trophy given to the best Driver(s) in LMP3.

### Invitations to the 24 Hours of Le Mans

An automatic invitation to the 2019 24 Hours of Le Mans has been confirmed for each team winning its category, available to four teams entered in the 2018 ELMS season.

- The 1st LMP2 team will be invited to participate in the 24 Hours of Le Mans 2019.
- The 1st and 2nd LMGTE teams will be invited to participate in the 24 Hours of Le Mans 2019.
- The 1st LMP3 teams will be invited to participate in the 24 Hours of Le Mans 2019 in LMP2.

It is imperative that more than three cars are entered for the season, and that they are full season entrants who have participated in every round of the 2018 ELMS.

### Prize money for the class winners

- € 100,000 for the competitor of the winning car in the final LMP2 team classification
- € 70,000 for the competitor of the winning car in the final LMGTE team classification.
- € 50,000 for the competitor of the winning car in the final LMP3 team classification.
- € 5,000 for the car of the winning competitor of each event in each category (LMP2/LMP3/GTE)

To be eligible to the prize money listed above, a competitor must enter the European Le Mans Series on a full season basis and must take part in all the events listed in the calendar. The following prize money will be distributed to the competitors after the last race of the season



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# 2018 SEASON

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