AUTOMOBILE CLUB DE L'OUEST PRESS CONFERENCE

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INTRODUCTION BY PIERRE FILLON, PRESIDENT OF THE AUTOMOBILE CLUB DE L'OUEST

"WELCOME TO LE MANS, WELCOME TO THE 24 HOURS OF LE MANS"

The annual Automobile Club de l'Ouest pre-race conference is a fantastic opportunity for the ACO to bring together the world of endurance racing: the media, the race teams, the various authorities involved and our partners to set out our vision, our projects and our road map. This is not just an annual social gettogether for our endurance racing friends. It is an important occasion for me, as President of the ACO. It is an opportunity not only to announce, but to convince and to pull together, to garner opinions in a two-way discussion.

Ahead of the race, which starts tomorrow, this conference maps out the future of our endurance classic and of the discipline. It is also a chance to show our appreciation for our partners. As this year's event gets underway, we are preparing for and presenting the races to come. We are always a few steps ahead.

So here we are, on 14 June, it's time to address the diverse and decisive topics that we will be covering today.

Enjoy the conference!



JEAN TODT,

44 As ever, we look forward to another edition of the 24 Heures du Mans, the greatest endurance race in the world. It is always a wonderful occasion, thanks to its very special ingredients: close racing, an important heritage and unique spirit, winners in four different categories, and a great adventure for competitors and fans alike. We thank the ACO for their close cooperation with the FIA and look for another spectacular race.

Today, the FIA is pleased to announce the new regulations that will see Hypercar-type cars become the premier category of the 24H of Le Mans and the FIA World Endurance Championship. Taking effect from the 2020/21 season, they have been developed through a process of positive collaboration between the FIA, ACO, manufacturers and teams, and will provide a stable platform for the long-term, as well as costeffective proving ground for next generation automotive technologies. Together, we look forward to the many benefits we can expect this new direction to bring. 77





PIERRE FILLON

11 There has been a lot of hard work by many people and today we have been able to present the new 2020 Hypercar regulations. The guiding principles are guaranteed competition between the competitors, a controlled budget and spectacular racing cars and the hypercar regulations will deliver on all three principles.

There has been a lot of interest from manufacturers and the fans will able to identify easily with the new cars that will be seen on track at the start of the 2020/21 season. The Hypercar regulations are very open to a diverse approach to the technology used, balancing both hybrid and non hybrid powertrains with manufacturers able to introduce new ideas. It will be a new era with regards to the way technology will be used in endurance racing.

I am confident that the new Hypercar category with take the top class at the 24 Hours of Le Mans and in the FIA World Endurance Championship to new heights from 2020 onwards.

With regards to the entry list for the 2019/20 season it is very pleasing to see the strength in depth of the teams and drivers in all four categories of the FIA World Endurance Championship. The last season of the current LMP1 regulations will definitely be one to watch. 77

PIERRE FILLON

JEAN TODT

RICHARD MILLE



🖊 It has been a unique season of 14 months, starting in May last year and ending here at the spiritual and true home of endurance racing, the 24 Hours of Le Mans...a Super Season in every sense. We have had some incredible rounds, witnessing fantastic racing between heroes of motorsport in all four categories including one of the best drivers in the world, Fernando Alonso, and made a return to Sebring in the USA alongside our friends from IMSA which thrilled and entertained our competitors and the fans in equal measure. If the Super Season wasn't special enough, we have been fortunate enough to be at Le Mans twice, and there is no better place to conclude this journey and for our champions to claim their crowns. At this annual, and always much anticipated official ACO press conference, we are here to celebrate the end of this season and of course to look to the future.

As we know well, motorsport never stops and now we immediately look forward to our 2019-2020 season, and we are confident that Season 8 will not disappoint in any way! It promises to be superb for the strength of competition, the quality of the teams and drivers in every class, and the entertainment they will provide for our ever-growing community of fans across the world. Our first full season with the new format calendar will see us visit five different continents - as befits a true world championship - and includes the return to some favourite venues for both competitors and fans – Bahrain and São Paulo. We can't wait for it all to begin at Silverstone in just a few months' time. 77

2019: A YEAR OF SUPERLATIVES

The 24 Hours of Le Mans began working its magic on the motorsport world in 1923 and fans have been spellbound ever since. Year after year, the prospect of a gruelling endurance race, the glittering line-up of drivers and cars and the exciting new technology attract a huge following.



"RACE VICTORS, WORLD CHAMPIONS, ENDURANCE TROPHY WINNERS"

Super is the only way to describe the 2019 24 Hours of Le Mans... and it hasn't even started yet! The French endurance classic is the culmination of the 2018-19 FIA World Endurance Championship Super Season, which began with Spa-Francorchamps in May 2018 and takes in two editions of the 24 Hours of Le Mans.



Race winners and world champions will be acclaimed as they cross the line at 15:00 on Sunday 16 June. After his Formula One triumphs, will 2018 Le Mans winner Fernando Alonso (Toyota) go all out to add another world championship to his list of achievements? Will he prefer another world title or a second win at Le Mans before his career takes a new turn? Alonso won't be the only driver to face a dilemma at the wheel, grappling with questions. How far can you push the competitive spirit? How close can you get to flirting with danger? It's a fine line

to tread. Just starting out in endurance and a rookie at Le Mans, former McLaren F1 driver Stoffel Vandoorne is jumping in at the deep end, driving a non-hybrid LMP1 with SMP Racing. The Belgian is a member of a new generation of drivers embarking on an endurance racing career. This year's grid comprises several drivers who have turned to the discipline after a spell in Formula One: Jani, Buemi, Nakajima, Kobayashi, Lotterer, Conway, Senna, Petrov, Bourdais, Fisichella, Davidson, Alonso, Vergne and Hartley have all switched back and forth between the two. Hybrid driving skills and multi-category traffic management are two qualities that drivers apply across the board and that propel them to the very top of their field.

Traffic negotiation skills will come into their own at Le Mans this year. The 87th 24 Hours of Le Mans is already full of superlatives. Some 62 machines and 186 drivers (61 cars after a crash for #99) will take to the iconic 13.626-kilometre circuit.

Unbelievable! The popularity of the race inaugurated in 1923 only grows as the years go by. An impressive 75 applications were considered by the ACO selection committee and some rejections were so heart-wrenching that the organisers decided to extend the pit lane to accommodate two more garages. The 2019 version of the Le Mans show therefore has a superb new set and a cast of 61 potentially all on stage at once.

A 100% FEMENAL CREW



An all-female crew features in the 183-strong driver line-up, with Michelle Gatting, Manuela Gostner and Rahel Frey at the wheel of the Kessel Racing LMGTE Am Ferrari. Odette Siko holds the best record for a woman at Le Mans, with 4th place in 1932. Michele Mouton, president of the FIA Women in motorsports committee will be offering her support to the Kessel team. Rally world champion Mouton contested the 24 Hours of Le Mans in 1975 with Christine Dacremont and Marianne Hoepfner. She shares the view of the Automobile Club de l'Ouest, that endurance racing forges successful relationships between drivers, whether male or female.

In the LMGTE Pro category, the 24 Hours of Le Mans is often a long sprint. BMW, Porsche, Ferrari, Aston Martin, Corvette and Ford are all back to battle it out this year.



HAYWOOD, GRAND MARSHAL

The build-up to a 24-hour race is always special and this year's starting ceremony is set to be splendid. Several figures of the sporting world play a key role in the procedures.

Three-time winner of the 24 Hours of Le Mans, Hurley Haywood not only knows the race, he is part of its rich history. The American is this year's Grand Marshal. Always a former Le Mans driver, the Grand Marshal leads the ceremonial lap of the circuit, peeling off before the rolling start. Hurley Haywood succeeds Jacky Ickx in the role. The pair won the race in 1977, Haywood's first attempt at the gruelling race. He went on to win twice more in 1983 and 1994. All three triumphs were with Porsche.

A figure of endurance racing, 72-year-old Haywood also follows in the footsteps of Henri Pescarolo, Allan McNish, Tom Kristensen, Alexander Wurz and Mark Webber.

A SPECIAL STARTER



The other ceremonial role is that of race starter. This year, the ACO is immensely honoured that HSH Princess Charlene of Monaco has accepted to undertake the role. Only two other women have officiated as starter of the 24 Hours of Le Mans: Hélène Blanc, prefect of Sarthe, in 1991 and Joan Hall, South Australian minister for tourism, in 1999.

Le Mans has longstanding friendships with other Meccas of motorsport and welcomed HSH Prince Albert of Monaco to start the race in 1992.

A HYDROGEN PROTOTYPE ON THE GRID



Shortly before the start, at 14:42 precisely, the future of racing takes to the track in the shape of the LMPH2G hydrogenelectric prototype, which will complete a demonstration lap of the iconic circuit. MissionH24, instigated by the ACO and GreenGT and joined by Total, promotes hydrogen as a vehicle fuel.

This year marks the 50th anniversary of Jacky Ickx's narrow victory over Porsche. Ickx began the race by ambling across the track to his Ford GT40 to draw attention to the safety issues posed by the Le Mansstyle start. The starting ceremony will pay tribute to his feat.

This race often produces the sort of drama and plot twists that would not be out of place on the silver screen. In Le Mans '66 (20th Century Fox) director James Mangold portrays the Ford v. Ferrari head-to-head with Matt Damon and Christian Bale in the lead roles. On Friday 14 June, two cinemas in Le Mans will be screening a worldexclusive 10-minute extract of the film to be released in November.

LE MANS ESPORTS SERIES FINAL

Another 24-hour race will be taking place at Le Mans this year. For the first time, the circuit hosts the final of the Le Mans Esports Series. Twelve teams of three gamers have qualified and the winners will have full Le Mans podium honours at 12:25 on Saturday 15 June, in time to sit back and enjoy the real-life race.



PATRICK DEMPSEY, 2019 SPIRIT OF LE MANS

After Sir Lindsay Owen-Jones in 2018, Patrick Dempsey has been awarded the Spirit of Le Mans trophy.



Two of the 61 cars on the grid represent Dempsey Proton Racing, including the #77, last year's LMGTE Am class winner. Yes, Dempsey as in Patrick. The American actor is co-owner of the FIA World Endurance Championship team. Alongside his acting career -which has seen him star in Grey's Anatomy, Transformers 3, Bridget Jones' Baby and recently the television mini series The Truth About the Harry Quebert Affair Dempsey pursues his keen interest in endurance racing.

He drove a full WEC season in 2015, achieving second in class in at Le Mans 24 Hours and victory at the 6 Hours of Fuji. He drove a full WEC season in 2015, achieving second in class in at Le Mans 24 Hours and victory at the 6 Hours of Fuji. But his interest in racing doesn't stop at driving. A true team player, he enjoys the camaraderie among crew members, the challenge, the esprit de corps. Always the first to laud the merits of the group as a whole, he is also very knowledgeable about the history of his chosen sport. He recently produced Hurley, a superb documentary about fellow Porsche aficionado, three-time winner of the 24 Hours of Le Mans, Hurley Haywood, the Grand Marshal of this year's race. Dempsey defends the values of endurance racing, in the best possible manner, by setting the example. His contribution to the present and the future of our discipline is highly appreciated.

On 15 and 16 June, expect to see Patrick Dempsey trackside, eyes glued to the screens, following his team's progress as the 24 Hours of Le Mans unfolds. His dedication and enthusiasm have earned him the the 2019 Spirit of Le Mans award.

Pierre Fillon, President of the Automobile Club de l'Ouest: "This year we are delighted to have elected Patrick Dempsey as Spirit of Le Mans. When he first took part in the race in 2009, it was as an amateur driver. He has come a long way since then, thanks to his hard work, his ability to concentrate on the task in hand, the way he soaks up advice and his absolute determination. This has made him a hardened competitor, as well as a racing enthusiast, a gentleman, full of humility, always eager to highlight the achievements of others and to encourage young talent. That is the Spirit of Le Mans."

2019-20 FIA WORLD ENDURANCE CHAMPIONSHIP COMPETITORS

New WEC season offers strength and diversity in all categories



- 33 full season entries for 8-round, multi-continental season 8 of the WEC
- Four different LMP1 prototype manufacturers including Toyota Gazoo Racing
- Strong competition promised in LMP2 as multiple constructors go head to head
- Aston Martin, Ferrari and Porsche in intense fight for GT World Championship title
- Biggest ever LMGTE Am class offers huge diversity

The entry list for the 2019-2020 FIA World Endurance Championship has today been revealed during the ACO's annual press conference prior to the 24 Hours of Le Mans.

The grid for Season 8, which begins on 1st September with the 4 Hours of Silverstone, will be made up of 33 cars from 11 different nations. It includes four global motor manufacturers plus teams and drivers throughout the entire grid who can, between them, boast of multiple endurance championship titles from series across the world.

The quality entries in each of the four categories – split almost equally between prototypes and GTEs – are guaranteed to provide world-class competition and entertainment on all five continents the WEC will visit during the season.

KEY FACTS AND FIGURES ON 2019-2020 FIA WEC GRID

- 3 entries representing 11 nations: Great Britain (9), Germany (6), Italy (5), Japan (3), Switzerland (3), Russia (2), USA (1), China (1), France (1), Netherlands (1), Denmark (1)
- 8 entries in LMP1, 8 in LMP2, 6 in LMGTE Pro and 11 in LMGTE Am 48,5% in LMP, 51,5% in GTE
- 4 manufacturer entries from some of the world's biggest and most prestigious marques Toyota, Aston Martin, Ferrari and Porsche
- Continuing liaison between regulators, teams and chassis/engine constructors to maintain stability in LMP2 and GTE categories ahead of the introduction of new 2020-2021 LMP1 regulations.





N°	LMP1	NAT		Т	CARS	HYBRID	8
1	REBELLION RACING**	CHE	+	М	Rebellion R13 - Gibson		
3	REBELLION RACING**	CHE	+	М	Rebellion R13 - Gibson		
5	TEAM LNT**	GBR		М	Ginetta G60-LT-P1 – AER*		
6	TEAM LNT**	GBR		М	Ginetta G60-LT-P1 – AER*		
7	TOYOTA GAZOO RACING	JPN		М	Toyota TS050 - Hybrid	Hybrid	
8	TOYOTA GAZOO RACING	JPN		М	Toyota TS050 - Hybrid	Hybrid	
11	SMP RACING**	RUS		М	BR Engineering BR1 - AER	1	
17	SMP RACING**	RUS		M	BR Engineering BR1 - AER		_
N°	LMP2	NAT		Т	CARS		8
22	UNITED AUTOSPORTS	USA		М	Ligier JSP217 - Gibson		
29	RACING TEAM NEDERLAND	NLD			Oreca 07 - Gibson		
33	HIGH CLASS RACING	DNK	4	М	Oreca 07 - Gibson		
36	SIGNATECH ALPINE ELF	FRA		М	Alpine A470 - Gibson		
37	JACKIE CHAN DC RACING°	CHN	*3		Oreca 07 - Gibson		
38	JOTA	GBR			Oreca 07 - Gibson		
42	COOL RACING	CHE	+	М	Oreca 07 - Gibson		
47	CETILAR RACING	ITA		M	Dallara P217 - Gibson		
N°	LMGTE Pro	NAT		Т	CARS		6
51	AF CORSE**	ITA		М	Ferrari 488 GTE EVO		
71	AF CORSE**	ITA		М	Ferrari 488 GTE EVO		
91	PORSCHE GT TEAM	DEU		М	Porsche 911 RSR - 19		
92	PORSCHE GT TEAM	DEU		M	Porsche 911 RSR - 19		
95	ASTON MARTIN RACING**	GBR		М	Aston Martin Vantage AMR		
97	ASTON MARTIN RACING**	GBR		М	Aston Martin Vantage AMR		
N°	LMGTE Am	NAT		Т	CARS		- 11
54	AF CORSE	ITA		М	Ferrari 488 GTE EVO		
56	TEAM PROJECT 1	DEU		М	Porsche 911 RSR		
57	TEAM PROJECT 1	DEU		M	Porsche 911 RSR		
62	RED RIVER SPORT	GBR		М	Ferrari 488 GTE EVO		
70	MR RACING	JPN		М	Ferrari 488 GTE EVO		
77	DEMPSEY-PROTON RACING**	DEU		М	Porsche 911 RSR		
B3	AF CORSE	ITA		М	Ferrari 488 GTE EVO		
86	GULF RACING	GBR		М	Porsche 911 RSR		
00	DEMOCEY DECTON DACINOSS	DEU		М	Porsche 911 RSR		
	DEMPSEY-PROTON RACING**						
88 90	TF SPORT	GBR		М	Aston Martin Vantage AMR		
88				M M	Aston Martin Vantage AMR Aston Martin Vantage AMR		

TYRES - M : MICHELIN / G : GOODYEAR

CATEGORISATION - P : PLATINUM / G : GOLD / S : SILVER / B : BRONZE

[°]Subject to the receipt of the licence

^{*} Subject to the car homologation

^{**} Entry under article 3.3.3



- World Champions Toyota Gazoo Racing to field two TS050 HYBRIDS with an already-announced all-star driver line up
- Having entered every season since 2012, Rebellion Racing's loyalty to WEC remains undiminished, the Swiss team looking to consolidate the R13's progress in competition and challenge for victory
- Team LNT enters two Ginetta G60-LT-P1-AERs following intensive development programme in 2018/19
- SMP Racing keen to profit from positive Super Season experience with BR Engineering BR1 to compete for top step finishes

LMGTE PRO

- Super-strong GTE Pro teams from world's best-known luxury car marques to contest world title
- Ferrari remains most successful GTE manufacturer in WEC history, endurance racing being the marque's spiritual home since its birth
- Reigning World GT Champions Porsche introducing new 911 RSR-19 version of iconic 911 model in quest for consecutive titles
- Aston Martin bank on consistency and build on Super Season experience with well-developed Vantage and unchanged driver line up

LMP2

- Diversity in chassis manufacturers with Ligier, Oreca and Dallara all represented.
- Enormous strength in depth in quality of teams and talent in driver line ups with Signatech Alpine, Racing Team Nederland, Jackie Chan DC Racing/JOTA all returning to WEC
- 4 teams moving up from European Le Mans Series to world stage United Autosports, Cool Racing, High Class Racing and Cetilar Racing
- 8 entries from 8 different nations across 3 different continents

LMGTE AM

- Record multi-marque LMGTE Am field of 11 entries
- Newcomer Red River Sport (Ferrari) and expanded Team Project 1 (Porsche) entries boost the category
- Many familiar teams such as AF Corse, Dempsey-Proton Racing, Aston Martin Racing, TF Sport, MR Racing and Gulf Racing
- Experienced and new drivers guaranteed to bring action and excitement

QUOTES ON SEASON 8 WEC GRID:

Pierre Fillon, President of the Automobile Club de l'Ouest :

"One of the fundamental principles of the ACO has always been to encourage and maintain multi-class racing, with both prototypes and GTE cars holding a valued place on the grid not only at the 24 Hours of Le Mans, but in all our championships.

As well as our excellent entries in LMP1, it's particularly encouraging to see several LMP2 teams move up from the European Le Mans Series to compete in the world championship. In addition, we are delighted to see such a strong LMGTE Am field, gentlemen drivers being the foundation of our races for so many years."

Richard Mille, President of the FIA Endurance Commission:

"It is very pleasing to see the strength in depth of the teams and drivers in all four categories of the FIA World Endurance Championship. This will be the final season of the current LMP1 cars before we move forward into a new era with the 2020 Regulations, and with four top teams in the class it will undoubtedly end on a high note. LMP2 and LMGTE Am continue to grow and the quality of the LMGTE Pro entry is as high as ever. The 2019/20 season will definitely be one to watch and enjoy."

Gérard Neveu, CEO of the FIA World Endurance Championship:

"The once-only, 14-month Super Season is over, but we are confident that Season 8 will not disappoint in any way! It promises to be a superb season for the strength of competition, the quality of the teams and drivers in every class, and the entertainment they will provide for our ever-growing community of fans across the world. Our first full season with the new format calendar includes the return to some favourite venues for both competitors and fans – Bahrain and São Paulo – and we can't wait for it all to begin at Silverstone in just a few months' time."

WHERE WILL THE WEC RACE IN SEASON 8?



The already-announced calendar offers teams the opportunity to race on five different continents at premium race circuits in front of enthusiastic and knowledgeable crowds. The different length of races will provide strategic and physical challenges to all competitors, with 66 hours of flat-out racing guaranteed to thrill and entertain fans both on site and on screens across the world.

After an official Test at Circuit de Barcelona-Catalunya (ESP, 23/24 July), the season opens with the 4 Hours of Silverstone (GBR, 1 September) and moves on to the 6 Hours of Fuji (JPN, 6 October), 4 Hours of Shanghai (CHN, 10 November) before a welcome return to the Middle East for the 8 Hours of Bahrain (BAH, 14 December) concludes the first half of the season.

2020 begins with a much-anticipated return to the 6 Hours of São Paulo (BRA, 1 February), remains in the Americas for the 1000 Miles of Sebring in Florida (USA, 20 March) before travelling back to Europe for the 6 Hours of Spa-Francorchamps (BEL, 2 May) and the finale to the season, the 24 Hours of Le Mans (FRA, 13-14 June).

PIERRE FILLON

ABOUT THE FIA WORLD ENDURANCE CHAMPIONSHIP

The WEC is the most successful sportscar championship in the world, offering motor manufacturers a real-world relevance to advances in road car design and crossover technology, performance and safety. Strong, stable regulations allow for complex yet beautiful sports prototypes featuring the latest in hybrid technology, independent chassis and engines suppliers competing at the highest levels, and the world's leading luxury car marques going head-to-head in the GT categories. Up to 34 cars are on track at the same time, leading to action, excitement, endless passing and entertainment for fans worldwide.

The WEC offers teams, drivers, partners and stakeholders a unique stage on which to compete, at premier race circuits around the world. Ranked alongside the Olympics, the Super Bowl and the soccer World Cup, the cornerstone of the WEC remains one of the world's greatest sporting events, the 24 Hours of Le Mans in June each year – the final round of a cross-calendar-year championship. Contested over 8-rounds across Europe, North and South America, Asia and the Middle East – it is a true World Championship. There are races of varying distances, from the shortest at 4 hours to the 24 Hours of Le Mans, and three rounds run into the night.

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PIERRE FILLON

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GÉRARD NEVEU A YEAR OF SUPERLATIVES

2019 SPIRIT OF LE MANS

WEC 2019-2020

HYPERCARS















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Hypercars: Endurance racing's top category

The ACO and FIA published regulations in December 2018 that opened the door to a new top class in endurance – Hypercars. These regulations will come into force in September 2020.

Hypercars mark a new era for the discipline. Three guiding principles underpin these regulations: guaranteed competition between the competitors (manufacturers or private teams) a controlled budget, and spectacular sportscars.







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Top-tier cars



While governed by one rulebook, manufacturers may choose between:

- Designing a prototype in the style of a hypercar
- Developing a racing machine based on a road-going hypercar (a minimum of 20 road models must be produced over a two-year period)





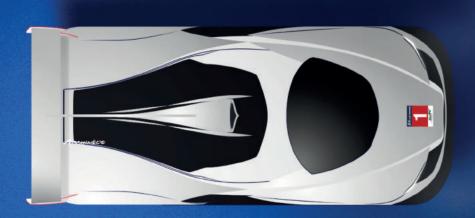
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THE CARS

HE TECHNOLOGY

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Top-tier cars



The ACO and FIA have drawn up the following principles to guarantee the competitiveness of all cars in order to:

- Weight: 1100 kg
- Powertrain average total output: 550 kW
 (750 hp)
- Performance level: 3:30, average lap time at Le Mans in race conditions
- Single tyre supplier





ITRODUCTION

THE CARS

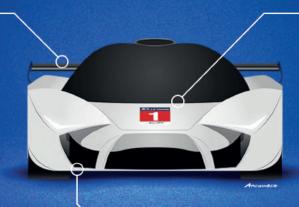
THE TECHNOLOGY

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The 2020 Hypercar

Aerodynamics

- Free design of body and underbody
- Imposed aerodynamic safety criteria



Hybrid systems are not mandatory

- Maximum hybrid system output is 200 kW (270 hp)
- This system drives the front wheels on the prototype, whereas the position is identical to the street-legal model for road-going hypercars

Combustion engine

- For prototypes: bespoke racing design or modified hypercar engine
- For road-going hypercars: based on the original car or an engine made by the same manufacturer
- Regulated power curve
- · Single fuel







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Hybrid system

An energy restitution threshold for the front wheels has been defined, to contain the advantages of a front-wheel hybrid system (4 wheel drive) and ensure that 2-wheel drive cars can compete.

- 120 kph with slicks
- Between 140 and 160 kph (a fix value will be defined) with wet-weather tyres









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The goal

What is the aim of these regulations? To create a top class with a level playing field and limited impact of the budget on the performance to encourage teams to run two cars in a full FIA WEC season over a five-year campaign.



Regulations

Performance will be less reliant on the amount invested. High budget expenditure will not imply performance advantage.



Homologation

Chassis based on original cars will be subject to similar safety criteria as the prototypes. For prototypes, specifications and safety criteria remain unchanged compared to the current LMP1 class. Homologation is valid for five years.







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The hyper sport category

In order to level playing field between the two types of cars, prototypes and road car going hypercars, the principles of balancing performance are as follows:

- The performance windows established and confirmed at the time of homologation will ensure cars have comparable performance levels.
- With two types of cars (prototypes and hypercars) in the same class, a system of balance of performance will be introduced. It will be largely based on the automatic BoP currently and successfully used in LMGTE Pro.

