

ALL THE INFORMATION AT A GLANCE

⇒ **The 79th Le Mans 24 Hours will take place on 11th and 12th June 2011**

⇒ A test day will be held in **2011** (in April or May)

⇒ **The Intercontinental Le Mans Cup (ILMC)**

- Introduction: The blue riband event and common thread
- The 5 cornerstones of the ILMC
- The objectives
- The 3 events on the 2010 programme:
Silverstone (Great Britain), Petit Le Mans (USA), Zhuhai (China)
- The **2011** ILMC will consist of 7 events including the **Le Mans 24 Hours 2 in Europe**: Spa 1000 kms (Belgium) and Silverstone (Great Britain)
+ The Le Mans 24 Hours (double points).
2 in the USA: Sebring 12 Hours or the Laguna Seca 6 Hours and Petit Le Mans
2 in Asia: Mont Fuji 1000 kms (Japan) and the China 6 Hours.

⇒ **2011 Le Mans regulations**

They have been drawn up taking into account sustainable development and respect of the environment, with the aim of testing new technologies reducing CO₂ emissions lowering fuel consumption and noise levels.

- Hybrid systems.
- The current LM P1s can race for another year under certain conditions.
- Engine cubic capacity, power and fuel consumption reductions as announced two years ago.
- LM P2 « Low Cost » powered by series production engines only.
- The current LM P2s are eligible for another year in 2011 under certain conditions.
- Creation of the GT Endurance Category, including the Pro and AM GTs.

⇒ **Le Mans looking to the future**

The various alternative technologies will be presented to the spectators at the Le Mans 24 Hours in agreement with the backing of the Le Mans metropolitan area, Michelin and GDF Suez.

⇒ **Spirit of Le Mans**

This year, this trophy (the 24th) has been awarded to M. Roland du Luart,
Vice-President of the Senate, Senator of the Sarthe,
President of the Sarthe General Council
President of the « Syndicat Mixte des 24 Heures. »



LE MANS 24-HOURS TEST DAY THE ACO REVIVES A TRADITION

The new regulations coming into force in 2011 will lead to the return of the test day in April or May. It will take place at least a month before the 79th Le Mans 24 Hours on 11th-12th June.

Pre-race practice has been organised 34 times in 77 Le Mans 24 Hours. In the sixties they were known as the April Practice Days and they then had several official names: preparatory practice, pre-qualifying, preliminary practice and in 2005, the Test Day. The last format dates from 2008 when the test day became part of the Le Mans week, as it was held on the Sunday before scrutineering.

In 2009, the ACO was obliged to cancel the test day because of the economic situation. The introduction of new regulations, which will lead to the arrival of a new generation of cars, decided the club to bring back the test day with the agreement of the manufacturers and teams.

Thus, everybody will be able to take advantage of this test session to shakedown their cars on the very special long Le Mans circuit. They will then have enough time to carry out the necessary modifications to setups etc before the race itself.



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THE BLUE RIBAND EVENT AND THE COMMON THREAD

While everybody agrees that the Le Mans 24 Hours is the one of the greatest motor races in the world and THE blue riband event in the history of endurance, a kind of Grail was lacking. This top-level race is a story of battles between men, duels between the major manufacturers and also a permanent test bed for new technologies, which the current requirements in terms of energy savings have placed at the top of today's agenda.

The Automobile Club de l'Ouest and its teams have been thinking about these problems for some time now, and the result is this common thread that brings to life on three continents Europe, North America and Asia throughout the season, the fundamentals of the history of Le Mans. These are attributes that cannot be disassociated from the Le Mans 24 Hours: the night-time, the festive ambience, the intimate connection with the crowd, the stories of men and machines and the passion for the motor car.

Today, the name of this thread is the **Intercontinental Le Mans Cup** and its acronym: **ILMC**. The ILMC will kick off in three months at the Silverstone 1000 kms (10-12 September), and will act as a counter point to the Le Mans 24 Hours.

This year, the ILMC calendar consists of three races, but the endurance thread will increase in influence in **2011 with 7 events**: 2 in America, 2 in Asia, **2 in Europe** and the **Le Mans 24 Hours** for which double points will be awarded! It is the dawn of a new era and the common thread and the blue riband event will boost its impact.



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THE INTERCONTINENTAL LE MANS CUP (ILMC)



The Intercontinental Le Mans Cup will be launched in the second six months off the 2010 season on all continents: Europe, America and Asia. Here are the objectives, the base and the 2010-2011 programmes for this future monument of endurance with the Le Mans 24 Hours.

⇒ OBJECTIVES

- Bring the Le Mans magic back to all the **continents**
- Launch an **Endurance World Cup**
- Develop a common year-long thread with the manufacturers centered around **the Le Mans 24 Hours**

⇒ THE BASE OF THE ILMC

- The Le Mans Spirit
- A harmonious mixture of Prototypes and GT categories
- A permanent, recognised technological laboratory
- Prestigious and popular endurance races on the world scene
- A global and responsible approach to **sustainable development** in endurance (site, public, teams, constructors, manufacturers)

⇒ THE 2010 ILMC: 3 EVENTS AS ANNOUNCED

- **The three events announced have been confirmed.** They will be held on three continents - Europe, America and Asia - in chronological order, each one representing one of the 3 Le Mans Series: **Le Mans Series (LMS)**, **American Le Mans Series (ALMS)** and **Asian Le Mans Series**. The season will finish with the third round of the ILMC in China on the Zhuhai circuit.



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▪ **2010 Calendar:**

- 10-11-12 September: Silverstone 1000 kms, Great Britain
- 29 September - 2 October: Petit Le Mans (1 000 miles), Road Atlanta, USA
- 5-6-7 November: Zhuhai, 1000 kms China.

▪ **Focus: Zhuhai** (1 332 000 inhabitants) is a town in the Guangdong province near Macau. It is called a special economic zone. The circuit (photo right) which measures 4,3 km was the first permanent circuit in China. It was finished in 1996, and hosted the first international motor race in the country.



▪ **3 titles will be awarded**

The 2010 Intercontinental Le Mans Cup will have three titles:

- **LM P1 Manufacturers' title**
- **LM GT2 Manufacturers' title**
- **ILMC Team Cup** (open to all 4 categories LM P1, LM P2, LM GT1 and LM GT2), to reward the involvement of all the teams.



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⇒ THE ILMC'S INCREASING IMPACT IN 2011

The Intercontinental Le Mans Cup will double up in its second season: 2 races in America, 2 in Asia and 2 in Europe, + the Le Mans 24 Hours for which double points will be awarded.

INTERCONTINENTAL LE MANS CUP 2011				
7 MAJOR RENDEZ-VOUS, WITH THE LE MANS 24 HOURS				
1	March	USA	Sebring 12 Hours*	ALMS
2	May	EUROPE (Belgium)	Spa 1000 Kms*	LMS
3	11-12 June	EUROPE (France)	Le Mans 24 Hours (double points)	LE MANS
4	September	EUROPE (United Kingdom)	Silverstone 1000 Kms *	LMS
5	September-October	USA	Petit Le Mans, Atlanta	ALMS
6	End of October	ASIA (Japan)	Mount Fuji 1000 Kms	Asian LMS
7	Mid-November	ASIA (China)	6 Hours (circuit to be designated in China)	Asian LMS

*To be confirmed



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2011 LE MANS 24-HOURS REGULATIONS

The 2011 Le Mans 24 Hour regulations have been drawn up in the context of sustainable development and respect of the environment. The ACO and the motor car industry have concentrated on two aspects that are crucially important from their point of view:

- ⇒ An endurance race like the Le Mans 24 Hours must enable entrants to test new technologies.
- ⇒ **The contribution of the Le Mans 24 Hours must be oriented even more strongly towards both the reduction of CO₂ emissions and fuel consumption.**

HYBRID SYSTEMS

The ACO wishes to give manufacturers the widest possible scope to use and develop such systems by putting a certain number of controls in place. Energy recovery systems will be allowed provided that they respect the following rules:

- Recovery and release of the energy on two wheels (front or rear axle) choice free.
- Maximum quantity of energy released between two braking phases: 500 kJ.
- Energy stocking: electrical or mechanical systems
- System actuated by the accelerator pedal only (push to pass button forbidden).
- Hybrid safety specification drawn up by the ACO.
- Other means of energy recovery allowed: exhaust, engine heat, dampers etc. provided they respect the specification drawn up by the ACO (safety, driver aids banned, evaluation of the increase provided by the system, reduction of fuel consumption and CO₂ emissions).
- Energy recovery systems using brakes must not be active in curves (driver aids banned).
- Fuel tank capacity reduction: 2 litres less for petrol and diesel-engined cars.
- Pit lane test obligatory for the cars in the hybrid category according to Art 1 / Definitions, § 1.12 of the ACO LM P1 & LM P2 technical regulations, which stipulate that a car in this category must be able to cover the distance of the pit lane (400 m.) at a speed of 60 km/h using only the power generated by its hybrid system.



LM P1 & LM P2 PROTOTYPES

The new regulations follow the current evolution of the motor car in relation to the environment: namely, reduction in the power and overall performance of the engines.

⇒ **2010 LM P1s eligible in 2011 provided that**

As announced two years ago, the cubic capacity of the LM P1 prototypes will be reduced. The 2011 regulations for the Le Mans 24 Hours, the ILMC, ALMS, LMS and the Asian Le Mans series have been revised to take into account the current economic situation and ensure a transition period. It gives the 2010 LM P1 prototypes an extra year with their performance adjusted in relation to the new 2011 cars. The development of the current chassis will be frozen on 31/12/2010.

⇒ **LM P2 « Low Cost » powered exclusively by series production engines with engine regulations close to those in LM GT2.**

- *Capped costs*: that of an engine must not exceed 75.000 €, the sales price of a complete chassis with options without the engine will be 325.000 € maximum - 400.000 € for a complete car.

- *Minimum engine life*: The life of an engine between two revisions is 30 hours 2011, 40 hours in 2012 and 50 hours in 2013.

- The current LM P2s can, still race in 2011 on 3 conditions :

1. Installation a of a new engine derived from series production.
2. Chassis development frozen on 31/12/2010.
3. Performance adjusted in relation to the new 2011 models.



CREATION OF THE GT ENDURANCE CATEGORY

In 2011, there will be no LM GT1 category for the following three reasons:

- Numerous date clashes on the calendars,
- Very small fields outside the Le Mans 24 Hours,
- Current category is entirely sprint based.

This is why in agreement with the GT manufacturers the ACO has decided to create a GT Endurance category with a single set of regulations valid between 2011 and 2013. These regulations are based on the GT2s complying with the 2009 ACO rules with the following modifications:

- Steering wheel-mounted paddleshifts.
- 1 evolution per year allowed.
- 2 evolutions per year allowed for new cars.
- Measures taken to reduce top speed without reducing power.

The GT Endurance category will be for one type of car but divided up into two classes:

⇒ **GT Endurance PRO**: professional category, cars and drivers free.

⇒ **GT Endurance AM**: cars of over one year old and a minimum of two drivers classified in the bronze or silver categories (LM P2 LMS 2010 regulations).

⇒ **Green X in PROTOTYPE and GT**

⇒ Reduction in **tyre consumption** (as in 2009 and 2010)

⇒ **Reduction in decibels** (From 112DB in 2010 to 110DB in 2011)



LE MANS LOOKS TO THE FUTURE

«AN EXCEPTIONAL DEMONSTRATION AS A CURTAIN-RAISER TO THE LE MANS 24 HOURS»

Since the creation of the Le Mans 24 Hours in 1923, the event has always been a technological laboratory for constructors and manufacturers. The motor car has begun an energy revolution and new projects could appear in racing in the near future. The ACO and the Le Mans 24 Hours feel honour-bound to supply the arena in which tomorrow's technologies can prove themselves. With this in mind, the ACO is providing manufacturers with an opportunity to showcase their savoir faire before the 78^{es} Le Mans 24 Hours.

10 avant-garde cars with sporting tendencies will put on a demonstration on the big Le Mans 24-Hours circuit on Saturday at 12h10. They will then be on display in the 24-Hours support paddock from 14h00 on Saturday to 16h00 on Sunday.

The following cars will take part: the PORSCHE 911 GT3 R Hybrid, the AUDI e-Tron, the PEUGEOT RCZ Hybrid4, the electric FERRARI 599XX HPDC, the electric TESLA, the hydrogen MAZDA RX-8 RE, the hydrogen BMW, the natural gas VOLKSWAGEN Scirocco, the electric SECMA F16 and the electric ANDROS.

These cars, in the hands of well-known drivers, will do two laps of the Le Mans 24-Hours circuit before going to the 24-Hours support paddock.

The Le Mans-24 Hours race will continue to distinguish itself as the event enabling the most innovative manufacturers to prove themselves on the most demanding, revealing circuit in the world.

These different futuristic technologies will be presented to the public and the media at the Le Mans 24 Hours by the ACO in agreement with the major manufacturers.

The first demonstration will take place on the Le Mans 24-Hours circuit tonight from 21h15 to 21h35.

The partners for this demonstration are :

- LE MANS METROPOLE
- GDF SUEZ
- MICHELIN GREEN X



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The 2010 Spirit of Le Mans awarded to Mr. Roland du LUART

The ACO Steering Committee has awarded the "Spirit of Le Mans" Trophy to Roland du LUART for all his work as President of the « Syndicat Mixte du circuit des 24 Heures du Mans. »



ROLAND du LUART

Born: 12 March 1940

Sarthe Senator since 1977

Vice President of the Senate since 2004

President of the Sarthe General Council since 1998

General advisor to the Tuffé canton

President of the « Syndicat Mixte des 24 Heures du Mans » since 1998

« When it came to awarding the *Spirit of Le Mans Trophy* », said **Jean-Claude PLASSART, the ACO President de l'ACO**, « We wanted to honour an eminent personality. Our choice very quickly fell on Roland du LUART.

« As President of the « Syndicat Mixte du Circuit des 24 Heures du Mans » Roland du LUART has worked unceasingly to improve the infrastructures of our circuit on a permanent basis by investing as much as in the comfort for the spectators as in that of the teams and drivers who take part in our events throughout the year. It is now a well-known fact that our circuit is among the most beautiful in the world and it has become a yardstick on the international sporting scene.

We would also like to congratulate the man who has always had an inspiring vision for the future of our events and has given the club his full confidence. »



Consolidate Le Mans' pole position in the Sarthe in the field of motor sport

Like his predecessors in the role of President of the General Council and President of the « Syndicat mixte des 24 Heures du Mans, » **Roland du Luart** has always invested a lot of effort in contributing to the development of the most prestigious of endurance events. This involvement has always been guided by the fact that by developing the most prestigious endurance event in the world, he has also enhanced the renown and the lure of the Sarthe.

His aim is to do everything in his power to consolidate Le Mans' pole position in the Sarthe in the field of motor sport in general to everybody's satisfaction – for the people of the Sarthe to host an event that has a worldwide impact, for the spectators who can enjoy modern and comfortable installations, and lastly for the drivers to race on a safe, modern circuit.

The recently-inaugurated medical centre for the spectators is the culmination of the long list of investments made by the « Syndicat Mixte du Circuit des 24 Heures » over the past several years, whether for the welcome of the public, the complete revamp of the village, the rebuilding of the Welcome, the improvement of the Eastern entrance, the pedestrian tunnels and the safety of the drivers, the Green garage corner, revamp of the track and the paddock etc.

Under his presidency and over the past five years the « Syndicat Mixte (50% General Council, 25% « Région des Pays de la Loire, » 15% town of Le Mans and 10% by Le Mans Metropole) has invested over 50 Million euros to modernise and boost the renown of the Sarthe circuit.

This policy carried out in close partnership with the Automobile Club de l'Ouest has led to the Le Mans 24-Hours circuit becoming one of the best in the world in the words of eminent specialists. Thus, it has also attracted an increasingly large number of spectators. This revamp gives the Sarthe track the best possible opportunity to pursue its development on a sustainable basis in the years to come.

For **Roland du Luart**, this success is the fruit of the collective work of the territorial communities of the Automobile Club de l'Ouest, and also the result of the daily involvement of enthusiasts and voluntary workers who are always ready to help the renown of the mythic Sarthe circuit shine throughout the world!



« A reward for the all the people of the Sarthe »

« By awarding me the Spirit of Le Mans Trophy, » said Roland du Luart, « you have chosen to reward the investment policy of the « Syndicat mixte des 24 heure » and by the same gesture all the people of the Sarthe. The Le Mans 24-Hours race is much more than just a sporting event for our department. Technological innovation, team spirit, courage and performance are all values that the people of the Sarthe share with the mythic race. Thus, over the years the Le Mans 24 Hours have become an integral part of the culture and heritage of the Sarthe. »

The ACO Steering Committee

The Spirit of Le Mans is awarded by the ACO Steering Committee:

Président

Jean-Claude PLASSART

Vice-Président

Pierre FILLON

Vice-President and treasurer

Gérard BIZIEN

Vice-Président

Patrick GRUAU

Vice-Président

Jacques LESEUR

General secretary and assistant treasurer

Dominique FOUSSIER



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THE 2010 WINNER

The Spirit of Le Mans Trophy is a ROLEX watch, a symbol of the time that dictates the rhythm of this legendary race. It is awarded to people who have best served the spirit of the Le Mans 24 Hours. Here is the list of winners since 2001.

- **2001**
Ferdinand PIECH, President of the Volkswagen-Audi Board of Directors
Paul FRÈRE (†), Journalist, engineer and driver (winner at Le Mans in 1960)
Alain BERTAUT, Journalist, driver, author of the Le Mans 24-Hours regulations
- **2002**
Derek BELL, Driver, 5-time winner of the Le Mans 24 Hours
Jean RÈDÉLÉ (†), Founder of the Alpine make and Le Mans driver
René LERET, Founder of the Le Mans 24 Hours for Karts
- **2003**
Phill HILL (†), Driver (1961 F1 World Champion), 3-time winner of the Le Mans 24 Hours
Norbert SINGER, Engineer, Porsche team manager at Le Mans for 20 years
Herb FISHEL, GM programme manager at Le Mans (2002 and 2003)
- **2004**
Reinhold JOEST, Driver and team manager (Porsche and Audi)
Jacky ICKX, Driver, 6 –time winner of the Le Mans 24 Hours
- **2005**
Christian MOITY, Journalist, founder of the Le Mans annual
Henri PESCAROLO, Driver (4-time winner of the Le Mans 24 Hours) and constructor
- **2006**
Tom KRISTENSEN, Driver, record number of victories (7) in the Le Mans 24 Hours
Yojiro TERADA, Driver (27 participations in the Le Mans 24 Hours) and ACO administrator
Don PANOZ, Constructor, founder of the ALMS (American Le Mans Series)
Franz-Joseph PAEFGEN, President of Audi (1998 to 2002) and Bentley (since 2002)
- **2007**
Wolfgang ULLRICH, Audi Motorsport Competitions Manager
Jacques ISSAUTIER, Journalist, present at the Le Mans 24 Hours since 1949
- **2008**
Yves COURAGE, Driver and constructor from the Sarthe (28 years involvement in the Le Mans 24 Hours)
Martin BIRRANE, Driver and owner of Lola Cars
- **2009**
Patrick PETER, Le Mans Series General Manager, Le Mans Classic General Manager
- **2010**
Roland du LUART, President of the « Syndicat Mixte du circuit des 24 Heures du Mans »



Bruno MEIER and Jean-Claude KILLY will give the start for ROLEX

Bruno Meier, the ROLEX SA CEO, and Jean-Claude Killy, member of the ROLEX SA Board of Directors, will give the start of the 78th Le Mans 24 Hours.

Jean-Claude Killy, accompanied by Bruno Meier, will be on the footbridge of Race Control on Saturday at 15h00 to give the start to the drivers by waving the French flag at 15h00 on Saturday. It is a major symbol for the triple Olympic Champion who raced in the 1969 Le Mans 24 Hours with Bob Wollek writing a chapter in the 24-Hours legend. Jean-Claude Killy then became an ambassador for Rolex like Tom Kristensen and Jackie Stewart.

ROLEX, the prestigious Swiss watch-making company based in Geneva, which has been present on the Le Mans circuit since 2001, employs 9000 people throughout the world. In 2002, it was involved in a completely new way of signalling on Race Control's footbridge. Over the last 10 years, ROLEX has developed its partnership with Le Mans both on and off the track.

Messrs Bruno Meier and Jean-Claude Killy will succeed Luca di Montezemolo, President of the FIAT and Ferrari SPA Groups as official starters for ROLEX.



Jean-Claude KILLY

The triple Olympic gold medallist at the Grenoble Winter Games raced in the Le Mans 24 Hours on one occasion in 1969. A review of his career in downhill skiing and motor racing follows below.

⇒ KILLY & DOWNHILL SKIING

- Triple gold medallist in the Olympic Games (downhill, giant, slalom), Grenoble 1968.
- Four-time world champion (downhill, giant slalom, slalom, combined) in 1968.
- Double world champion (downhill and combined), Portillo 1966.
- Winner of the Downhill World Cup in 1967.
- Winner of the Downhill World Cup in 1967 and 1968.
- Winner of the Slalom World Cup in 1967.
- 18 victories: 6 downhill, 7 giants and 5 slaloms.
- 24 podiums.

⇒ KILLY & MOTOR RACING

- **1967. Targa Florio.** He teamed up with the late Bernard Cahier racing under the alias « Jean-Claude ». He finished seventh overall in a Porsche 911 S and won the GT category.
- **1968. Monza 1000 kms.** He finished 2nd in GT with Jean Guichet in a Porsche 911 T. Extract from an article that appeared in Sport Auto: « *Jean-Claude Killy confirmed the promise seen in the Targa last year. He was surrounded by a host of reporters and photographers, and seemed a bit embarrassed by it all as he was afraid of annoying the die-hard racers and his rivals who had much better results to their name on four wheels than him.* »
- **1968. Nürburgring 1000 kms.** 3rd in GT with Jean Guichet in a Porsche 911 T. Killy and Guichet led the category at one moment but were delayed by a broken steering wheel spoke probably due to the fact that Guichet did not like being belted in and hung on to the steering wheel when the car rolled in the corners.
- **1969. Le Mans 24 Hours.** Jean-Claude Killy shared the wheel of an Alpine A 210 (under 1600 cc SP category) with the late Bob Wollek, military and university skiing champion and member of the French team from 1966 to 1968. The ski team was eliminated (20th hour) by broken suspension.





WIDESPREAD TV COVERAGE

Eurosport will show practice and the race in their entirety as well as broadcasting the *Le Mans 2 magazine* France Télévisions (France 2, France 3) will also show the race while as in 2009 TF1 has scheduled a special Le Mans 24 Hours. A total of over 30 channels will broadcast the footage from the Le Mans 24 Hours throughout the world..

Thursday 10 June	19.00 – 19.30 Qualifying	Live		Eurosport 2
	19.30 – 20.00 <i>Le Mans 24 Magazine</i>		30'	Eurosport
	20.00 – 21.00 Qualifying	Live		Eurosport
	22.00 – 24.00 Qualifying	Live		Eurosport
Friday 11 June	19.30 – 20.00 <i>Le Mans 24 Magazine</i>		30'	Eurosport
Saturday 12 June	09.00 – 09.45 Warm up	Live		Eurosport
	11.00 – 12.00 Race Groupe C	Live		Eurosport
	14.15 – 14.45 <i>Le Mans 24 Magazine</i>		30'	Eurosport
	14.45 – 16.00 Le Mans 24 Hours	Live		Eurosport
	16.00 – 23.00 Le Mans 24 Hours	Live		Eurosport 2
	19.30 – 20.00 <i>Le Mans 24 Magazine</i>		30'	Eurosport
	22.00 – 22.30 Le Mans 24 Hours	Live		Eurosport
	23.00 – 24.00 2Le Mans 24 Hours	Live		Eurosport
Sunday 13 June	00.30 – 09.00 Le Mans 24 Hours	Live		Eurosport
	09.00 – 09.30 Le Mans 24 Hours	Live		Eurosport 2
	09.00 – 09.30 <i>Le Mans 24 Magazine</i>		30'	Eurosport
	09.30 – 10.30 Le Mans 24 Hours	Live		Eurosport
	10.30 – 13.00 Le Mans 24 Hours	Live		Eurosport 2
	13.10 – 15.00 Le Mans 24 Hours	Live		Eurosport
	15.00 – 15.30 <i>Le Mans 24 Magazine</i>		30'	Eurosport



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Saturday 12 June	14.50 – 15.30 – Le Mans 24 Hours Start	France 2
	17.00 – 17.20 – Le Mans 24 Hours Flash	France 2
	22.30 (approx) – Le Mans 24 Hours summary	France 2
Sunday 13 June	08.15 – 08.30 – Le Mans 24 Hours Flash	France 2
	10.40 – 11.20 – Le Maans 24 Hours	Flash France 3
	14.30 – 15.10 – Le Mans 24 Hours Finish	France 3

































Sunday 13 June	10.15 – AUTOMOTO Le Mans 24 Hours Special	Live
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TELEVISION DISTRIBUTION AS OF 02/6/2010

Territory	Logo	Potential Number of Viewers
EUROPE		
Austria		3.47 million households
Belgium		4.78 million households
Denmark		2.5 million households
Europe		117.4 million households
Europe		38.2 million households
France		6.3 million
France		24.4 million households
France		1 million digital households
France		4.8 million subscribers
France		
Italy		23.45 million households
Netherlands		7.15 million households
Russia		7.852 million households
Slovak Republic		1.061 million households
UK		10 million subscribers

AMERICAS / MIDDLE EAST & AFRICA / ASIA		
Pan-South America		
Pan-South America		11 million subscribers
USA		72 million subscribers
USA		
Morocco		
Pan-Middle East		
South Africa		3.5 million subscribers
Australia		7.8 million households
India/Pakistan/Afghanistan/Bhutan/Maldives		60 million subscribers
Japan		47.8 million households
New Zealand		1.59 million households
Pan-Asia		173 million households
Pan-Asia		6m subscribers in 14 countries
WORLDWIDE		
Worldwide		n/a
Worldwide		520 million households
Worldwide		60+ countries worldwide
Worldwide		1.044 billion households
RADIO		
Worldwide		n/a



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