

THE 24 HOURS OF LE MANS 2014 - 14TH/15TH JUNE

Major regulation changes:

Following the death of Allan Simonsen during the 2013 race, the ACO announced improvements to the safety barriers at the Tertre Rouge and Corvette (formerly the Karting "S") corners. Tec-Pro barriers have also been added at the Porsche Curves, and beefy inner kerbs have been added at the Ford chicane to dissuade corner cutting. Additionally, a slow zone system will be utilized for minor incidents by limiting all cars in one section of the circuit to a speed to a speed of 60kmh (37mph).

Rookies and drivers who have not raced at Le Mans for the past 5 years will be required to participate in a half-day simulation training course. All cars will be fitted with an in-car marshalling telemetry system to help the race controller send out information.

Entry List by category (55 cars):

LM P1 (9 Cars) : The premier class in endurance racing, competing with purpose built prototypes. LM P1-H is for manufacturer entries and Hybrid technology, free engine size, while LM P1-L (Light) is for privateer teams and with engine size limited to 5.5 litres and they are also 20kg lighter (850kg minimum - but see #12 Rebellion Racing). Hybrid cars can run in any of the Energy Recovery System classes - <2MJ (chosen by Audi), <4MJ, <6MJ (chosen by Toyota & Porsche) or <8 MJ.

The cars carry Red number panels and have White headlamps. HY on engine cover denotes hybrid system installed. No bronze rated drivers allowed. Fuel tank size is 68.3 litres for petrol engine cars and 54.3 litres for diesel. The cars have a 7 speed gearbox. All cars are running on Michelin tyres.

LM P2 (17 Cars) : The second prototype class, featuring purpose built cars with a cost cap of €400,000. 5 litre normally aspirated or 3.2 litre turbo engines allowed (petrol only). Each entry must feature at least one bronze or silver rated driver.

The cars carry Blue number panels and have Yellow headlamps. Fuel tank size is 75 litres and minimum weight 900kg. The cars have a 6 speed gearbox.

The only class with a "tyre war", with 12 cars running on Dunlop tyres and 5 on Michelins (#24 Oreca, #27 Oreca, #33 Ligier, #37 Oreca and #50 Morgan).

GTE Pro (9 Cars) : The top production based category in Le Mans racing. The cars share a basic resemblance and some components with their road car cousins. The maximum engine size is 5.5 litres for normally aspirated cars or 4 litres for turbos (petrol only). GTE cars must be approved road going vehicles of which at least 100 have been built (25 in the case of small manufacturers).

The cars have Green number panels and Yellow headlamps. No restrictions on drivers. Fuel tank size is normally 90 litres and minimum weight 1,245 kg, but may be adjusted by Balance of Performance changes. The cars have a 6 speed gearbox.

All GTE Pro and Am cars are running on Michelin tyres.

GTE Am (19 Cars) : The same regulations as GTE Pro. They must feature at least one bronze rated driver and one bronze or silver rated driver.

The cars have Orange number panels and Yellow headlamps. The cars have a 6 speed gearbox.

Innovative Technology (1 Car) : An entry which demonstrates new automotive technology. The Nissan ZEOD RC is powered by electric motors and a small petrol engine. The car aims to complete the first all-electric lap of the famous 8.5 mile circuit. The car has Black number panels.

Car and Drivers:

#0 Invitational Nissan Motorsports Global Nissan ZEOD RC Hybrid driven by Lucas Ordonez/Wolfgang Reip/Satoshi Motoyama (www.nismo.co.jp/en)

The ZEOD (Zero Emission On Demand) ran for the first time at the Japanese WEC round last year and heralds Nissan's return to Prototype racing in 2015. On May 23rd Nissan President, Shoichi Miyatani confirmed that the company will return in 2015 with maybe three Nissan GT-R LM Nismo to run in the LM P1 class.

The car is designed by Ben Bowlby, who previously created the 2012 Garage 56 entry Delta Wing, which was also backed by Nissan. The car will utilize a hybrid electric drive train with lithium ion battery packs in a chassis similar to the Delta Wing. The Nissan team is also evaluating a number of different electric drive train options in preparation for the race. The car will not appear before the test day. The project has largely been run out of RML's workshop in the UK, developing the 40kg 3 cylinder lightweight turbo engine, built at the Nissan plant on Tyne & Wear. Incidentally the car has no mirrors - a rear facing camera sufficing.

Motoyama drove the Delta Wing in 2012 and Ordonez (www.lucasordonez.com) and Reip are both graduates of the Nissan Playstation Academy.

Ordonez finished 25TH (and 48th with Karun Chandhok!) in this year's Dubai 24 Hours in a Nissan 370Z.

Thomas Erdos (www.thomaserdos.com) replaced Motoyama and Ordonez, who were racing in Super GT in Japan, at the test day.

Test day best lap: 3:52.574 a second ZEOD will be present in race week and is likely to be used by the team. The car only completed 24 laps due to a fuel pump failure and a cracked exhaust manifold.

Free Practice: Did not set a time after gearbox problems stranded the car out on the circuit.

Qualifying 1: No time set still suffering from earlier problems.

Qualifying 2: 3:57.096

Qualifying 3: 3:50.185

Warm up: 4:22.159

#1 LM P1-H Audi Sport Team Joest R18 e-tron Quattro Hybrid driven by Lucas di Grassi/Tom Kristensen/([Loic Duval](#))/Marc Gene (White mirrors) ([www.audi.com/motorsport](#)) ([www.joest-racing.de](#))

Homologated with a <2mj front axle energy recover system (developed by Williams F1) linked to the flywheel , last year's winners and FIA WEC World Champions in 2013 return with an increased capacity 4.0 litre (from 3.7) single Turbo Diesel Injection V6 engine but with Lucas di Grassi ([www.lucasdigrassi.com.br](#)) replacing the now retired Allan McNish.

Lucas will be attempting to be the first Brazilian to win overall at Le Mans. Tom Kristensen ([www.tomkristensen.com](#)) returns going for his 10th victory in the race with Loic Duval ([www.loicduval.com](#)) who still races a single seater in Super Formula in Japan.

The car was caught by being on slicks at Silverstone when the track was wet, di Grassi hitting the barriers after losing the car under acceleration at Woodcote. The Brazilian got the car back to the pits but the team discovered damage to a front suspension pick up point. The tub was destroyed in the incident.

At Spa the car finished 2nd to the #7 Toyota by over a minute losing out to its rivals maybe due to its lesser hybrid power, they ran in high down force configuration at Spa (as did #2) but will have a low down force version for Le Mans.

Test day best lap: 3:24.453

Free Practice: 3:24.729 - Duval suffered a big crash destroying the tub - new one will have to be built up.

Qualifying 1: No time set after earlier accident - Duval was considered not well enough to drive and replaced by Audi reserve driver Marc Gene ([www.marcgene.com](#)) who was driving the #38 Jota Zytek here.

Qualifying 2: 3:26.490 - though problems continued when di Grassi hit the barriers at Indianapolis and also was involved in an incident with #29 Pegasus Morgan.

Qualifying 3: 3:25.814

Warm up: 3:27.617

#2 LM P1-H Audi Sport Team Joest R18 e-tron Quattro Hybrid driven by Marcel Fassler/Andre Lotterer/Benoit Treluyer (Red Mirrors) ([www.audi.com/motorsport](#)) ([www.joest-racing.de](#))

The winners of the 24 Hours in 2012 & 2013 and FIA WEC World champions in 2012, return with an unchanged line up. For their 7th year together, Swiss Marcel Fassler (www.mfspeed.ch) joins Andre Lotterer (www.andrelotterer.com) of German nationality but Belgian origin and living in Tokyo where he races in Super Formula. They are joined by Frenchman Benoit Treluyer (www.benoittreluyer.com), born locally at Alençon and a protégé of Henri Pescarolo.

At Silverstone the car was caught out being on slicks on a wet track and Lotterer beached the car in the gravel at Stowe, losing 4 laps. Treluyer subsequently crashed heavily at Copse when he put a wheel on the kerb on entry. Heavily damaged suspension and steering meant that the car could not return to the pits. Like its sister car the tub was destroyed in the incident and two new tubs had to be built up for Spa.

Asked whether Audi had made the wrong call on tyres, Audi Sport boss Dr Wolfgang Ullrich said: *"It looks like that, but we were acting on the weather predictions that we had."* It was 18 races since Audi had failed to get a car to the finish of a race (Petit Le Mans 2011). A bad day indeed for Audi!

At Spa they finished 5th after having to stop to replace their lap trigger which meant Lotterer had to switch off the hybrid system.

Test day best lap: 2:23.156

Free Practice: 3:23.976

Qualifying 1: 3:26.358

Qualifying 2: 3:24.276

Qualifying 3: 3:24.729

Warm up: 3:23.741 (2nd overall)

#3 LM P1-H Audi Sport Team Joest R18 e-tron Quattro Hybrid driven by Filipe Albuquerque/Oliver Jarvis/Marco Bonanomi (Black mirrors) (www.audi.com/motorsport) (www.joest-racing.de)

Jarvis (www.oliverjarvis.com) returns driving with test driver Bonanomi (www.marcobonanomi.com) who drove at the test day in 2013 and new recruit to Audi, Albuquerque.

The car did not run at Silverstone but finished in 6th in the hands of Albuquerque (on his debut for Audi) and Bonanomi. They had a relatively trouble free run using a low down force car to prepare for Le Mans.

Albuquerque finished 5th in the GTD class of this year's USCC Daytona 24 Hours with Seth Neiman and Alessandro Latif in an Audi R8 LMS, and 5th at Sebring with Neiman. Jarvis raced an Audi R8 LMS in the same race but did not finish.

Jarvis did not take part in the Test day as he was racing in Japan (oddly enough for Toyota!). Test day best lap: 3:23.799 (3rd overall).

Free Practice: 3:24.829

Qualifying 1 : 3:26.445

Qualifying 2 : 3:23.271

Qualifying 3 : 3:23.364 (quickest Audi but 5th on grid)

Warm up: 3:25.211

#7 LM P1-H Toyota Racing TS040 Hybrid driven by Alexander Wurz/Stephane Sarrazin/Kazuki Nakajima (Red Mirrors) (www.toyotahybridracing.com)

The capacity of the normally-aspirated Toyota V8 petrol engine has increased to 3.7 litres this year, while its super capacitor energy storage system has also increased in capacity. Homologated into the <6mj energy class, the real innovation comes with the addition of motor generator unit at the front making the Japanese car four-wheel drive.

Toyota based in Cologne, has frightened the opposition with claiming a power output of 1000hp. Wurz (www.wurz.com) and Nakajima (www.kazuki-nakajima.com) remain in the #7 car and are joined by Sarrazin (www.stephane-sarrazin.com) who was in Toyota #8 last year – the swap being made to balance the height of the drivers in each car.

They finished second at Silverstone in a high down force version of the car, hampered by an incorrect tyre choice in the rain and a small incident with a GTE car and third at Spa and trail their team mates by 16 points in the Drivers Championship, although Toyota have a large lead in the Manufacturers' Championship of 48 points ahead of Porsche.

At Spa they suffered problems from over steer and brake balance problems and lost 2nd place to the #1 Audi by 7 seconds.

The Japanese constructor has 4 second places at Le Mans (1992, 1994, 1999 & 2013), one pole position (1999) and four fastest race laps, but is still looking for its first win.

Test day best lap: 3:23.156 (2nd overall).

Free Practice: 3:24.291 (3rd overall)

Qualifying 1: 3:25.313 (3rd overall – but Sarrazin stopped on the circuit with no power).

Qualifying 2: 3:22.589

Qualifying 3: 3:21.789 (POLE POSITION for Nakajima and faster than last year's pole time)

Warm up: 3:24.196 (3rd overall)

#8 LM P1-H Toyota Racing TS040 Hybrid driven by Anthony Davidson/ Nicolas Lapierre/Sebastien Buemi (White mirrors) (www.toyotahybridracing.com)

Davidson (www.anthonydavidson.com) and Buemi (www.buemi.com) are joined this year by Lapierre (www.nicolaslapierre.com) who swops over from the Toyota #7 he drove last year.

The team was victorious at both Silverstone (winning the Tourist Trophy) , benefitting from a shrewd tyre choice in the rain and at Spa and lead their team mates in the Drivers Championship by 16 points going into Le Mans. Anthony Davidson became the first driver to win the Richard Lloyd Trophy for the highest finishing member of the British Racing Drivers Club. The trophy in memory of the driver and sports car entrant who was killed in a plane crash in 2008, was presented by Richard's widow.

At Spa they benefitted from the #14 Porsche having hybrid system problems and their sister car having brake balance trouble to win by over a minute from the #1 Audi.

Test day best lap: 3:23.014 (Fastest overall)

Free Practice: 3:23.652 (Fastest overall)

Qualifying 1: 3:25.410

Qualifying 2: 3:23.661

Qualifying 3: 3:22.523 (3rd on the grid)

Warm up: 3:23.731 (Fastest overall)

#12 LM P1-L Rebellion Racing R-One-Toyota driven by Nicolas Prost/Nick Heidfeld/Mathias Beche (Black mirrors & windscreen strip) (www.rebellion-racing.com)

The creation of this year's car for the Swiss team was entrusted to Oreca but they continue to use the Toyota 3.4 litre petrol V8 RV8KLM engine, which was reworked and lightened last year. Heidfeld (www.nickheidfeld.com) and Prost (www.nicolas-prost.com) continue from last year and are joined by Beche (www.mathiasbeche.com) who was in the #13 car last year.

The team has been involved in endurance racing since 2004 when they were known as Sebah Racing.

The team continued to use last year's Lola's at Silverstone before the new car made its debut at Spa. At Silverstone the car finished a distant fourth 8 laps behind the winners in the old Lola B12/60.

Debuting the new car at Spa they finished 7th 10 laps behind the winners, never having to be worked on but the team were a bit worried by lack of pace.

Test day best lap: 3:31.700 (fastest in LM P1-L), though an excursion into the gravel at the Porsche curves resulted in some bodywork damage and brought out a red flag to end the afternoon session.

On Tuesday 9th, the ACO reduced the Rebellion's weight by 40 kg to 810 kg and also will see their fuel allowed per lap unrestricted and the fuel flow increased by 2mm.

Free Practice: 3:31.212 (fastest in LM P1-L)

Qualifying 1: 3:34.922

Qualifying 2: 3:31.180

Qualifying 3: 3:29.763 (Fastest LM P1-L by Beche)

Warm up: 3:32.739

#13 LM P1-L Rebellion Racing R-One-Toyota driven by Dominik Kraihamer/Andrea Belicchi/Fabio Leimer (Red mirrors & windscreen strip) (www.rebellion-racing.com)

Belicchi (www.andreabelicchi.com) continues with the team this year and is joined by Kraihamer who raced for Lotus in LM P2 last year and for OAK Racing in LM P1 in 2012 and Leimer (www.fabioleimer.ch) last year's GP2 series champion.

The team retired the old Lola B12/60 at Silverstone after only 24 laps.

At Spa they gave the new car its first start but only completed 47 laps, having many electrical problems that prevented it completing a flying lap in free practice or qualifying. A burnt out lambda sensor eventually brought its race to an end.

Test day best lap: 3:33.043

Free Practice: 3:36.345

Qualifying 1: 3:33.117 (Fastest in LM P1-L)

Qualifying 2: 3:31.608

Qualifying 3: 3:33.050

Warm up: 3:30.482 (Fastest in LM P1-L)

#14 LM P1-H Porsche Team 919 Hybrid driven by Romain Dumas/Marc Lieb/Neel Jani (Small blue light in windshield strip) (www.porsche.com/microsite/mission2014)

For its return to the top category of Endurance racing after 16 years, Porsche didn't opt for the easy route. For their "Mission 2014" (hence the numbers on the cars) they chose to go with a 2.0 litre V4 turbo petrol engine, and a lithium ion battery and they will run in the <6mj ERS class like the Toyota. Several former F1 engineers have been recruited to assist the team and extensive testing has taken place at Magny-Cours, Monza, Paul-Ricard, Lausitzring, Portimao, Sakhir in Bahrain and Sebring since the car ran for the first time on 12th June 2013. Early problems with a major vibration seem to have been overcome, though in both races and both official public tests the cars have hit problems.

As official Porsche drivers since 2003, Dumas (www.romaindumas.com) and Lieb (www.marc-lieb.de) are joined by ex-Rebellion driver Jani (www.neel-jani.com).

At Silverstone, the car retired after losing the left front wheel which resulted in a stop for suspension repairs. Almost immediately the car was hit by an undisclosed driveline problem.

At Spa took its first pole since their comeback due to Lieb (the first for Porsche in a world sports car championship race since 1988, when Hideki Okada did so in a From-A 962C at Fuji) and led initially, but the hybrid system shut down shortly after Dumas took the wheel and the Frenchman was forced to do two very slow laps while he cycled through various systems to clear the issue, and they eventually finisher in fourth.

Lieb finished 24th in GTD at the 24 Hours of Daytona earlier this year with Patrick Dempsey and Joe Foster in a Porsche 911 America.

Test day best lap: 3:24.692, held up briefly by a small fire in their garage.

Free Practice: 3:27.374

Qualifying 1: 3:23.928 (2nd overall)

Qualifying 2: 3:22.708

Qualifying 3: 3:22.146 (2nd on the grid)

Warm up: 3:29.827

#20 LM P1-H Porsche Team 919 Hybrid driven by Timo Bernhard/Mark Webber/Brendon Hartley
(Small Orange light in windshield strip) (www.porsche.com/microsite/mission2014)

Bernhard (www.timo-bernhard.de) has been a fully fledged Porsche driver since 2002 and is joined by the Kiwi former Red Bull junior driver Hartley (www.brendonhartley.co.nz) . Returning to Endurance racing (where he had a chequered career with Mercedes at Le Mans in 1998/99 – not managing to do a lap in either race), Webber (www.markwebber.com) joins after an F1 career of 215 Grand Prix and 9 wins.

At Silverstone the car finished third on its debut finishing a lap down on the winning Toyota. They were running both cars in low down force spec more suited to Le Mans and were conservative on tyres – only single stinting at the start of the race.

Porsche LM P1 vice-president Fritz Enzinger said: *“It was a dream start for us, after two and a half years of hard work, the aero package was for Le Mans so it was always going to be difficult at Silverstone”*.

At Spa they had a disastrous race, losing two laps with a seized damper during the opening hour and then required two long stops to replace broken right front drive shafts on its energy retrieval system.

It was a problem the team had had in testing and an up-rated specification was tested at its final endurance test at Aragon before Le Mans.

Bernhard finished 23rd in GTD at Daytona earlier this year in a Porsche 911 GT America. Hartley raced a Dinan Riley DP in the same race but did not finish.

Test day best lap: 3:24.911

Free Practice: 3:26.602

Qualifying 1: 3:23.157 (Fastest overall)

Qualifying 2: 3:22.908

Qualifying 3: 3:24.136

Warm up: 3:27.995

#22 LM P2 Millennium Racing (Delta-ADR) Oreca 03R-Nissan driven by Fabien Giroix/John Martin/Oliver Turvey (www.alandockingracing.com)/(www.deltamotorsports.com)

The Delta-ADR run team missed the rounds at Silverstone and Spa due to funding issues but return for Le Mans. Martin raced the G-Drive Oreca last year and is joined by Turvey (www.oliverturvey.com) who raced the Jota Zytek last year and Giroix, who raced the Gulf Racing Lola last year.

Giroix and Martin (www.johnmartin-motorsport.com) finished 3rd in this year's USCC Daytona 24 Hours in a Corvette DP, despite gearbox trouble, with Burt and Brian Frisselle.

The team missed the test day.

The mainly Dubai based team subsequently withdrew from the race due to lack of funding. Though subsequently Turvey replaced Loic Duval in Audi #1.

#24 LM P2 Sebastien Loeb Racing Oreca 03R-Nissan driven by Rene Rast/Jan Charouz/Vincent Capillaire (www.sebastienloebracing.com)

The former world rally champions' team make their debut at Le Mans. Loeb himself will not be driving due to his WTCC commitments.

Ex Formula Le Mans and V de V driver, Capillaire was born in Le Mans(www.vincentcapillaire.fr) and is joined by Jan Charouz (www.jan-charouz.cz) and they finished 7th overall in the ELMS race at Silverstone. At Imola they finished 2nd overall despite a penalty for an unsafe pit release.

Rast (www.rene-rast.de) finished 16th in the GTD class at this year's USCC Daytona 24 Hours in an Audi R8 LMS.

Rast finished 5th in this year's Dubai 24 Hours in a Phoenix Racing Audi R8 LMS.

Rast is driving with Enzo Ide in an WRT Audi R8 LMS in this year's Blancpain Sprint Series and were 7th in Nogaro and 9th at Brands Hatch.

FIA GT series champion Laurens Vanthoor (www.laurensvanthoor.be) will also drive the car on the test day.

Test day best lap: 3:40.171

Free Practice: 3:42.630

Qualifying 1: 3:43.507

Qualifying 2: 3:40.407

Qualifying 3: 3:44.022

Warm up: 3:47.670

#25 LM P2 Millennium Racing Oreca 03R-Nissan driven by Fabien Giroix/John Martin/Oliver Turvey (www.alandockingracing.com)/ (www.deltamotorsports.com)

The car was due to run on the Test day only but did not participate.

#26 LM P2 G-Drive Racing Morgan-Nissan driven by Roman Rusinov/Olivier Pla/Julien Canal
(www.oak-racing.com) (www.onroak.com)

The team continue to use the Nissan V8 4.5 litre engine in their OAK Racing prepared Morgan, designed by Onroak Automotive. Rusinov (www.rusinov.com) continues to drive as the team has changed from an ADR- Delta run Oreca to the Morgan, he is joined by Pla (www.oliverpla.com) who came 2nd in class last year and GTE Am frontrunner, Canal who was born in Le Mans, won his class at Le Mans 3 times in a row from 2010-12.

The team were victorious at Silverstone despite 2 lengthy pit stops to replace the nose of the car, which had a broken headlight. It made a mistake at the first stop by putting on a nose with no dive planes and therefore had to repeat the process.

They won again at Spa after a close fight with the KCMG Oreca. They lead the Endurance Trophy for LM P2 Teams and Drivers by 14 points from #47 KCMG after Spa.

Pla and Rusinov with Oliver Webb finished 8th overall in a Morgan-Nissan at this year's USCC Daytona 24 Hours (despite losing 40 minutes changing the alternator). Pla with Alex Brundle finished 4th overall in the Sebring 12 Hours in a Morgan-Nissan. Pla also finished 4th at Long Beach and 3rd at Belle Isle with Gustavo Yacaman.

Rusinov is driving a G-Drive Racing Audi R8 LMS with Stephane Ortelli in the Blancpain Sprint Series and finished 13th at Brands Hatch.

Test day best lap: 3:37.795 (fastest in LM P2).

Free Practice: 3:41.828

Qualifying 1: 3:38.843 (fastest in LM P2)

Qualifying 2: 3:41.446

Qualifying 3: 3:38.000

Warm up: 3:40.615

#27 LM P2 SMP Racing Oreca 03R-Nissan driven by Sergey Zlobin/Anton Ladygin/Mika Salo
(Yellow keyline around RH headlamp)
(www.smpracing.ru)

Trade sanctions imposed on the parent SMP Bank in Russia due to the ongoing political situation in the Ukraine have loomed large over the team this year.

The car is being run by the Amato Ferrari led HP Racing team who ran the PeCom Racing car for the last two seasons. The team was in ELMS last year and have stepped up to the WEC this year, and also includes engineers from the old JMB Racing team. Anton Ladygin the younger of the brothers (Kirrill is in car #37) is joined by ex F1 Ferrari driver Salo and former Minardi F1 reserve driver Zlobin, who has a claim to fame in that he has survived a car bomb!

The car driven by Zlobin with Nicolas Minassian and Maurizio Mediani finished third in class at Silverstone 9 laps behind the class winners, the team never got its Michelin tyres working well and struggled in the wet conditions.

The same team of drivers finished 6th in class at Spa.

At Silverstone and at Imola in ELMS Anton Ladygin sharing with Olivier Beretta and David Markasov finished 2nd in GTC. Salo with Maurizio Mediani and Boris Rotenberg finished 10th in GTC at the ELMS race at Imola in a Ferrari 458.

Zlobin and Salo finished 4th in the GTD class in this year's USCC Daytona 24 Hours with Maurizio Mediani in a Ferrari 458.

Salo won this year's Bathurst 12 Hour race in a Maranello Motorsport run Ferrari 458, with Craig Lowndes, John Bowe and Peter Edwards. The win was dedicated to Allan Simonsen, who raced for the team in Australia.

Test day best lap: 3:43.499

Free Practice: 3:43.310

Qualifying 1: 3:43.618

Qualifying 2: 3:42.527

Qualifying 3: 3:42.131

Warm up: 3:42.849 but Salo hit the barriers at the Porsche curves in avoiding debris at the end of the session.

#29 LM P2 Pegasus Racing Morgan-Nissan driven by Julien Schell/Nicolas Leutwiler/Leo Roussel (www.pegasus-racing.com)

The Strasbourg based team return four years after running a LM P2 Norma in the race and the Le Mans series.

Schell (www.julien-schell.com) is the team manager of the family owned German team.

Schell and Leutwiler joined by Jonathan Coleman failed to finish the ELMS race at Silverstone. The same drivers finished 6th at Imola.

Test day best lap: 3:43.156

Free Practice: 3:44.799

Qualifying 1: 3:49.046

Qualifying 2: 3:42.438 – though Roussel hit the barriers at the exit of the Corvette corner in trying to avoid #1 Audi of di Grassi which was going slowly after its own incident.

Qualifying 3: No time set after accident in Qualifying 2.

Warm up: 3:55.251

#33 LM P2 OAK RACING -Team Asia Ligier JS P2-Honda HPD Coupe driven by David Cheng/Ho-Pin Tung/Adderly_Fong (Red fin, Blue flashes & TOTAL branding) (www.oakracing.com) (www.onroak.com)

The team will be giving their Ligier JS P2 its debut, one of three in the race (also #35 and #46), fielding the first all Chinese line up at Le Mans, although their racing licences are issued far away from the Peoples Republic. They are the only P2 to be running the twin turbo V6 HPD engine this year.

David Cheng (www.dchengracing.com) finished 4th in the PC class of this year's USCC Daytona 24 Hours with Frankie Montecalvo in an Oreca FLM 09. Ho-Pin Tung (www.hopintung.com) raced In Superleague and the Indy 500 in 2011 and at Le Mans for KCMG last year. "Cannonball" Adderly Fong (www.adderlyfong.com) raced in GP3 with Status Grand Prix in 2013 and the Audi R8 LMS Cup.

Cheng was last season's Asian Le Mans Series LM P2 champion for the team which gained an automatic invite to the race.

The team will be carrying the logos of the Mecenat Chirurgie Cardiaque on their race suits. The charity has been a partner here for 5 years and this year are running a "24 Hours to Save Hearts" campaign to help children with heart malformations. Donations and information may be found at: (www.mecenat-cardiaque.org).

Test day best lap: 3:45.260 despite an off at Indianapolis in the first session.

Free Practice: 3:44.739

Qualifying 1: 3:42.988

Qualifying 2: 3:48.325

Qualifying 3: 3:43.158

Warm up: 3:49.506

#34 LM P2 Race Performance Oreca 03R-Judd (BMW) driven by Michel Frey/Franck Mailleux/Jon Lancaster (www.race-performance.com)

The only Oreca that will run a Judd engine this year against the might of Nissan.

Frey returns with his German team having finished 9th in class last year.

Frey and Mailleux (www.franckmaillieux.com) finished 2nd in the ELMS race at Silverstone after leading going into the final hour. They finished 7th at Imola. Lancaster (www.johnlancasterracing.com) was a winner in the GP2 series at Silverstone in 2013 after previous experience in Formula Renault 2.0 and 3.5 and had a one off run for Greaves Motorsport in a Zytek last year.

Test day best lap: 3:39.568

Free Practice: 3:43.080

Qualifying 1: 3:39.993

Qualifying 2: 3:44.486

Qualifying 3: 3:40.819

Warm up: 3:44.138

#35 LM P2 G-Drive by OAK RACING Ligier JS P2-Nissan Coupe driven by Alex Brundle/Jann Mardenborough/Mark Shulzhitskiy (Black/Orange body, Chrome Roof) (www.oakracing.com) (www.onroak.com)

The team will be giving their new Ligier JS P2 its debut.

Brundle (www.alexbrundle.com) finished 5th in GTC in the ELMS race at Silverstone driving an Art Grand Prix McLaren MP4 12C with Ricardo Gonzalez and Karim Aljani, and the same team 4th at Imola.

Mardenborough finished 3rd in class last year and Shulzhitskiy , are graduates of the Nissan Playstation Academy.

Brundle also finished 5th in this year's USCC Daytona 24 Hours in a Muscle Milk Oreca-Nissan with Klaus Graf and Lucas Luhr (despite a puncture early on and the loss two laps with an electrical fire in the pits). Brundle with Olivier Pla finished 4th overall in the Sebring 12 Hours in a Morgan-Nissan. Brundle raced with Gustavo Yucaman at Laguna Seca but did not finish in their Morgan-Nissan after an Incident with Richard Westbrook's Corvette DP.

Mardenborough raced an Oreca-Nissan at Sebring in the 12 Hours but did not finish.

Shulzhitskiy is driving a Pro-Am Cup Nissan GT-R Nismo GT3 in this year's Blancpain Endurance Championship.

Test day best lap: 3:39.191

Free Practice: 3:40.611 (Fastest in LM P2)

Qualifying 1: 3:39.822

Qualifying 2: 3:39.523

Qualifying 3: 3:37.892 (3rd in LM P2)

Warm up: 3:40.519 (3rd in LM P2)

#36 LM P2 Signatech Alpine A450b-Nissan driven by Paul-Loup Chatin/Nelson Panciatici/Oliver Webb (www.signature-team.com)

Panciatici (www.nelsonpancia.fr) returns after finishing 8th in class last year and is joined by Chatin (www.paulloup-chatin.com) and Webb. The car is a rebadged Oreca 03R.

The Bourg based team finished 5th in class at the ELMS race at Silverstone. At Imola they finished 3rd overall, the timing of a safety car period for kerb repairs had spoiled their strategy and Webb had to pit out of sequence to enable Chatin to have sufficient driving time.

Oliver Webb (www.oliwebbracing.com) finished 8th overall with Olivier Pla and Roman Rusinov in this year's USCC Daytona 24 Hours in a Morgan-Nissan (despite losing 40 minutes changing the alternator).

Webb also finished 8th in this year's Dubai 24 Hours in a Leipert Motorsport Lamborghini Gallardo GT3.

Test day best lap: 3:39.026 (3rd in LM P2)

Free Practice: 3:41.096

Qualifying 1: 3:39.490 (2nd in LM P2)

Qualifying 2: 3:38.769 (3rd in LM P2)

Qualifying 3: 3:38.089

Warm up: 3:41.711

#37 LM P2 SMP Racing Oreca 03R-Nissan driven by Kirill Ladygin/Nicolas Minassian/Maurizio Mediani (Red tip on top of Blue roll hoop & keyline on RH headlamp)
(www.smpracing.ru)

Kirill (www.ladyginkirill.com) was 2nd in the Pro-Am Cup in the Blancpain Endurance Series in 2013 sharing with Victor Shaitar, Minassian (www.nicolasminassian.com) who drove for PeCom last year is joined by Mediani (www.mauriziomediani.it) who was with Krohn Racing last year

Kirill and Anton Ladygin with Victor Shaitar failed to finish at Silverstone completing less than half distance. Kirill Ladygin was to have taken part in the ELMS race at Silverstone in a Ferrari 458 GT3 with Aleksey Basov and Luca Persiani but they could not take the start. The same team then finished 3rd at Imola in GTC. Mediani sharing with Mika Salo and Boris Rotenberg finished 10th in GTC in the same race.

The same of drivers finished 4th in class at Spa.

Mediani finished 4th in GTD at Daytona with Sergey Zlobin in a Ferrari 458 and 2nd at Sebring.

Test day best lap: 3:41.033

Free Practice: 3:41.073 (3rd in LM P2)

Qualifying 1: 3:46.940 – Though Minassian hit the barriers at the Porsche curves.

Qualifying 2: 3:44.395

Qualifying 3: 3:41.297

Warm up: 3:45.687 – Mediani having contact with Nakano in #70 Ferrari right at the end of the session at the Porsche curves.

#38 LM P2 Jota Sport Zytek Z11SN-Nissan driven by Simon Dolan/Harry Tincknell/(**Marc Gene**)/Oliver Turvey (www.jotagroup.com)

Dolan led the ELMS race at Silverstone until he had a large accident at the exit of Chapel involving Michele Rugalo's AF Corse Ferrari 458. He was joined there by Tincknell (www.harrytincknellracing.com) and Audi factory driver Filipe Albuquerque (in Audi #3 at Le Mans).

Tincknell managed and mentored by Allan McNish and Audi Sport have "adopted" Jota as a junior team to help in the development of their younger drivers.

At Spa they finished 2nd in class, Gene replacing Albuquerque who was driving the #3 Audi. They were using the Zytek chassis they used in 2012/13 after the previously unused monocoque that Dolan crashed at Silverstone was declared a write-off. It meant the chassis had finished on the podium 3 years in a row – winning last year after finishing third in 2012. They were slightly hampered by the fact that the Zytek is a high down force chassis and under LM P2 rules the use of homologated Le Mans-spec aero is prevented at other tracks.

At Imola the team were victorious passing the stricken Morgan of Klein with 5 minutes to go, Albuquerque was back with the team in place of Gene.

At Le Mans former Audi factory driver Gene (www.marcgene.com), continues with the team. He won the race for Peugeot in 2009.

Test day best lap: 3:39.849 - despite a bad puncture for Dolan resulting in body damage.

Free Practice: 3:43.148

Qualifying 1: 3:45.928 – Marc Gene joined the crew of #1 Audi due to Loic Duval's accident and was replaced in the team by Oliver Turvey (www.oliverturvey.com) - originally due to drive the #22 Millennium Racing Oreca which was withdrawn before qualifying.

Qualifying 2: 3:44.842

Qualifying 3: 3:37.674 (2nd in LM P2)

Warm up: 3:42.643

#41 LM P2 Greaves Motorsport Zytek Z11SN-Nissan driven Michael Munemann /Alessandro Latif/James Winslow (White body, Red & Black flashes) (www.greavesmotorsport.com)

The entry was from Caterham Racing but will be run by Greaves Motorsport.

18 year old Latif finished 5th in the GTD class of this year's USCC Daytona 24 Hours with Seth Nieman and Felipe Albuquerque in an Audi R8 LMS and 8th with Spencer Pumpelly at Sebring.

Latif is driving a Phoenix Racing Audi R8 LMS with Marc Basseng and finished 9th at Nogaro and 11th at Brands Hatch. Latif (www.alessandrolatif.com) is the youngest winner of a V de V endurance race.

Munemann, who is a Mexican businessman, finished 2nd in class at the Barcelona 12 Hours in 2012, also races in the GT4 Supercup in the UK.

Winslow (www.jameswinslow.com) was featured in the BBC One programme "Accidental Heroes" in 2008 for the rescue of his rival Moreno Suprpto in the Asian Formula 3 championship, and finished 2nd in LM P2 last year in the Asian Le Mans Series.

Dan Norris-Jones also drove the car on the test day.

The car originally entered as #42 finished the Test day, with a best time of 3:43.261.

Free Practice: 3:51.970 Munemann had an off and the car only completed 6 laps.

Qualifying 1: No time set after the earlier incident.

Qualifying 2: 3:44.293

Qualifying 3: 3:44.437

Warm up: 3:44.140

#42 LM P2 Caterham Racing Zytec Z11SN-Nissan driven by Tom Kimber-Smith/Chris Dyson/Matthew McMurry (White/Green body) (www.greavesmotorsport.com)

Kimber-Smith (www.tomkimbersmith.com) finished 10th last year for the team and is joined by Dyson, (www.chrisdysonracing.com) the Caterham SP300R importer for North America and 16 year old American McMurry (www.mattmcmurry.com), born on November 24th 1997, who will be the youngest ever driver in the race when he races (previously Mexican Ricardo Rodriguez in 1959 who was 17 years old). He is the son of ALMS racer Chris McMurry and is mentored by Chris Dyson.

The team finished 4th in class in the Elms race at Silverstone. They then took 4th place at Imola.

Kimber-Smith finished 2nd in the PC class at this year's USCC Daytona 24 Hours in an Oreca FLM09 when challenging for the lead they suffered some rear end damage, and 5th at Sebring.

Tom Kimber-Smith, who now lives in the USA, will also be racing in the Group C support race in a 6.3 litre 1989 Mobil Aston Martin AMR1. He finished 2nd overall behind Shaun Lynn.

Originally on the entry list as #41 they finished the Test day with a best time of 3:41.086.

Free Practice: 3:45.275

Qualifying 1: 3:41.847

Qualifying 2: 3:47.255

Qualifying 3: 3:40.035

Warm up: 3:44.436

#43 LM P2 Newblood by Morand Racing Morgan-Judd (BMW) driven by Christian Klien/Gary Hirsch/Roman Brandela (www.newbloodracing.com)

Morand Racing from Fribourg in Switzerland, return with a new driver line up, having finished 6th last year. The team head Benoit Morand is well known for being the first person to run a Hybrid car at Le Mans in 2011 for Hope Racing.

Ex Jaguar and Red Bull Formula 1 and Peugeot & Aston sportscar driver Klein (www.christian-klein.com) is joined by former DKR Racing drivers Hirsch (www.garyhirsch.com) was the 2013 LM PC champion in the European Le Mans Series and Blancpain racer Brandela (www.brandelagt.com). Brandela finished in 2nd in the Gentleman's trophy at Monza. He also drove here last year for DKR Lola B11 and finished 13th in LM P2.

The team finished 3rd in the ELMS race at Silverstone. At Imola they led the race with 5 minutes remaining but had to retire with no oil pressure.

Test day best time: 3:41.656

Free Practice: 3:43.725

Qualifying 1: 3:46.018

Qualifying 2: 3:39.135

Qualifying 3: 3:41.066

Warm up: 3:51.045

#46 LM P2 Thiriet by TDS Racing Ligier JS P2-Nissan Coupe driven by Pierre Thiriet/Ludovic Badey/Tristan Gommendy (www.tdsracing.fr) (www.onroak.com)

The team will be giving their new Ligier JS P2 its debut.

Team boss Thiriet and Badey raced at Le Mans last year and are joined this year by ex Champ car driver Gommendy (www.tristan-gommendy.com) who drove the #36 Signatech Alpine last year.

The team did not finish at Le Mans last year after Badey crashed near the end of the race. In 2012 however they finished 2nd in class.

The team were victorious in the ELMS race at Silverstone in their Morgan-Nissan. They finished 5th at Imola after having to pit for brake repairs.

Test day best time: 3:40.908 despite an off at the Dunlop curves in the first session.

Free Practice: 3:42.261

Qualifying 1: 3:42.730

Qualifying 2: 3:38.094 (1st in LM P2)

Qualifying 3: 3:37.609 (Fastest in LM P2 by Gommendy)

Warm up: 3:40.263 (Fastest in LM P2)

#47 LM P2 KCMG Oreca 03R-Nissan driven by Matthew Howson/Richard Bradley/Alexandre Imperatori (www.kcmg-com.hk)

The team founded by Paul Ip in Hong Kong (Paul is racing in the Porsche Supercup race here) and race In Japanese Super Formula, Formula 3 and Super GT and raced in last year's Asian Le Mans Series. They have swapped their Morgan chassis for an Oreca this year, and also from Michelin tyres to Dunlop. Bradley (www.richardbradleymotorsport.com) and Howson (www.matthewhowsonracing.blogspot.fr) are doing the whole WEC season and are joined by Imperatori for Spa and Le Mans and maybe other rounds.

The team finished second at Silverstone after receiving a 10 second stop-go penalty for speeding in the pit lane. The car was docked a lap after the end of the race for an unsafe release in the pit lane.

They finished 3rd at Spa after Bradley who led from pole position, was overtaken by one of the Toyotas and a piece of debris hit the front of the car destroying its aerodynamic balance taking off the front left dive plane, cracking the bodywork and putting a hole in the splitter. The team lie 2nd in the Endurance Trophy for LM P2 Teams and Drivers after Spa, 14 points behind the #26 G-Drive Morgan.

Swiss driver Imperatori (www.alexandreimperator.com) lives in China and raced a Porsche 911 GT America in the Daytona 24 Hours earlier this year but did not finish.

Test day best time: 3:49.475

Free Practice: 3:41.602

Qualifying 1: 3:39.586 (3rd in LM P2)

Qualifying 2: 3:40.476

Qualifying 3: 3:38.689

Warm up: 3:41.255

#48 LM P2 Murphy Prototypes Oreca 03R-Nissan driven by Karun Chandhok/Rodolfo Gonzalez/Nathanael Berthon (www.murphyprototypes.com)

Greg Murphy's eponymous team was originally to run Tor Graves this year but he suffered an illness and the relationship soured to the point that he announced his retirement from the sport. The team launched Brendon Hartley on his way to a Porsche factory drive.

Chandhok and Gonzalez joined by Alex Kapadia finished 8th in class at the ELMS race at Silverstone, they were slowed by a puncture for former Marussia F1 test driver, Gonzalez which resulted in a very slow lap and bodywork damage. GP2 series driver, Berthon replaced Capadia at Imola but the car retired after 80 laps. Berthon has won races in World Series by Renault and GP2.

Ex Formula 1 driver, Chandhok (www.karunchandhok.com) with Lucas Ordonez finished 48th in this year's Dubai 24 Hours in a Nissan 370Z.

Alex Kapadia also drove the car on the test day.

Test day best time: 3:38.286 (2nd fastest in LM P2).

Free Practice: 3:40.737 (2nd fastest in LM P2)

Qualifying 1: 3:41.502

Qualifying 2: 3:38.207 (2nd in LM P2)

Qualifying 3: 3:39.091 – Chandhok hit the barriers at Indianapolis causing final “Slow Zone” which lasted to end of the session.

Warm up: 3:40.385 (2ND in LM P2)

#50 LM P2 Larbre Competition Morgan-Judd (BMW) driven by Pierre Ragues/Keiko Ihara/Ricky Taylor (www.larbre-competition.com)

Last year Jack Leconte's Vienne based team celebrated the 20th anniversary of its debut at Le Mans. They have been successful here in 1994 (GT2), 2010 (GT1), 2011 & 2012 (GTE Am) in GT racing but this year they have switched to prototypes.

Former model, Ihara (www.keikoihara.com) joined by Gustavo Yucaman finished 9th in class in the ELMS race at Silverstone.

Ricky Taylor (www.rickytaylorracing.com) finished 2nd in this year's USCC Daytona 24 Hours in a Corvette DP with his father Wayne in his final race and his brother Jordan and Max Angelelli, and also 7th overall at Sebring. He was also 2nd at Long Beach and at Laguna Seca, before winning with his brother at Belle Isle.

Ragues (www.pierreragues.com) finished 3rd in LM P2 for Saulnier Racing at Le Mans in 2008, in a Pescarolo-Judd. He finished 9th for Signatech Alpine here last year.

Test day best time: 3:43.924

Free Practice: 3:42.216

Qualifying 1: 3:53.948

Qualifying 2: 3:47.015

Qualifying 3: 3:43.843

Warm up: 3:45.065

#51 LM GTE-Pro AF Corse Ferrari 458 Italia GT2 driven by Gianmaria Bruni/Toni Vilander/Giancarlo Fisichella (Italian flag on windshield/ Black stripe on roof) (www.afcorse.it)

Whilst there is no official Ferrari team in the race, the Piacenza based team AF Corse is very close to it – winning both the drivers (with Bruni) and team’s trophies last year and ensuring that Ferrari won the Constructors title. The cars are unchanged from last year. Former Minardi F1 driver Bruni (www.gianmariabruni.it) defends his WEC GTE Pro title and is joined by Vilander (www.tonivilander.net) moving from the #71 Ferrari he drove last year and ex Ferrari F1 driver Fisichella (www.giancarlofisichella.it) . The cars have been frozen in specification for 2014, although they have been given dispensation to run a new aero configuration.

Bruni and Vilander finished 4th at Silverstone, despite a stop-go and a brief fire in the pits, the car had to stop in the final hour for soft wet tyres and lost third place.

Bruni and Vilander took an untroubled victory at Spa from pole position despite changing tyres at each stop unlike the Astons who double stinted.

Bruni and Vilander lead the Endurance Cup for GT drivers by 3 points after Spa from Bergmeister and Pilet in the #91 Porsche. AF Corse leads Porsche Team Manthey by the same amount in the Endurance Trophy for LM GTE Pro Teams. Ferrari leads Porsche by one point after Spa in the Endurance Cup for GT manufacturers.

Vilander finished 11th in the GTD class of this year’s USCC Daytona 24 Hours with Lorenzo Case in a Ferrari 458. Bruni and Fisichella with Olivier Beretta raced a Ferrari 458 at Daytona earlier this year but did not finish. Bruni and Fisichella also failed to finish at Sebring. Fisichella finished 9th in GTLM at Long Beach with Dane Cameron (after having a puncture), and 3rd in GTLM at Laguna Seca with Pierre Kaffer.

Bruni and Vilander retired at this year’s Dubai 24 Hours race, driving a “Spirit of Race” Ferrari 458 GT3.

Test day best time: 3:57.483 (2nd in GTE Pro)

Free Practice: 3:57.028 (1st in GTE Pro)

Qualifying 1: 3:54.754 (1st in GTE Pro)

Qualifying 2: 3:55.552 (2nd in GTE Pro)

Qualifying 3: 3:53.700 (Fastest in GTE Pro by Gianmaria Bruni)

Warm up: 3:56.062 (2nd in GTE Pro)

#52 LM GTE-Pro Ram Racing Ferrari 458 Italia GT2 driven by Matt Griffin/Alvaro Parente/Federico Leo (Orange windscreen strip) (www.ramracing.com)

The only genuinely private team in GTE Pro, run by Dan Shufflebottam in Northamptonshire, steps up to world level from winning the ELMS title in 2013. Parente, an official McLaren GT driver for the past two years is joined by Griffin (www.mattgriffinracing.com) who finished 3rd in GTE Am at Le Mans last year and ex GP2 driver and 2011 FIA GT3 champion, Leo (www.federicoleo.com) .

Griffin and Parente (www.alvaroparentegp2.wordpress.com) finished 6th at Silverstone. Griffin also drove in the ELMS race and won the GTE class with Michele Rugolo and Duncan Cameron.

Griffin with Marco Cioci and Michele Rugalo finished 17th in the GTD class at the USCC Daytona 24 Hours earlier this year in a Ferrari 458, and 13th at Sebring.

Griffin finished 17th with Johnny Mowlem and Jan Magnussen at this year's Dubai 24 Hours in a Ram Racing Ferrari 458 GT3. Griffin also raced a Ferrari 458 at this year's Bathurst 12 Hours but did not finish.

Parente won at Monza and finished 7th with Alex Premat and Gregoire Demoustier at the Blancpain Endurance race at Silverstone in his ART GP McLaren MP4-12C.

Griffin raced in the International GT Open at Portimao in a Ferrari 458 on June 8th and finished 14th in race 2.

Test day best time: 3:57.993 (3rd in GTE Pro).

Free Practice: 3:59.383

Qualifying 1: 3:57.793

Qualifying 2: 3:56.642

Qualifying 3: 3:55.347 - though Parente hit the barrier at the Ford Chicane.

Warm up: No time set

#53 LM GTE-Am Ram Racing Ferrari 458 Italia GT2 (2012 spec) driven by Johnny Mowlem/Archie Hamilton/Mark Patterson (Yellow windscreen strip) (www.ramracing.com)

The GTE Am squad includes Mowlem (www.johnnymowlem.com) who was champion in the GTE class of the ELMS last year, Hamilton who raced at Le Mans in 2013 the #25 G-Drive Racing Oreca in LM P2 and the American driver Patterson who raced the #48 Murphy Prototypes Oreca last year in LM P2.

Hamilton (www.archiehamiltonracing.com) is the grandson of Duncan Hamilton who won Le Mans in 1953 for Jaguar.

Mowlem and the South African Patterson joined by Ben Collins, finished 5th in class at Silverstone.

Mowlem finished 17th with Matt Griffin and Jan Magnussen in a Ram Racing Ferrari 458 GT3 at this year's Dubai 24 Hours.

Patterson finished 6th in this year's Bathurst 12 Hours in a United Autosports Audi R8 LMS.

Mark Patterson will miss the test day as he is racing in British GT at Silverstone.

Archie Hamilton finished 6th driving a V8 Racing Corvette on June 8th in the International GT Open at Portimao.

Test day best time: 3:59.248

Free Practice: 4:02.757

Qualifying 1: 3:59.794

Qualifying 2: 4:02.175

Qualifying 3: 3:57.958

Warm up: No time set

#55 LM GTE-Am AF Corse Ferrari 458 Italia GT2 (Test Day only) driven by Duncan Cameron (www.afcorse.it)

The car was driven in the ELMS race at Silverstone and won its class driven by Cameron, Michele Rugalo and Matt Griffin. Cameron and Griffin were joined at Imola by Mirko Venturi and finished 7th in class.

Test day best time: 4:08.608

#57 LM GTE-Am Krohn Racing Ferrari 458 Italia GT2 (2013 spec) driven by Tracy Krohn/Niclas Jonsson/Ben Collins (www.krohn racing.net)

The Braselton, Georgia based team was a late entrant on the 27th May, following the withdrawal of the LM P2 Straka-Dome, after an initial rejection under the Risi name. They finished second and then third in GT2 in 2007 & 2009 as well as third in GTE Am in 2012.

Owner/driver Tracy W. Krohn returns for the 9th with Swede Nic Jonsson (www.nicjonsson.com) and former "Stig", Ben Collins (www.bencollins.com). The team retired last year after a fraught week, Krohn crashing in free practice on Wednesday and having to acquire a replacement chassis - in the race they retired after 111 laps.

Krohn (www.krohn racing.net) combined with Risi Competizione from 2007-10 and in 2006 with White Lightning Racing. They have had 3 class podium finishes including 2nd in 2007.

Collins drove a RAM Racing Ferrari 458 at Silverstone and finished 5th in GTE Am with Johnny Mowlem and Mark Patterson. Krohn and Jonsson finished 11th in GT LM at Laguna Seca in a Ferrari 458 GT3, 4th in the Sebring 12 hours with Andrea Bertolini. At Daytona, Krohn and Jonsson were joined by Bertolini and Peter Dumbreck and finished 7th in GT LM.

Due to the late invitation and having experienced drivers, the team will not participate in the test day as they prepare the car.

Free Practice: 4:01.858

Qualifying 1: 4:03.789

Qualifying 2: 4:01.686

Qualifying 3: 4:01.006

Warm up: 4:08.089

#58 LM GTE-Am Team Sofrev ASP Ferrari 458 Italia GT2 (2013 spec) driven by Fabien Barthez/Anthony Pons/Soheil Ayari (www.jerome-policand.com)

The team is derived from the Auto Sport Promotion (ASP) outfit founded in 2001 by former driver Jerome Policand and finished 7th in class at the ELMS race at Silverstone, and 5th at Imola.

Barthez played in goal for Manchester United , Marseille and Monaco and was a World Cup winner for France in 1998 and European champion in 2000, was the winner of the Gentleman's class of the FIA GT series in 2013 in a Ferrari 458.

He is joined by ELMS driver, Pons who finished 2nd in GTE Am in 2012 with Raymond Narac and Nicolas Armindo and Ayari (www.ayari.com), who was 3rd in an Oreca for PeCom Racing at Le Mans in LM P2 in 2012.

Test day best lap: 3:59.246

Free Practice: 4:02.449

Qualifying 1: 3:59.837

Qualifying 2: 4:07.434

Qualifying 3: 4:03.947

Warm up: 4:01.714

#60 LM GTE-Am AF Corse Ferrari 458 Italia GT2(2013 spec) driven by Peter Ashley Mann/Lorenzo Case/Raffaele Giammaria (White flashes on roof & lower door) (www.afcorse.it)

At Spa, after missing Silverstone, they finished 7th in class. They finished 12th in class in the Imola ELMS race.

Case finished 11th in the GTD class of this year's USCC Daytona 24 Hours with Toni Vilander in a Ferrari 458.

American 57 year old Mann is joined by Case who finished 2nd in GTE Am last year at Le Mans for AF Corse and former Formula Renault 3.5 driver Giammaria (www.raffaelegiammaria.com).

Mann finished 2nd in the Gentleman's driver class at the Blancpain Endurance race at Silverstone in an AF Corse Ferrari 458 GT3, and 3rd at Monza.

Lorenzo Case missed the test day as he was racing elsewhere.

Test day best lap: 3:58.565

Free Practice: 3:59.945

Qualifying 1: 4:22.744 after an incident for Mann at the Michelin chicane meant the car completed only 3 laps.

Qualifying 2: 4:01.425 – despite Giammaria hitting the slowing #92 Porsche and sustaining bodywork damage.

Qualifying 3: 3:57.274

Warm up: 4:00.144

#61 LM GTE-Am AF Corse Ferrari 458 Italia GT2 (2013 spec) driven by Luis Perez Companc/Marco Cioci/ Mirko Venturi (Green mirrors/ White top of bonnet & Lumaike logos)
(www.afcorse.it)

Having been victorious in GTE pro last year the team would like to do the same again but also in GTE Am.

Companc ran his PeCom Racing team in LM P2 last year and finished fourth in his #49 Oreca. Cioci (www.marcocioci.it) finished 3rd in class at the race last year for AF Corse.

The team finished in 6th place at Silverstone. Cioci also drove in the ELMS race and finished 6th in class with Pierguiseppe Perazzini and Michael Lyons. Venturi raced with Matt Griffin and Duncan Cameron at Imola in Ferrari 458 and finished 7th in class. Cioci racing with Perazzini and Lyons did not finish at Imola.

At Spa they completed the GTE double for AF Corse by winning by 32 seconds.

After Spa the team trail Heinemeier-Hansson and Poulsen in the #95 Aston Martin by 9 points in the Endurance Cup for GTE Am Teams and AF Corse trail Aston Martin Racing by the same amount in the Endurance Cup for GTE Teams.

Cioci finished 17th in GTD at the USCC Daytona 24 Hours earlier this year with Matt Griffin and Michele Rugolo in a Ferrari 458, and 13th at Sebring. Venturi finished 14th in GTD with Gianluca Roda and Paolo Ruberti at Sebring.

Venturi finished 3rd in last year's Italian GT3 championship.

Test day best lap: 3:58.440 (3rd fastest in GTE Am).

Free Practice: 3:59.498

Qualifying 1: 3:56.919 (2nd fastest in GTE Am)

Qualifying 2: 3:56.917 (Fastest in GTE Am)

Qualifying 3: 3:55.977 (Pierre Kaffer now driving #71 Ferrari completed his night laps in this car on Thursday)

Warm up: No time set

#62 LM GTE-Am AF Corse Ferrari 458 Italia GT2 (2013 spec) driven by Yannick Mallegol/Howard Blank/ Jean-Marc Bachelier (White base with Blue/Red graphics)
(www.afcorse.it)

The team finished 13th in GTC at Silverstone in the ELMS race, and 13th again at Imola.

The team are also entered in the Gentleman's Trophy of this year's Blancpain Endurance Championship in a Ferrari 458 and finished 4th in class at Silverstone and at Monza.

The team did not finish at Le Mans last year but completed 147 laps.

American Howard Blank is the oldest driver in this year's race at the age of 65.

Test day best lap: 4:12.276 (slowest overall).

Free Practice: 4:10.793

Qualifying 1: 4:11.533

Qualifying 2: 4:20.025

Qualifying 3: 4:10.354 (slowest overall)

Warm up: 4:18.539

#66 LM GTE-Am JMW Motorsport Ferrari 458 Italia GT2 (2013 spec) driven by HRH Abdulaziz Turki Al-Faisal/Spencer Pumpelly/Seth Neiman (www.jmwmotorsport.com)

Jim McWhirter running the Virgo Motorsport team, won two Le Mans Series titles in GT2 in 2007 & 2008. He created his own team in 2009 based in Holywood in Northern Ireland and in recent years have been known for their special race liveries often in conjunction with Dunlop, but this year as Dunlop are only producing tyres for LM P2 have switched to Michelin.

The team now has a link up with the legendary Flying Lizard Motorsport team, formerly involved with running Porsches at Le Mans. Seth Nieman (www.lizardms.com) is the team principal of Flying Lizard Motorsports.

The car driven by George Richardson, Daniel McKenzie and Daniel Zampieri finished 5th in class at the ELMS race at Silverstone and 3rd at Imola.

Pumpelly (www.spencerpumpelly.com) finished 2nd in the GTD class at this year's USCC Daytona 24 Hours in a Flying Lizards Audi R8 LMS, and 8th at Sebring with Alessandro Latif. Neiman finished 5th in GTD in the same race with Alessandro Latif and Felipe Albuquerque in an Audi R8 LMS. Neiman and Albuquerque finished 5th at Sebring. Neiman finished 5th in GTD at Laguna Seca and 12th at Belle Isle with Dion von Moltke, Pumpelly finished 6th (after running out of fuel in the final mile when leading) in the same race, both in Audi R8's. Pumpelly retired from the Belle Isle race.

Al Faisal, a Prince of the Saudi royal family, is driving a Black Falcon Mercedes SLS AMG GT3 in this year's Blancpain Endurance Championship and finished 22nd at Silverstone and 14th at Monza.

Test day best lap: 4:01.211, including a leap into the air from the new kerbs at the Ford Chicane!

Free Practice: 4:02.852

Qualifying 1: 4:05.046

Qualifying 2: 3:58.512

Qualifying 3: 3:57.757

Warm up:

#67 LM GTE-Am IMSA Performance Matmut Porsche 911 GT3 RSR (997) driven by Erik Maris/Jean-Marc Merlin/Eric Helary (White base with Black technical Illustration/Lime Green wing mirrors) (www.imsa-performance.com)

As a mark of appreciation for his old boss Henri Pescarolo, Eric Helary has coloured the wing mirrors lime green.

World championship sailor Maris who has competed in the Extreme 40 with Loic Peyron was the "Mumm 30" winner in 2006 is joined by Merlin (www.j2mracing.com), who is head of the tourism and hospitality Apple Tree Group and Helary (www.erichelary.com).

Helary won Le Mans in 1993 in a Peugeot 905 Evo with Christophe Bouchot and Geoff Brabham, and was 2nd in 1995 with Bob Wollek and Mario Andretti, his last visit was in 2006 when he finished 2nd overall in a Pescarolo.

The team finished 12th in GTC in the ELMS race at Silverstone, and at Imola were 11th.

Jean-Marc Merlin will not be at the test day.

Test day best lap: 4:02.292

Free Practice: 4:02.580 before an accident for Maris brought a red flag.

Qualifying 1: No time set after Maris's accident in Free Practice.

Qualifying 2: 4:03.903

Qualifying 3: 4:03.277

Warm up: 4:10.610

#70 LM GTE-Am Team Taisan Ferrari 458 Italia GT2 (2012 spec) driven by Shinji Nakano/Martin Rich/Pierre Ehret

The car is being run by former Le Mans entrant Farnbacher Racing, in association with long time sports car entrant Ricky Chiba, last seen here in 2006.

Team Taisan Ken Endless won the GTE category of last year's Asian Le Mans Series.

Sonoma Valley winery owner Ehret (www.pierreehret.de) is joined by Nakano (who as a late replacement for James Rossiter) and Blancpain endurance driver Rich, who drove at Le Mans in 2011 for the Jetalliance Racing team in a Lotus Evora GTE but he did not finish. Nakano (www.c-shinji.com) was originally down to drive the #23 Millennium Racing LM P2 which was withdrawn earlier this year.

Ehret finished 4th in a GT Corse Ferrari 458 in this year's Dubai 24 Hours.

Ehret is driving a Ferrari 458 in the Gentleman Trophy of this year's Blancpain Endurance Championship and won the class at Monza.

Pierre Ehret did not drive at the test day.

Test day best lap: 4:02.499

Free Practice: 4:08.634

Qualifying 1: 4:03.066

Qualifying 2: 4:01.446

Qualifying 3: 4:04.512

Warm up: 4:08.636 – Nakano had contact with the #37 Oreca of Mediani at the end of the session at the Porsche curves.

#71 LM GTE-Pro AF Corse Ferrari 458 Italia GT2 driven by Davide Rigon/**(James Calado)**/Olivier Beretta/Pierre Kaffer (No flag on windshield/Black stripe on roof)
(www.afcorse.it)

The second GTE Pro car from AF Corse has ex GP2 racer Calado (www.jamescalado.com) joined by Beretta and Rigon (www.daviderigon.it), whose single seat career was cut short by injuries he sustained in a GP2 accident in Turkey in 2011. Beretta has in the past driven for Corvette Racing and in Chrysler Vipers.

Rigon and Calado finished fifth at Silverstone. Beretta finished 2nd in GTC at the ELMS races at Silverstone and Imola, with Anton Ladygin and David Markosov.

At Spa, Rigon and Calado finished 3rd in class after having been caught by the leading Porsche in the final hour.

Rigon finished 18th in GTD earlier this year at the USCC Daytona 24 Hours in a Ferrari 458 with Gianluca Roda and Paolo Ruberti. Beretta raced a Ferrari 458 with Gianmaria Bruni and Giancarlo Fisichella in the same race but did not finish.

Test day best time: 3:58.905

Free Practice: 3:58.263

Qualifying 1: 3:58.330

Qualifying 2: 3:58.086 (Calado had a big accident at the Porsche curves and was taken to hospital for observation – the chassis had to be replaced and Pierre Kaffer took over as driver). Kaffer (www.pierre-kaffer.de) drove in the Pecom Oreca LM P2 car here last year finishing 4th in class, he completed his night laps in #61 Ferrari)

Qualifying 3: No time set after earlier Calado accident.

Warm up: 4:02.385

#72 LM GTE-Am SMP Racing Ferrari 458 Italia GT2 (2013 spec) driven by Andrea Bertolini/Viktor Shaitar/Aleksey Basov (www.smpracing.ru)

Ferrari factory driver Bertolini (www.andreabertolini.it) and Shaitar joined by Sergey Zlobin finished 2nd in class at the ELMS race at Silverstone. At Imola they won GTE, overtaking the Kessel Racing Ferrari of Cressoni and Kemenater on the last lap.

Basov was due to race in the ELMS race at Silverstone with Kirill Ladygin and Luca Persiani but they failed to take the start in their Ferrari 458 GT3. At Imola they finished 3rd in GTC.

Bertolini finished 7th in the GTLM class at the USCC Daytona 24 Hours in a Ferrari 458, and 4th at Sebring.

Bertolini was last year's Asian Le Mans Series GTC drivers champion with Michele Rugolo and Steve Wyatt.

Test day best lap: 3:57.569 (2nd fastest in GTE Am).

Free Practice: 3:59.667

Qualifying 1: 3:56.787 (Fastest in GTE Am and faster than best GTE Am qualifying lap in 2013).

Qualifying 2: 3:58.778

Qualifying 3: 3:56.063

Warm up: 4:05.997

#73 LM GTE-Pro Corvette Racing Chevrolet C7.R driven by Jan Magnussen/Antonio Garcia/Jordan Taylor (White windscreen strip) (www.corvetteracing.com)

Corvette has claimed 9 class victories since returning to Le Mans in 2000: GTS in 2001, 2002 & 2004, GT1 in 2005 & 2006, GTE Pro in 2011 and GTE Am in 2011 & 2012. It's a great record to which can be added a Daytona 24 Hour win in 2011 and 10 American Le Mans Series titles.

The Pratt & Miller built car has been given a 10kg weight reduction in comparison with last year's C6.R and has a larger diameter air-restrictor. The team has also been allowed to remove its rear wings gurney flap to improve straight line speed.

Magnussen (www.janmagnussen.dk) finished 3rd in GTC in the ELMS race at Silverstone in a Formula Racing Ferrari 458 GT3 with Johnny Laursen and Mikkel Mac.

Magnussen and Garcia (www.antoniojarcia.com) raced a Corvette C7.R in the 24 Hours at Daytona earlier this year but did not finish, but at Sebring finished 8th in GTLM, after a first lap incident that resulted in major front body work repairs, and also losing fuel pressure later on). They finished 6th overall at Long Beach and 8th at Laguna Seca winning GTLM on both occasions.

Magnussen finished 17th with Matt Griffin and Johnny Mowlem in a Ram Racing Ferrari 458 GT3 at this year's Dubai 24 Hours.

Taylor is the brother of Ricky and son of Wayne Taylor (www.waynetaylorracing.com). He won at Belle Isle with his brother Ricky in a Corvette DP, after finishing 2nd at Daytona, Long Beach and Laguna Seca and 7th at Sebring.

Test day best lap: 3:59.192

Free Practice: 3:58.136 (3rd in GTE Pro)

Qualifying 1: 3:56.443

Qualifying 2: 3:55.038 (Fastest in GTE Pro)

Qualifying 3: 3:54.777 (2nd in GTE Pro)

Warm up: 3:54.938 (Fastest in GTE Pro)

#74 LM GTE-Pro Corvette Racing Chevrolet C7.R driven by Oliver Gavin/Tommy Milner/Richard Westbrook (Black windscreen strip) (www.corvetteracing.com)

Westbrook (www.richardwestbrook.co.uk) finished 4th overall in this year's USCC Daytona 24 Hours in Corvette DP with Mike Rockenfeller and Mike Valiante, and 10th at Sebring. He was 2nd overall at Belle Isle with Valiante.

Gavin (www.olivergavin.com) and Milner (www.tommymilner.com) with Robin Liddell finished 5th in GTLM in this year's USCC Daytona 24 Hours in a Corvette C7.R, and 6th at Sebring. Westbrook also finished 5th at Long Beach and Laguna Seca (after being involved in an incident with Alex Brundles' Morgan). Gavin and Milner finished 3rd in GTLM at Long Beach and 5th at Laguna Seca.

Gavin raced an Oakley Motorsports Audi R8 LMS in this year's Bathurst 12 Hours but did not finish.

Test day best lap: 3:58.403

Free Practice: 3:59.225

Qualifying 1: 3:59.445

Qualifying 2: 3:57.160

Qualifying 3: 3:55.190

Warm up: 3:57.843 (3rd fastest in GTE Pro)

#75 LM GTE-Am Prospeed Competition Porsche 911 GT3 RSR (997) (2011 spec) driven by Francois Perrodo/Markus Palttala/Emmanuel Collard (Art car livery – mainly white background with sweeps of many colours based on the regional colours of Brittany) (www.prospeed.be)

The team started in 2006, have won several titles in Belcar and then won the 2009 FIA GT2 title before becoming FIA GT3 champions in 2010.

The team were a last minute replacement for the Green GT last year finishing 9th in Class.

They have reverted to a 2011spec car which has a slimmer body for the race.

Perrodo and 2 time class winning driver at Le Mans, Collard (www.manucollard.com) return with a 2012 spec car originating in the American Le Mans Series from Paul Miller Racing and are joined by Palttala, who replaced Matthieu Vaxiviere who suffered a back injury in the Renault 3.5 race at Monaco on May 25th. Palttala (www.markuspalttala.com) finished 8th in GTE Am at Le Mans in 2012.

The team did not finish at Silverstone. At Spa they finished 6th in class.

They also drove a 2012 spec car in the ELMS race at Silverstone and finished 9th and at Imola were 10th.

The team with team owner Sebastien Crubile finished 18th in a Crubile Sport Porsche 997 GT3R at this year's Dubai 24 Hours.

Late replacement Palttala was not at the test day (as he was racing at Belle Isle, where he finished 6th in GTD with Dane Cameron in a BMW Z4) where the team set a best lap of 3:59.601.

Free Practice: 4:01.108

Qualifying 1: 3:59.394

Qualifying 2: 3:59.604

Qualifying 3: 4:05.147

Warm up: 4:02.972

#76 LM GTE-Am IMSA Performance Matmut Porsche 911 GT3 RSR (997) driven by Raymond Narac/Nicolas Armindo/David Hallyday (White body/ Blue & Red graphics) (www.imsa-performance.com)

Narac won GTE Am last year for the team with Jean-Karl Vernay and Christophe Bourret. This win, repeating the team's success in GT2 in 2007 gave Porsche its 100th class win at Le Mans.

The team finished 3rd in the ELMS race at Silverstone, and 6th at Imola.

Porsche dealer from Rouen, Narac is joined by Armindo who finished 2nd with Narac and Anthony Pons in GTE Am in 2012 and Hallyday (who sometimes has raced as David Smet), the son of French singing legends Johnny Hallyday and Sylvie Vartan.

Armindo finished 4th in the Pro-Am class of the Blancpain Endurance race at Silverstone in a TDS Racing BMW Z4 and 9th in class at Monza. Armindo will also be driving in the Porsche Carrera Cup race for IMSA Matmut. He was running in the top 10 but retired near the end of the race.

Test day best lap: 4:05.075 after suffering some rear left corner damage after an off at the Dunlop curves in the first session which brought out the safety car.

Free Practice: 4:00.760

Qualifying 1: No time set after Armindo hit the barriers at Porsche curves on his out lap.

Qualifying 2: 4:06.021

Qualifying 3: 3:58.398

Warm up: 4:01.709

#77 LM GTE-Am Dempsey Racing-Proton Porsche 911 RSR (991) driven by Patrick Dempsey/Joe Foster/Patrick Long (Black base with White & Blue triangles) (www.proton-competition.de)

The team return after finishing 4th in class last year after leading at one point before being out-muscled by an errant LM P2 car, and will be giving their 991 its race debut.

The team is owned by American Hollywood actor Patrick Dempsey (www.dempseyracing.net), who plays the neurosurgeon Dr Derek Shepherd in "Grey's Anatomy" and has appeared in many films and is fielded in partnership with Proton Competition (also running the #88 car). The team made a TV 4 part mini-series about their racing programme and Le Mans 2013 called "Racing Le Mans".

The team is running a new shape 991 model with Foster with over 25 years driving experience racing at Le Mans for the fourth time joined by Porsche works driver Long (www.patricklong.com).

Dempsey and Foster, with Marc Lieb finished 24th in GTD in the 24 Hours at Daytona earlier this year in a Porsche 911 GT America. Long raced a Porsche 911 GT America with Jorg Bergmeister in the same race but did not finish, but at Sebring they won the GTLM class in a CORE Autosport 991. Dempsey and Foster, also finished in 15th in GTD at the Sebring 12 Hours. Long drove to a 5th in GTLM at Long Beach, and also 9th at Laguna Seca, with the Danish driver Michael Christensen. Dempsey finished 20th in GTD at Laguna Seca.

Klaus Bachler (driving #88 Proton Porsche) also drove for the team on the test day.

Test day best lap: 3:59.966

Free Practice: 3:58.167 (2nd in GTE Am)

Qualifying 1: 3:57.004 (3rd in GTE Am)

Qualifying 2: 3:58.373 – though the team had a small fire in their pit garage.

Qualifying 3: 3:57.230

Warm up: 4:03.234

#79 LM GTE-(Am)Pro Prospeed Competition Porsche 911 GT3 RSR (997) (2012 spec) driven by Jeroen Bleekemolen/Cooper MacNeil/(Bret Curtis) (WeatherTech livery) (www.prospeed.be)/(www.weathertechracing.com)

The car is, along with the late entrant the Krohn Ferrari #57, the only one that will not appear at the test day as the drivers are busy elsewhere. The car is in 2012 spec unlike the teams other car #75 which is in 2011 spec.

The team is jointly run by the Belgian Prospeed team and American team WeatherTech who won the GTC class in ALMS last year. MacNeil brings GTC class winning form and Curtis can count wins and podium finishes at Sebring, Bathurst and Daytona.

MacNeil (www.weathertechracing.com) finished 8th in the GTD class at this year's USCC Daytona 24 Hours in a Porsche 911 GT America, 4th at Sebring and 5th at Belle Isle. Bleekemolen finished 19th in GTD at the same race in a SRT Viper GT3-R, but did not finish at Sebring and finished 11th at Belle Isle. MacNeil finished 4th in GTD at Laguna Seca, and Bleekemolen came 16th.

Bleekemolen (www.racen.nl) finished third in this year's Dubai 24 Hours in a Black Falcon Mercedes SLS AMG GT3, and also 49th with Khaled Al Kubaisi.

Bleekemolen is driving a Lamborghini Gallardo in this year's Blancpain Sprint Series with Hari Proczyk and finished 5th at Nogaro and 1st at Brands Hatch.

Free Practice: 4:02.279

Qualifying 1: 4:01.226

Qualifying 2: 3:59.012 – though Curtis hit the barriers at the Dunlop Esses, briefly he was unconscious, so the team hoped to replace him with Sebastien Crubile (www.crubile-sport.com), but this was denied by the organisers. The team will therefore run with only 2 drivers and in the GTE Pro class as they no longer have a “Bronze” driver.

The chassis will also have to be replaced by one sourced from Paul Miller Racing in the USA.

Qualifying 3: No time set after accident in Qualifying 2.

Warm up: 4:03.238 – Now running in GTE Pro.

#81 LM GTE-Am AF Corse Ferrari 458 Italia GT2 (2013 spec) driven by Stephen Wyatt/Michele Rugolo/Sam Bird (Blue mirrors, traditional AF Corse graphics) (www.afcorse.it)

The second GTE Am car from the team includes new recruit Bird who was second in GP2 last year, joined by Rugalo (www.michelerugolo.it) who finished 3rd in GTE Am at Le Mans in 2012 and Australian driver Wyatt, who finished 2nd in the Abu Dhabi 12 hours in 2013.

The team finished third in class at Silverstone. Rugolo also drove in the ELMS race winning GTE with Matt Griffin and Duncan Cameron.

At Spa Andrea Bertolini replaced Sam Bird (www.sambird.com) and they finished 5th in class.

Bird finished 5th in the PC class of this year's USCC 24 Hours in an Oreca FLM 09, and 3rd in the class at Sebring. Rugalo finished 17th in GTD at the same race with Matt Griffin and Marco Cioci in a Ferrari 458, and 13th at Sebring. Bird raced at Laguna Seca in PC but did not finish.

Rugolo and Wyatt were last season's Asian Le Mans Series GTC champions with Andrea Bertolini.

Rugalo raced a Ferrari 458 at Portimao on June 8th in the International GT Open and finished 4th and 11th.

Test day best lap: 3:58.917

Free Practice: 3:58.923 (3rd in GTE Am)

Qualifying 1: 4:02.452

Qualifying 2: 3:57.665

Qualifying 3: 3:54.665 (Fastest in GTE Am by Sam Bird)

Warm up: 4:03.574

#88 LM GTE-Am Proton Competition Porsche 911 RSR (991) driven by Christian Ried/Klaus Bachler/Khaled Al Qubaisi (Black & Silver body with White accents – designed by Andy Blackmore) (www.proton-competition.de)

The German team has been a Porsche stalwart for many years and has netted a GT2 class victory here in 2010 as well as two LMS GT2 crowns in 2009 & 2010.

The team finished 8th last year after having led until midnight and is the only private team to be running the new 991 model (also running the Dempsey Racing #77).

Team boss Ried is joined this year by Al Qubaisi who won the Dubai 24 Hours in 2012/13 and Porsche junior team member Bachler, who has been loaned to the team. He is driving in this year's Porsche Supercup finishing 10th at Monaco for Konrad Motorsport.

The team finished 4th in class at Silverstone and also at Spa.

Bachler (www.bavariasports.com) was classified 21st in GTD at the Daytona 24 Hours earlier this year in a Porsche 911 GT America.

Al Qubaisi (www.mubadala.com) finished 49th in this year's Dubai 24 Hours with Jeroen Bleekemolen in a Black Falcon Mercedes SLS AMG GT3. Al Qubaisi will also be driving in the Porsche Carrera Cup race for Graff Racing. (He took part in Qualifying finishing 27th overall but did not race).

Patrick Long (driving #77 Dempsey/Proton Porsche in the race) also drove the car at the test day.

Test day best lap: 3:59.413

Free Practice: 3:59.461

Qualifying 1: 3:59.291

Qualifying 2: 3:59.920

Qualifying 3: 3:56.974

Warm up: 4:03.898

#90 LM GTE-Am 8 Star Motorsports Ferrari 458 Italia GT2 (2013 spec) driven by Frank Montecalvo/Gianluca Roda/Paolo Ruberti (www.8starmotorsports.com)

Venezuelan Potolicchio (www.enzopotolicchio.com), the owner-driver of the Fort Lauderdale team has taken his team to World Endurance titles twice.

The first occasion was in 2012 in LM P2 when he was with Starworks Motorsport and last year in GTE Am with his own team. Last year the team finished 10th in class after various problems, although they did set the fastest GTE Am lap of the race.

The Venezuelan team owner is not driving this year, his place taken by Frank Montecalvo (www.frankiemontecalvo.com) who joins Roda and Ruberti (www.paoloruberti.com) who both raced the #88 Proton Competition Porsche last year to 8th in class.

Potolicchio, Roda and Ruberti finished 7th in class at Silverstone, and 8th at Spa.

Montecalvo finished 4th in the PC class of this year's USCC Daytona 24 Hours in a Oreca FLM09 with David Cheng, Gunnar Jeannette and Max Guasch. Roda and Ruberti with Davide Rigon finished 18th in GTD at the same race. Roda and Ruberti with Mirko Venturi finished 14th in GTD at Sebring, but Montecalvo did not finish. Montecalvo with Gunnar Jeannette finished 4th in PC at Laguna Seca.

Montecalvo raced an Oreca FLM09 on June 7th at Kansas in the TUSCC and finished 4th and 9th with Gunnar Jeanette.

Ruberti raced a Ferrari 458 on June 8th at the International GT Open at Portimao and finished 8th in both his races.

Test day best lap: 3:57.403 (fastest in GTE Am and faster than the GTE Pro Ferrari's).

Free Practice: 3:59.901 despite a crash for Montecalvo which brought a red flag and ended the session.

Qualifying 1: No time set after earlier accident.

Qualifying 2: No time set after earlier accident.

Qualifying 3: 3:57.217 – though Montecalvo hit barriers at Porsche curves causing first “slow zone”.

Warm up: 3:59.469 (3rd fastest in GTE Am)

#91 LM GTE-Pro Porsche AG Team Manthey 911 RSR (991) driven by Patrick Pilet/Nick Tandy/Jorg Bergmeister

(Black windscreen strip/ Red mirrors)

(www.porsche.com/international/motorsportandevents/motorsport)

Porsche is now a major shareholder in Manthey Racing, the preparation firm that has given it 5 wins in the Nurburgring 24 Hours. Team manager Olaf Manthey has never tasted defeat at Le Mans having won GT in 1999 and GTE Pro last year.

The 2014 specification 991 made its debut at Bahrain in the final round of the WEC last year. It has a new front spoiler and wider rear wing, as well as bigger rear wheels that increase in size from 13 to 14 inches. The fuel tank centre of gravity has also been lowered. Bergmeister has been a Porsche driver for over a decade and won the GT class at Le Mans in 2005, and is joined by Pilet (www.patrickpilet.com) who won the GT LM class at the Daytona 24 Hours earlier this year and young British driver Tandy.

They finished second at Silverstone as they pitted earlier for new grooved tyres than their team mates but the race was then stopped. The car was the quicker of the two Porsches over the weekend and was able to overcome a stop-go penalty for overtaking under yellow flags and still retake the lead.

At Spa Pilet and Bergmeister eventually finished 2nd despite having been handed a 25kg weight penalty after Silverstone finishing about 30 seconds behind the #51 Ferrari (although in the results they were shown to be a lap behind as the overall winner crossed the line between them and the Ferrari).

After Spa they trail Bruni and Vilander in #51 Ferrari by 3 points in the Endurance Cup for GT drivers, and Porsche Team Manthey trail AF Corse by the same amount in the Endurance Cup for LM GTE Teams. Porsche trail Ferrari by one point in the Endurance Cup for GT manufacturers.

Tandy and Pilet with Richard Lietz won the GTLM class at this year's USCC Daytona 24 Hours in a CORE Autosport 991, but only finished 9th at Sebring. Bergmeister and Patrick Long raced a Porsche 911 GT America in the same race but did not finish, but at Sebring they won the GTLM class. Tandy with Richard Lietz finished 4th in GTLM at Long Beach and 9th at Laguna Seca (after being given a stop/go penalty for an incident with Bill Auberlen).

Test day best lap: 4:00.846 but missed the second session after sustaining chassis damage "leaping" over the new kerbs at the Ford Chicane.

Free Practice: 3:58.316

Qualifying 1: 3:56.584

Qualifying 2: 3:57.682

Qualifying 3: 3:55.745 (only completed 3 laps)

Warm up: 3:59.798

#92 LM GTE-Pro Porsche AG Team Manthey 911 RSR (991) driven by Marco Holzer/Frederic Makowiecki/Richard Lietz
(White windscreen strip) (www.porsche.com/international/motorsportandevents/motorsport)

In the second works Porsche car Holzer has been a factory driver since 2011 and is joined with Lietz (www.richard-lietz.com), who won LM GT2 at Le Mans in 2010 and ex Aston Martin works driver Makowiecki (www.fredmako.com). Mako's on-going contract with Aston took a while to sort out and it was believed the British driver Sean Edwards would have been in the team but for his untimely death in Australia in October 2013.

The car won at Silverstone beating its team mate. It was decided to bring both cars in for the softer compound grooved tyre and #91 pitted first but before #92 could pit the pit lane was closed due to the deployment of the safety car. The safety car was never withdrawn as the race was red flagged 38 minutes early due to the terrible weather, #92 was therefore the winner.

At Spa, Holzer and Makowiecki finished 6th in class 4 laps, behind the winners.

Holzer finished 15th in the GTD class at this year's USCC Daytona 24 Hours in Porsche 911 GT America, and 5th in GTLM at Sebring in a Porsche 997 GT3. Lietz won the GTLM class at Daytona with Patrick Pilet and Nick Tandy, but they only finished 9th at Sebring. Lietz with Nick Tandy finished 4th in class at Long Beach and 9th at Laguna Seca.

Test day best lap: 3:57.260 (Fastest in GTE Pro).

Free Practice: 3:58.492

Qualifying 1: 3:55.516 (3rd fastest in GTE Pro)

Qualifying 2: 3:57.356 – though Makowiecki was hit by Giammaria in #60 Ferrari – had damage to right front.

Qualifying 3: 3:55.694 (Tandy also drove the car)

Warm up: 3:59.856

#95 LM GTE-Am Aston Martin Racing Vantage GTE (2013 spec) driven by Kristian Poulsen/David Heinemeier-Hansson/Nicki Thiim (Orange strip above windscreen/ Young Driver & Scanvo logos) (www.astonmartinracing.com)

The team narrowly lost the WEC GTE Am team's title last year and will be looking for revenge.

The Danish "Young Driver AMR" team make a poignant return after the untimely death of their team mate Allan Simonsen at Tertre Rouge early in last year's race. The team is a successor to Erhard Fisher's Fisher Racing team founded in 2005.

Poulsen (www.poulsenmotorsport.com) remains from last year's line up and is joined by the winner of the 2013 Porsche Supercup, Nicki Thiim (www.nickithiim.com), who also is on Audi's roster. Heinemeier-Hansson (www.david.heinemeierhansson.com) drove in LM P2 in 2013 for OAK Racing in their #24 Morgan and finished 2nd in class.

The team won their class at Silverstone from their team mates in the #98 Aston by only 7 seconds, after overtaking them in the final hour.

Richie Stanaway replaced Thiim at Spa and the team finished in 2nd place in class.

After Spa Heinemeier-Hansson and Poulsen lead the Endurance Cup for GTE Am drivers by 9 points from Perez-Companc, Cioci and Venturi in the #61 Ferrari, and Aston Martin Racing lead AF Corse by the same amount in the Endurance Cup for GTE Am Teams.

Thiim finished 9th in the GTD class of this year's USCC Daytona 24 Hours in a Porsche 911 GT America. Heinemeier-Hansson raced an Oreca FLM09 in the same race but did not finish. At Sebring he finished 2nd in the PC class.

Stanaway (www.richiestanaway.com) will be at Le Mans as reserve for the Aston Martin Racing team.

Kristian Poulsen missed the test day.

Test day best lap: 3:59.903

Free Practice: 3:57.015 (Fastest in GTE and GTE Am)

Qualifying 1: 4:06.464 after Heinemeier Hansson hit guardrail at Forza Chicane which meant car only completed 6 laps in the session.

Qualifying 2: 3:56.994 (2nd fastest in GTE Am)

Qualifying 3: 3:55.944

Warm up: 3:57.520 (Fastest in GTE Am)

#97 LM GTE-Pro Aston Martin Racing Vantage GTE driven by Darren Turner/Stefan Mucke/Bruno Senna (Yellow strip above windscreen/No logos on door) (www.astonmartinracing.com)

Going into the last round of the WEC last year it looked like all 5 titles would be heading to the English Prodrive run team, but after a disastrous race they only ended up with the GTE Am driver's title. The Banbury based team led by John Gaw (who races in the British GT Championship) won GT1 here in 2007 & 2008 thanks to the DBR9.

For this year the cars has been raised 5mm to 55mm (which seems to have hindered it) and has a 15 kg weight loss which should help its chances. After the BoP test last week both GTE Pro Astons were given a 5 litre fuel load increase which should help.

Turner (www.darrenturner.net) who won GT1 at Le Mans in 2007 and 2008 and former DTM driver Mucke (www.stefan-mucke.de) return and are joined by Senna (www.brunosenna.com.br) who drove the #99 car last year at Le Mans. Senna is also driving in the Brazilian Stock Car Championship this year.

Turner and Mucke finished third at Silverstone after the #51 Ferrari had to stop in the final hour.

At Spa despite the Vantage being given a further 15kg weight reduction since Silverstone , they finished 4th still coming to terms with the ride height adjustment imposed on the car and the necessity to make an extra fuel stop compared to its rivals.

At Daytona in the 24 Hours earlier this year Mucke and Turner finished 8th in GTLM with Pedro Lamy, Richie Stanaway and Paul Dalla Lana in a Vantage V8, despite power steering problems.

Mucke and Turner with Darryl O'Young retired from this year's Dubai 24 Hours in a Craft Racing Vantage GT3.

Test day best lap: 3:59.561

Free Practice: 3:57.086 (2nd in GTE Pro)

Qualifying 1: 3:55.067 (2nd in GTE Pro)

Qualifying 2: 3:56.516 (3rd in GTE Pro)

Qualifying 3: 3:54.891 (3rd in GTE Pro)

Warm up: 3:58.924

#98 LM GTE-Am Aston Martin Racing Vantage GTE (2013 spec) driven by Paul Dalla Lana/Pedro Lamy/Christoffer Nygaard (Green strip above windscreen/ Northwest logos) (www.astonmartinracing.com)

Canadian Dalla Lana and ex F1 star and Peugeot sportscar driver Lamy (www.pedrolamy.com), return after retiring the #98 car in last year's race. Nygaard (www.christoffernygaard.dk) switches over from the #95 Aston he drove last year.

The team finished second in class at Silverstone just 7 seconds behind their team mates in #95 after being overtaken in the final hour.

At Spa they finished 3rd in class after Dalla Lana had a slow lap after a puncture.

Dalla Lana finished 7th in the GTD class of this Year's USCC Daytona 24 Hours with Dane Cameron in a BMW Z4, and also 8th in GTLM with Stefan Mucke, Darren Turner, Richie Stanaway and Lamy in a Vantage V8, despite power steering problems. Dalla Lana finished 7th in GTD at Sebring in a BMW Z4.

Dalla Lana also finished 10th in this year's Dubai 24 Hours in a Team Schubert BMW Z4 GT3.

Test day best lap: 4:00.571

Free Practice: 3:59.387

Qualifying 1: 4:00.017

Qualifying 2: 3:57.455 (3rd fastest in GTE Am) – though Dalla Lana ended up in the gravel at the Ford Chicane in trying to avoid the incident between the #92 Porsche and #60 Ferrari.

Qualifying 3: 3:55.644 (2nd in GTE Am)

Warm up: 3:59.198 (2nd in GTE Am)

#99 LM GTE-Pro Aston Martin Racing Vantage GTE driven by Alex MacDowall/Darryl O'Young/Fernando Rees (Blue strip above windscreen/Interush & LKM logos) (www.astonmartinracing.com)

This car has a tie-up with the Anglo-Asian Craft-Bamboo Racing squad who race in the Asian Le Mans Series.

The second GTE Pro runs ex WTCC racer McDowall (www.alexmacdowllracing.co.uk) with O'Young (www.darryloyoung.com) who raced for Craft Racing in the Asian Le Mans Series last year, and drove the #55 GTE Am Ferrari last year which finished second and Rees (www.fernandorees.com) who has driven for Larbre Competition in GTE Am since 2010.

The team finished 7th in class at Silverstone. At Spa they finished 5th in class 2 laps down on the victors.

O'Young also finished 12th in this year's Dubai 24 Hours in a Craft Racing Vantage GT3, and retired in the other car he was driving with Stefan Mucke and Darren Turner.

Test day best lap: 3:59.996

Free Practice: 3:58.870

Qualifying 1: 3:57.258 - Rees bringing out a Red flag and ending the session after hitting barriers at Porsche curves and suffering damage on the left and rear of the car causing it to be withdrawn as the chassis was too badly damaged – barriers needed replacing so session was stopped.

Qualifying 2: WITHDRAWN

Qualifying 3: WITHDRAWN

Warm up:

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