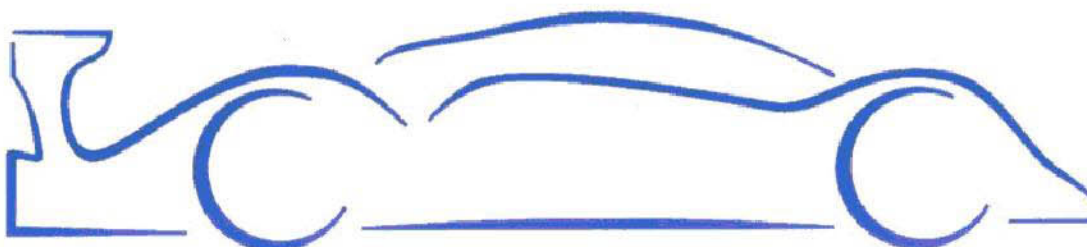




Le Mans (not only) for Dummies

The unofficial Club Arnage guide
to the 24 hours of Le Mans 2006



" Formula One for kids. Sportscars for men."

Michele Alboreto, * 23. Dec. 1956, † 25. April 2001

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Foreword

It is June once again and for the 20th time in my life I've packed my camping gear, made all other necessary preparations and will soon take off for the yearly pilgrimage to the French Department de la Sarthe. I made my first visit to the 24 hours of Le Mans in 1985, became immediately addicted and have left out only two races since then, both times caused by force majeure. While the initial trip was just me and two friends of mine, our group has grown over the years and quite often we've had newbies with us who didn't know what to expect and had never heard about Le Mans before. Often I had to answer the same questions year after year to our first-timers, that's why I started to think about creating this guide for them and make it available on the internet for download.

For a couple of years I've been a more or less regular participant of the Club Arnage (CA) Forum at <http://www.clubarnage.com>, definitely one of the best English language internet forums about the 24 hours of Le Mans. When I posted my idea about the guide a couple of months ago the feedback on the forum was great and lots of people offered help for this project.

I've taken the task to compile this guide and tried to play the chief-editor role but the largest part of it would not exist without the support and contributions given for this project by many CA forum members. I believe this publication is a very good example for the efficiency of community work done by people working together in the same spirit. The following list of contributors – using their CA forum nicknames - is probably not complete, my apologies in case I forgot someone. Special thanks to:

Piglet for final proof reading and doing a sanity check, **Dobbo** for allowing me to loot his website www.racetours.co.uk, especially for the chapter "Where to watch" and the nice map he supplied, **Ferrari Spider** for his very detailed route descriptions, **Delboy** for his comments and amendments to "war of the classes" and the race regulations and his equipment list, **Robbo SPS** for being the Poo bar scout, **Paddy_NL** for donating his CA member logo collection, **Dan** for the campsite chapter draft, **robspot** for the CA members spotters guide, **Pieter** for his pictures for the chapter "War of the classes", **redstu** for his information about how to get to Le mans by public transport , **termietermite** for information about the local markets, the pit allocation and lots of pictures, **SmithA** for his part about bars in the city centre, **Kpy** for his legal advice and to many others.

And last not least a big thank you to **smokie** and all the other CA moderators and administrators, all of them are doing a great job to keep the forum up and running.

We have tried to be as accurate and up-to-date as possible. If you find that some things have changed, places or services mentioned aren't there any more or if you saw or experienced something in Le Mans which should be in this guide but it isn't, please do your part by posting your information on the CA forum or mail it to president@lemanszone.de, so the 2007 edition will be even better.

Cheers

Werner

Le Mans for Dummies – some history

For those of you who don't know yet: Le Mans is a sports car race, it's the biggest and most famous endurance sports car race on this planet. But actually it's much more than just a race, with 200.000 –300000 people watching it and the Woodstock-type atmosphere you will find each June at the Sarthe calling it a festival is much closer to reality.

There's plenty of information about the history of this race in books and on the internet, so the following is just a short summary for the newbies amongst you:



The first edition of this race was started in 1923. The concept of driving around the clock and especially at night was something new at that time; the idea behind it was to test not only the chassis and engines for reliability but also accessories like headlights, which were in the early stages of development. This basic idea hasn't changed that much until nowadays because besides speed it's still reliability which gets you on the podium, but the headlights are usually not that decisive any more...

Pre-war years were dominated by manufacturers like Bugatti, Bentley and Alfa Romeo, in the first decades after the war Ferrari, Mercedes and Jaguar were very successful. In those early years, drivers had to service their cars by themselves at the pits. Unfortunately Le Mans is also known for the worst accident in the history of motor racing. During the 1955 race Pierre Levegh's Mercedes struck the rear of an Austin Healey driven by Lance Macklin on the pit straight. The car rammed the bank, exploded, and its engine flew into the packed grandstand, killing more than 80 and leaving hundreds of spectators injured. Levegh died instantly and the entire Mercedes team was withdrawn, including Stirling Moss and Juan-Manuel Fangio. After this disaster Mercedes Benz retired completely from motor racing and it took more than 30 years before they came back to the scene.

The Sixties gave Le Mans an enormous boost in publicity, especially with the big battles fought between Ford and Ferrari. The Ford GT40 was actually built for the express purpose of defeating Ferrari, after Enzo Ferrari backed out of a deal to sell his company to Henry Ford II. In 1966 Henry Ford himself traveled to Le Mans to arrange his cars for a picturesque 1-2-3 win. This was followed by 3 more wins for the GT40. 1969 saw the closest finish ever, with just about 100 metres gap between the winning Ford GT40 of Jacky Ickx and Jackie Oliver and the Porsche 908 driven by Hermann and Larousse. The same year saw also the end of the famous Le Mans starts where drivers had to run over the track, jump into their cars and start them. Belgian Jacky Ickx considered this start method unsafe and instead of running across the track to his car, he slowly walked, then entered in his car and locked the safety belts properly. Even though he got away last from the grid, he won it. Since then it's a lap behind a pace car and a rolling start.

The Seventies saw a lot of smiling local spectators, with French success from 1971-1973 (Matra with local hero Henri Pescarolo) and in 1978 (Renault). Since 1977 teams have been allowed to put 3 drivers in a car, before that there were just 2 of them who had to share the driving and even solo driving was permitted in the early years.

The most successful manufacturer in the history of this race is Porsche, with 16 overall wins between 1970 and 1998, the first one with the legendary 917. Their most successful driver was the Belgian Jacky Ickx, who scored 4 of his 6 Le Mans wins behind the wheel of Porsche cars. Porsche also became famous for producing one of the most long-lasting race cars, the 956/962 model which scored consecutive wins from 1982-1987, after that Mercedes (1989) and Jaguar (1988, 1990) restored some former glory.



The race track: The "Circuit du 24 Heures" is a non-permanent track using local roads that remain open to the public most of the year. In the original configuration, the race track was 17.26 km (10.73 miles) long, and it has subsequently been shortened on several occasions. The most dramatic modification happened in 1990, when the famous 7 km long Mulsanne straight was divided by 2 chicanes to cut down the top speeds which were close to 400 km/h at that time. The length of the current race track is 13.65 km (app. 8.5 miles).



The drivers: Hermann Lang, Phil Hill, Bruce McLaren, Jacky Ickx, Graham Hill, the list of the winners shows a lot of famous, big names in Motorsport, especially during the Sixties and Seventies when it was common that Grand Prix drivers did some sports car racing as well. This has changed in the last 2 decades, in the age of exclusive contracts and regular overlapping with the Grand Prix calendar you won't find active Formula One drivers on the grid any more. But beside the experienced old hands of sportscar racing there is always a lot of young talent to watch. Grand Prix drivers like Michael Schumacher, David Coulthard, Mark Webber (Mercedes SLK flight captain in 1999) and Alex Wurz (youngest winner ever in 1996) earned some merits at Le Mans already before they went into Grand Prix racing. Current record holder at Le Mans is the Dane Tom Kristensen with 7 overall victories!

Le Mans today: One has to admit that it has become a little bit monotone in the last years. 1999 saw the last big battle between manufacturers with Toyota, BMW and Mercedes Benz fighting for overall win, but all of them decided to throw their budgets at Formula One after that. Since then it's the Volkswagen Group with its brands Audi and Bentley which dominated the scene without any serious competition. The outlook for the future is a little bit brighter with Peugeot planning to return in 2007 and Porsche building sports prototype cars again.

For us as spectators there were also a lot of changes in the last years. Nowadays almost the whole track is equipped with high catch fences making it difficult to take nice pictures. And with the safety zones becoming wider almost each year we'll never be again as close to the action as we were 20 years ago. But maximum safety always comes with a price...

All winners since 1923

Year	Car	Drivers
1923	Chenard & Walcker	André Lagaché (F), René Leonard (F)
1924	Bentley 3-Litre	John Duff (GB), Francis Clement (GB)
1925	La Lorraine	Gérard De Courcelles (F), André Rossignol (F)
1926	La Lorraine	Robert Bloch (F), André Rossignol (F)
1927	Bentley 3-Litre	Dudley Benjafield (GB), Sammy Davis (GB)
1928	Bentley 4.5	Woolf Barnato (GB), Bernard Rubin (GB)
1929	Bentley Speed Six	Woolf Barnato (GB), Sir Henry Birkin (GB)
1930	Bentley Speed Six	Woolf Barnato (GB), Glen Kidston (GB)
1931	Alfa Romeo 8C-2300sc	Earl Howe (GB), Sir Henry Birkin (GB)
1932	Alfa Romeo 8C-2300sc	Raymond Sommer (F), Luigi Chinetti (I)
1933	Alfa Romeo 8C-2300sc	Raymond Sommer (F), Tazio Nuvolari (I)
1934	Alfa Romeo 8C-2300sc	Luigi Chinetti (I), Phillipe Etancelin (F)
1935	Lagonda M45R	J.S. Hindmarsh (GB), Louis Fontes (RA)
1936		Race was cancelled
1937	Bugatti S7Gsc	Jean-Pierre Wimile (F), Robert Benoist (F)
1938	Delhayé 135M	Eugène Chaboud (F), Jean Tremoulet (F)
1939	Bugatti S7Gsc	Jean-Pierre Wimile (F), Pierre Veyron (F)
1940-1948		Races were cancelled
1949	Ferrari 166MM	Luigi Chinetti (USA), Lord Selsdon (GB)
1950	Talbot-Lago	Louis Rosier (F), Jean-Louis Rosier (F)
1951	Jaguar C-Type	Peter Walker (GB), Peter Whitehead (GB)
1952	Mercedes-Benz 300SL	Hermann Lang (D), Fritz Reiss (D)
1953	Jaguar C-Type	Tony Rolt (GB), Duncan Hamilton (GB)
1954	Ferrari 375	Juan Froilan Gonzales (RA), Maurice Trintignant (F)
1955	Jaguar D-Type	Mike Hawthorn (GB), Ivor Bueb (GB)
1956	Jaguar D-Type	Ron Flockhart (GB), Ninian Sanderson (GB)
1957	Jaguar D-Type	Ron Flockhart (GB), Ivor Bueb (GB)
1958	Ferrari 250TR58	Olivier Gendebien (B), Phil Hill (USA)
1959	Aston Martin DBR1	Carroll Shelby (USA), Roy Salvadori (GB)
1960	Ferrari 250TR59/60	Olivier Gendebien (B), Paul Frère (B)
1961	Ferrari 250TR61	Olivier Gendebien (B), Phil Hill (USA)
1962	Ferrari 250P	Olivier Gendebien (B), Phil Hill (USA)
1963	Ferrari 250P	Ludovico Scarfiotti (I), Lorenzo Bandini (I)

1964	Ferrari 275P	Jean Guichet (F), Nino Vaccarella (I)
1965	Ferrari 250LM	Jochen Rindt (A), Masten Gregory (USA)
1966	Ford GT40 Mk II	Chris Amon (NZ), Bruce McLaren (NZ)
1967	Ford GT40 Mk IV	Dan Gurney (USA), A.J. Foyt (USA)
1968	Ford GT40	Pedro Rodriguez (MX), Lucien Bianchi (B)
1969	Ford GT40	Jacky Ickx (B), Jackie Oliver (GB)
1970	Porsche 917	Hans Hermann (D), Richard Attwood (GB)
1971	Porsche 917	Helmut Marko (A), Gijs van Lennep (NL)
1972	Matra-Simca MS670	Henri Pescarolo (F), Graham Hill (GB)
1973	Matra-Simca MS670B	Henri Pescarolo (F), Gérard Larousse (F)
1974	Matra-Simca MS670B	Henri Pescarolo (F), Gérard Larousse (F)
1975	Mirage-Ford M8	Jacky Ickx (B), Derek Bell (GB)
1976	Porsche 936	Jacky Ickx (B), Gijs van Lennep (NL)
1977	Porsche 936	Jacky Ickx (B), Jurgen Barth (D), Hurley Haywood (USA)
1978	Renault-Alpine A442	Jean-Pierre Jaussaud (F), Didier Pironi (F)
1979	Porsche 935	Klaus Ludwig (D), Bill Whittington (USA), Don Whittington (USA)
1980	Rondeau-Ford M379B	Jean-Pierre Jausaud (F), Jean Rondeau (F)
1981	Porsche 936-81	Jacky Ickx (B), Derek Bell (GB)
1982	Porsche 956-82	Jacky Ickx (B), Derek Bell (GB)
1983	Porsche 956-83	Vern Schuppan (AUS), Hurley Haywood (USA), Al Holbert (USA)
1984	Porsche 956B	Klaus Ludwig (D), Henri Pescarolo (F)
1985	Porsche 956B	Klaus Ludwig (D), Paolo Barilla (I), "John Winter" (D)
1986	Porsche 962C	Derek Bell (GB), Hans Stuck (D), Al Holbert (USA)
1987	Porsche 962C	Derek Bell (GB), Hans Stuck (D), Al Holbert (USA)
1988	Jaguar XJR-9LM	Johnny Dumfries (GB), Jan Lammers (NL), Andy Wallace (GB)
1989	Sauber-Mercedes C9	Jochen Mass (D), Stanley Dickens (S), Manuel Reuter (D)
1990	Jaguar XJR-12	Martin Brundle (GB), John Nielsen (DK), Price Cobb (USA)
1991	Mazda 787B	Johnny Herbert (GB), Bertrand Gachot (B), Volker Weidler (D)
1992	Peugeot 905	Derek Warwick (GB), Yannick Dalmas (F), Mark Blundell (GB)
1993	Peugeot 905B	Geoff Brabham (AUS), Eric Helary (F), Christophe Bouchut (F)
1994	Dauer Porsche 962LM	Yannick Dalmas (F), Hurley Haywood (USA), Mauro Baldi (I)
1995	McLaren F1 GTR	Yannick Dalmas (F), J.J. Lehto (SF), Masanori Sekiya (J)
1996	Porsche WSC95	Manuel Reuter (D), Alex Wurz (A), Davy Jones (USA)
1997	Porsche WSC95	Michele Alboreto (I), Stefan Johansson (S), Tom Kristensen (DK)
1998	Porsche 911 GT1	Allan McNish (GB), Stéphane Ortelli (F), Laurent Aiello (F)
1999	BMW V12 LMR	Yannick Dalmas (F), Jo Winkelhock (D), Pierluigi Martini (I)
2000	Audi R8	F. Biela (D), Tom Kristensen (DK), E. Pirro (I)
2001	Audi R8	F. Biela (D), Tom Kristensen (DK), E. Pirro (I)
2002	Audi R8	F. Biela (D), Tom Kristensen (DK), E. Pirro (I)
2003	Bentley EXP Speed 8	Rinaldo Capello (I), Tom Kristensen (DK), Guy Smith (GB)
2004	Audi R8	Rinaldo Capello (I), Tom Kristensen (DK), Seiji Ara (J)
2005	Audi R8	Tom Kristensen (DK), JJ Lehto (SF), Marco Werner (D)



Le Mans pit lane - 1988

War of the classes

Le Mans isn't just about the overall victory, there are actually 4 classes of race cars fighting for class wins and the competition within each class is sometimes just as fierce as the battle for the overall win. A good example of this was the GT1 class in 2005, when giants like General Motors and Ford with their Chevrolet and Aston Martin brands spend a lot of money trying to win this class. At present there are 4 classes, the prototype classes LMP1 and LMP2 and the "close-to-production" vehicle classes GT1 and GT2. Quickest class by the rulebook is the LMP1 class, under normal circumstances you can expect the overall winner to come out of this class.

Although they have issued a detailed rulebook the organizer A.C.O. has always shown some flexibility: There have been interim regulations for vehicles of former classes like LMP 900 or LMP 675 and even some individual cases were handled, e.g. the Bio-Ethanol fuelled Nasamax was allowed a bigger fuel tank than its competitors in 2003.

The A.C.O. also closely watches the performance of all competitors with the intention of differentiating classes from each other as far as lap times are concerned. The Chevrolet Corvettes and the Aston Martins have obviously got a little bit too close to the prototypes in terms of speed, that's why both of them got an extra 25 kg weight ballast for 2006.

The following overview gives just the most basic facts, the exact regulations are very extensive with lots of technical stuff, e.g. numbers about the minimum of road cars produced for the GT classes, size of the wings and others. The complete rulebook can be downloaded from the www.lemans.org website. All figures mentioned below are maximum values, except the car's weight of course...



LM P1

- Open or closed roof sports cars
 - 6 ltr. aspirated engine or 4 ltr. Turbo or 5.5 ltr. Diesel
 - 4.65 m length, 2.00 m width, 1.03 m height
 - 925 kg minimum weight
 - 90 litres fuel tank
 - Headlights with white beam
 - 16" wheel width
-



LM P2

- Open or closed roof sports cars
 - 3.4 ltr. aspirated engine or 2 ltr. Turbo
 - 4.65 m length, 2.00 m width, 1.03 m height
 - 775 kg minimum weight
 - 90 litres fuel tank
 - Headlights with white beam
 - 14" wheel width
-



LM GT1

- “looking-like-production” sports cars
 - Minimum weight depends on engine cubic capacity
 - 5.00 m length, 2.00 m width
 - 8 ltr. Aspirated engine or 4 ltr. Turbo
 - 100 litres fuel tank
 - Headlights with yellow beam
 - 14" wheel width
 - Carbon brake discs
-



LM GT2

- “closer-to-production” sports cars
 - only movable parts of the bodywork may be changed against more lightweight ones
 - 4.80 m length, 2.00 m width
 - Minimum weight depends on engine cubic capacity (higher than in LM GT1 class)
 - 8 ltr. Aspirated engine or 4 ltr. Turbo
 - 100 litres fuel tank
 - Headlights with yellow beam
 - 14" wheel width
 - Steel brake discs
 - No telemetry allowed
-

Outlook

Oh Lord, here are some quotes from the 2006 A.C.O. rulebook:

“Dynamic sound readings will be taken during the 2006 events. The method of measurement and the results will be given to the competitors for information. As from as 01/01/2007 the sound emitted from each car will must not exceed 113 dbA during the qualifying practices and the race. The measurement will be made at 15 meters from the edge of the track”

“An efficient air conditioning system comprising a compressor, a condenser, a pressure reducer and an evaporator is compulsory for the closed cars. It must be described on the homologation form and approved by the ACO. The ambient temperature around the driver :

- *must not be higher than 30°C (86°F) whatever the temperature on the outside when the car is in motion ;*
- *must go back down to 30°C in 5 minutes maximum after a stop of the car.*

Application : recommended in 2006 and mandatory as from 01/01/07. In 2006, if the car is not equipped with an air conditioning system, the cockpit must be effectively ventilated. The ambient temperature around the driver will be monitoring during the events and the results will be given to the competitors for information.”

With the noise limit and the air conditioning already in the rulebook one may ask: What’s next? Mandatory extra-soft shock absorbers for senior drivers?

Sporting regulations

First of all: Although the regulations look rather comprehensive and strict, the organizers often leave themselves the option open to decide differently because of “force majeure”, a term which can be found 11 times in the 2006 sporting regulations. The following list is just a summary of the most important rules; full regulations can be downloaded from www.lemans.org.

The start

- The starting grid will be in a staggered 2 x 2 formation, after one lap behind the pace car there will be a “flying” or “rolling” start.
- The fastest driver in the team shall start the race.
- If a car can't make it to the starting grid, it is allowed to start from the pits. There is a maximum of 1 hour time after the actual start to do so, after that the car will be excluded from the race.

Pit stops

- The engine must be switched off at the start of the pit stop, once the pit stop is finished it must be re-started without any additional device or outside assistance.
- During refuelling no one is allowed to work on the car (except for driver changes and windscreen cleaning), the car cannot be jacked up.
- For tire changes and repairs in the pit lane a maximum of 4 mechanics are allowed to work on the car. Should the car be pushed back into its garage, more people can work on it.
- Speed limit within the pit lane is 60 km/h.

Repairs

- Chassis and engine block cannot be changed and since the famous Audi-4-minute-gearbox-changes the same applies for the gearbox casing and the differential casing.
- Reserve cars are not permitted, so if a car crashes during practice or warm-up and is beyond repair, the team will have a free weekend.

Classification

- Le Mans is an endurance race! You'll only be classified if you have covered at least 70 % of the race distance of the winner in your class **and** if you pass the chequered flag at the end of race. Leading the race for 23 hours and 55 minutes and retiring e.g. with a blown engine 5 minutes prior to race end won't get you on the podium, even if you have done already more laps than the subsequent winner.

Time penalties

- If you have been a naughty boy (or girl) the race marshals will show you the black flag and give you a time or drive-through penalty. When this happens you can do a maximum of 4 more laps before coming into the pitlane for your penalty. These penalties cannot be combined with a pit stop.

Drivers

- A maximum of 3 drivers is allowed for each car. Drivers are not allowed to change to another car during the race, not even within the same team.
- During practise sessions, drivers must achieve a lap time at least equal to 125 % of the average of the 3 best laps set by 3 cars of different makes, and at least equal to 115 % of the best time achieved by the fastest car in each of the four classes. Furthermore, they have to do a minimum of 3 laps during night time practice sessions.
- A driver is only allowed to drive a maximum of 4 hours within a 6 hours time frame (minus pit stop time)
- Maximum total drive time for a driver is 14 hours.

En route

- In case a car stops on the race track and the driver leaves it and walks further than 10 metres away from his car, the car will be excluded from the race. No outside assistance is allowed; only the driver can carry out repairs using tools and spares carried aboard. Supplying with fuel, water, oil, etc., is prohibited on and along the track
- Drivers are not allowed to push their cars.
- Headlights must be on at all times on the track.
- One of the silliest rules and difficult to enforce at night time: Drivers are not allowed to cross the white lines marking the race track or use the kerbs.

Fuel

- All teams have to use the fuel provided by the race organizer.

Race week schedule

(including FIFA world cup dates for the footie fans)

Monday 06/12/2006	2.30 pm to 6.00 pm	Administrative checking and scrutineering, Le Mans downtown at „Quinconce des Jacobins“
		3.00 pm Australia - Japan 6.00 pm USA - Czechia 9.00 pm Italy - Ghana
Tuesday 06/13/2006	8.30 am to 5.00 pm	Administrative checking and scrutineering, Le Mans downtown at „Quinconce des Jacobins“
		3.00 pm South Korea – Togo 6.00 pm France – Switzerland 9.00 pm Brasil - Croatia
Wednesday 06/14/2006	10.00 am	Team Managers' Briefing
	1.00 pm	Traffic interruption - Beginning of track preparation
	2.00 pm to 4.00 pm	Pit walk
	4.00 pm	Drivers' Briefing
	7.00 pm to 9.00 pm	1 st qualifying practice session
	10.00 pm to midnight	2 nd qualifying practice session
		3.00 pm Spain – Ukraina 6.00 pm Tunesia – Saudi Arabia 9.00 pm Germany - Poland
Thursday 06/15/2006	9.00 am to 1.00 pm	Administrative checking and Scrutineering “ACO CENTENARY RACES” , Le Mans downtown at „Quinconce des Jacobins“
	1.00 pm	Traffic interruption - Beginning of track preparation
	2.00 pm to 4.00 pm	Pit walk
	3.00 pm	Drivers' Briefing “ACO CENTENARY RACES”
	4.00 pm	Pre-Grid “ACO CENTENARY RACES”
	4.30 pm to 6.30 pm	Timed Practice Sessions “ACO CENTENARY RACES”
	7.00 pm to 9.00 pm	3 rd qualifying practice session
	10.00 pm to midnight	4 th qualifying practice session
		3.00 pm Ecuador – Costa Rica 6.00 pm England – Trinidad Tobago 9.00 pm Sweden - Paraguay
Friday 06/16/2006	10.00 am to 8.00 pm	Pit Walk
	11.00 am	ACO Press Conference – Handing over of “Spirit of Le Mans” Trophies
	6.00 pm to 8.00 pm	Drivers parade in Le Mans downtown
		3.00 pm Argentina – Serbia Montenegro 6.00 pm Holland – Ivory Coast 9.00 pm Mexico – Angola
	Some when in the evening	Mad Friday at the Houx Annexe roundabout and other locations

Saturday 06/17/2006	6.00 am	Traffic interruption - Beginning of track preparation
	6.30 am	Setting up of safety facilities
	7.00 am	Deadline for access to the track for safety facilities
	7.30 am	Track Opening
	9.00 am to 9.45 am	Warm-Up
	9.30 am	Pre-Grid "ACO CENTENARY RACES" (1st Race, historic Le Mans race cars 1923-1939)
	10.00 am	Ear of corn positioning "ACO CENTENARY RACES" Start behind the Pace-Car
	10.15 am	Rolling Start "ACO CENTENARY RACES" (1st Race)
	10.55 am	Finish & Podium "ACO CENTENARY RACES" (1st Race)
	11.30 am	Rolling Start "ACO CENTENARY RACES" (2nd Race, historic Le Mans race cars, 1940 - 1954)
	12.10 pm	Finish & Podium "ACO CENTENARY RACES" (2nd Race)
	12.30 pm to 1.30 pm	Pitwalk
	12.30 pm to 1.00 pm	Motoring Cavalcades (3 Laps) + Ear of corn positioning
	1.45 pm to 2.30 pm	Ear of corn "24 Heures du Mans"
	2.30 pm to 3.45 pm	Drivers' Presentation
	3.45 pm	Official Opening of the Track
	4.00 pm to 4.10 pm	Broadcasting of Drivers' and Competitors' anthems and presentation of the "24 HEURES DU MANS" Trophy
	4.22 pm	Beginning of starting procedure "24 Heures du Mans"
	5.00 pm	Start of 24 Hours of Le Mans
	App. 9.00 pm until the last one drops	Club Arnage Forum Gathering in the race village at the Poo bar, see map below, location is marked with "r4"
		3.00 pm Portugal - Iran 6.00 pm Czechia - Ghana 9.00 pm Italy - USA
Sunday 06/18/2006	5.00 pm	Finish of the 24 Hours of Le Mans
		3.00 pm Japan - Croatia 6.00 pm Brasil - Australia 9.00 pm France – South Korea



The 2006 entry list

The entry list for Le Mans is limited to 50 cars spread across the 4 classes LMP1, LMP2, LMGT1 and LMGT2. This limit is not random; it's just caused by the number of pits available at the racetrack. 24 entries are "pre-selected", that is to say if they enter, their entry will be accepted. This only applies if the entry is to the same class as it was pre-selected for. This privilege belongs to the team and is not related to a chassis or engine make. The pre-selections in each category are based on the team's performance in the previous year:



- 1st and 2nd at the 24 hours of Le Mans in each class (8 cars)
- 1st and 2nd in the European Le Mans Series in each class (8 cars)
- 1st at the "Petit Le Mans" in each class (4 cars)
- 1st in the American Le Mans Series in each class (4 cars)

The remaining 26 slots – or more, if a pre-selected entry is not taken - are given away at the organizers discretion. The following is a quote from the ACO regulations about their "guidelines" for the selection procedure of the remaining entries:

- A maximum of two cars per competitor
- Fame of the competitor (manufacturer, factory-backed team, well-known private team, private team)
- Previous "24 Hours of Le Mans" races
- Competitors' record
- Regular entries in "American Le Mans Series" and "Le Mans Endurance Series" events
- Recommended entry in a race prior to the Selection Committee meeting
- Quality of the cars
- Technical interest
- Relationship with the A.C.O. and its environment regarding legal and financial issues
- Maintaining the participation of "privateers"

So, here they are:

2

Team: Zytec Engineering (GB)
Vehicle: Zytec 06S Hybrid, Zytec 4 ltr. V8 cyl. aspirated
Drivers: John Nielsen (DK), Casper Elgaard (DK), Philip Andersen (DK)

LM P1

5



Team: Swiss Spirit (CH)
Vehicle: Courage LC70, Judd 5 ltr, V10 cyl. aspirated
Drivers: Marcel Fässler (CH), Harold Primat (FR), Phillip Peter (AT)

LM P1



6



Team: Lister Storm Racing (GB)
Vehicle: Lister Storm LMP Hybrid, Chevrolet 6 ltr. V8 cyl. aspirated
Drivers: Jens Moller (DK), Nicolas Kiesa (DK), Gavin Pickering (GB)

LM P1



7



Team: Audi Sport Team Joest (DE)
Vehicle: Audi R10, 5.5 ltr. V12 cyl. Turbo Diesel
Drivers: Dindo Capello (IT), Tom Kristensen (DK), Allan McNish (GB)

LM P1



8



Team: Audi Sport Team Joest (DE)
Vehicle: Audi R10, 5.5 ltr. V12 cyl. Turbo Diesel
Drivers: Frank Biela (DE), Emanuele Pirro (IT), Marco Werner (DE)

LM P1



9



Team: Creation Autosportif (GB)
Vehicle: Creation CA06/H, Judd 5 ltr. V10 cyl. aspirated
Drivers: Beppe Gabbiani (IT), Felipe Ortiz (CH), Jamie Campbell Walter (GB)

LM P1



12



Team: Courage Competition (FR)
Vehicle: Courage LC70, Mugen 4.5 ltr. V8 cyl. aspirated
Drivers: Sam Hancock (GB), Alexander Frei (CH), Gregor Fisker (GB)

LM P1



13



Team: Courage Competition (FR)
Vehicle: Courage LC70, Mugen 4.5 ltr. V8 cyl. aspirated
Drivers: Shinji Nakano (JP), Haruki Kurosawa (JP), Jean-Marc Gounon (FR)

LM P1



14



Team: Racing for Holland (NL)
Vehicle: Dome S101Hb, Mugen 4 ltr. V8 cyl. aspirated
Drivers: Jan Lammers (NL), Alex Yoong (MY), Stefan Johansson (SE)

LM P1



16



Team: Pescarolo Sport (FR)
Vehicle: Pescarolo C60 Hybrid, Judd 5 ltr. V10 cyl. aspirated
Drivers: Emanuel Collard (FR), Nicolas Minassian (FR), Eric Comas (FR)

LM P1



17



Team: Pescarolo Sport (FR)
Vehicle: Pescarolo C60 Hybrid, Judd 5 ltr. V10 cyl. aspirated
Drivers: Franck Montagny (FR), Eric Helary (FR), Sebastien Loeb (FR)

LM P1



19



Team: Chamberlain – Synergy Motorsport (GB)
Vehicle: Lola B06/10, AER 3.6 ltr. V8 cyl. Turbo
Drivers: Bob Berridge (GB), Gareth Evans (GB), Peter Owen (GB)

LM P1



20



Team: Pierre Bruneau (FR)
Vehicle: Pilbeam MP84, Judd 3.4 ltr. V8 aspirated
Drivers: Marc Rostan (FR), S. Pullan (GB), C. MacAllister (US)

LM P2



22



Team: Rollcentre Racing (GB)
Vehicle: Radical SR9, Judd 3.4 ltr. V8 aspirated
Drivers: Martin Short (GB), Joao Barbosa (P), S. Moseley (GB)

LM P2



24



Team: Binnie Motorsports (US)
Vehicle: Lola B05/40, Zytek 3.4 ltr. V8 aspirated
Drivers: William Binnie (US), Yojiro Terada (JP), A. Timpany (GB)

LM P2



25



Team: RML Ray Mallock LTD (GB)
Vehicle: MG Lola EX264, AER 2 ltr. 4 cyl. Turbo
Drivers: Mike Newton (GB), Thomas Erdos (BR), Andy Wallace (GB)

LM P2



27



Team: Miracle Motorsports (US)
Vehicle: Courage C65, AER 2 ltr. 4 cyl. Turbo
Drivers: I. James (GB), James Gue (US), J. Macalusu (US)

LM P2



30



Team: Gerard Welter (FR)
Vehicle: WR LMP04, Peugeot 2.0 ltr. Turbo
Drivers: J. Briche (FR), F. Hauchard (FR), P. Roussel (FR)

LM P2



32



Team: Barazi Epsilon (FR)
Vehicle: Courage C65, AER 2 ltr. 4 cyl. Turbo
Drivers: Juan Barazi (DK), Michael Vegers (NL), N. Cunningham (NZ)

LM P2



33



Team: Intersport Racing (US)
Vehicle: Lola B05/40, AER 2 ltr. 4 cyl. Turbo
Drivers: Clint Field (US), Liz Halliday (GB), TBA

LM P2



35



Team: G-Force Racing (BE)
Vehicle: Courage C65 , Judd 3.4 ltr. V8 aspirated
Drivers: Frank Hahn (BE), Jean-Francois Leroch (FR), Edward Morris (GB)

LM P2



36



Team: Paul Belmondo Racing (FR)
Vehicle: Courage C65, Ford 3.4 ltr. aspirated
Drivers: Karim Ojjeh (AE), Claude Yves Gosselin (FR), Pierre Radigues (FR)

LM P2



37



Team: Paul Belmondo Racing (FR)
Vehicle: Courage C65, Ford 3.4 ltr. aspirated
Drivers: J. Bouvet (FR), Didier André (FR), Yann Clairay (FR)

LM P2



39



Team: Chamberlain – Synergy Motorsport (GB)
Vehicle: Lola B05/40, AER 2 ltr. 4 cyl. Turbo
Drivers: Miguel Amaral (PT), Miguel Angel Castro (ES), Angel Burgueno (ES)

LM P2



007



Team: Aston Martin Racing (GB)
Vehicle: Aston Martin DBR9, 6 ltr. V12 aspirated
Drivers: Thomas Enge (CZ), Darren Turner (GB), A. Piccini (IT)

LM GT1



009

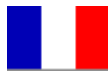


Team: Aston Martin Racing (GB)
Vehicle: Aston Martin DBR9, 6 ltr. V12 aspirated
Drivers: Stephane Sarrazin (FR), Pedro Lamy (PT), S. Ortello (MC)

LM GT1



50



Team: Larbre Competition (FR)
Vehicle: Ferrari 550 GTS Maranello, 5.9 ltr. V12 aspirated
Drivers: P. Bornhauser (FR), J. Blanchemain (FR), Gabriele Gardel (IT)

LM GT1



53



Team: JLOC Isao Noritake(JP)
Vehicle: Lamborghini Murcielago, 6 ltr. V12 aspirated
Drivers: M. Apicella (IT), K. Yamanishi (JP), Y. Hinoi (JP)

LM GT1



61



Team: Russian Age Racing (RU)

Vehicle: Ferrari 550 GTS Maranello, 5.9 ltr. V12 aspirated

Drivers: C. Vann (GB), N. Smith (GB), T. Sudgen (GB)

LM GT1



62



Team: Russian Age Racing (RU)

Vehicle: Aston Martin DBR9, 6 ltr. V12 aspirated

Drivers: Antonio Garcia (ES), David Brabham (AU), Nelson Piquet Jr. (BR)

LM GT1



63



Team: Corvette Racing (US)

Vehicle: Corvette C6-R, 7 ltr. V8 aspirated

Drivers: Ron Fellows (CA), Johnny O'Connell (US), Max Papis (IT)

LM GT1



64



Team: Corvette Racing (US)
Vehicle: Corvette C6-R, 7 ltr. V8 aspirated
Drivers: Oliver Gavin (GB), Olivier Beretta (MC), Jan Magnussen (DK)

LM GT1



66



Team: Acemco Motorsports (US)
Vehicle: Saleen S7R, Ford 7 ltr. V8 aspirated
Drivers: Johnny Mowlem (US), T. Borcheller (US), Christian Fittipaldi (BR)

LM GT1



67



Team: Convers MenX Team (RU)
Vehicle: Ferrari 550 GTS Maranello, 6 ltr. V12 aspirated
Drivers: Alexei Vasiliev (RU), Robert Pergl (CZ), Peter Kox (NL)

LM GT1



69



Team: BMS Scuderia Italia (IT)
Vehicle: Aston Martin DBR9, 6 ltr. V12 aspirated
Drivers: Fabrizio Gollin (IT), Fabio Babini (IT), Christian Pescatori (IT)

LM GT1



72



Team: Luc Alphand Aventures (FR)
Vehicle: Corvette C5-R, 7 ltr. V8 aspirated
Drivers: Luc Alphand (FR), P. Goueslard (FR), TBA

LM GT1



73



Team: Ice Pol Racing (BE)
Vehicle: Porsche 911 GT3-RSR, 3.6 ltr. 6 cyl. aspirated
Drivers: Yves Lambert (BE), Christian Lefort (BE), Romain Iannetta (FR)

LM GT2



76



Team: IMSA Performance Matmut (FR)
Vehicle: Porsche 911 GT3-RSR, 3.6 ltr. 6 cyl. aspirated
Drivers: Raymond Narac (FR), R. Dumas (FR), L. Riccitelli (IT)

LM GT2



77



Team: Multimatic Motorsport Team Panoz (CA)
Vehicle: Panoz Esperante GT-LM, Elan 5 ltr. V8 aspirated
Drivers: Scott Maxwell (CA), T. Milner (US), Gunnar Jeanette (US)

LM GT2



80



Team: Flying Lizard Motorsports (US)
Vehicle: Porsche 911 GT3-RSR, 3.6 ltr. 6 cyl. aspirated
Drivers: Marc Lieb (DE), Johannes van Overbeek (US), Seth Neiman (US)

LM GT2



81



Team: Team LNT (GB)

Vehicle: Panoz Esperante GT-LM, Elan 5 ltr. V8 aspirated

Drivers: Lawrence Tomlinson (GB), R. Dean (GB), T. Kimber Smith

LM GT2



83



Team: Seikel Motorsport (DE)

Vehicle: Porsche 911 GT3-RSR, 3.6 ltr. 6 cyl. aspirated

Drivers: Lars Erik Nielsen, Dominik Farnbacher (DE), TBA

LM GT2



85



Team: Spyker Squadron b.v. (NL)

Vehicle: Spyker C8 Spyder GT2R, Audi 3.8 ltr. V8 aspirated

Drivers: Tom Coronel (NL), Donny Crevels (NL), Peter Dumbreck (GB)

LM GT2



86



Team: Spyker Squadron b.v. (NL)
Vehicle: Spyker C8 Spyder GT2R, Audi 3.8 ltr. V8 aspirated
Drivers: Jeroen Bleekemolen (NL), Mike Hezemans (NL), Jonny Kane (GB)

LM GT2



87



Team: Scuderia Ecosse (GB)
Vehicle: Ferrari F430 GT, 4.3 ltr. V8 aspirated
Drivers: Nathan Kinch (GB), C. Niarchos (GR), Tim Mullen (GB)

LM GT2



89



Team: Sebah Automotive Ltd (GB)
Vehicle: Porsche 911 GT3-RSR, 3.6 ltr. 6 cyl. aspirated
Drivers: Christian Ried (DE), Xavier Pompidou (FR), C. Thyrring (DK)

LM GT2



90



Team: White Lightning Racing (US)
Vehicle: Porsche 911 GT3-RSR, 3.6 ltr. 6 cyl. aspirated
Drivers: Jörg Bergmeister (DE), T. Krohn (US), Nic Jönsson (SE)

LM GT2



91



Team: T2M Motorsport (JP)
Vehicle: Porsche 911 GT3-RSR, 3.6 ltr. 6 cyl. aspirated
Drivers: J Miro Konopka (SK), Yukata Yamageshi (JP), J. de Fournoux (FR)

LM GT2



93



Team: Team Taisan Advan (JP)
Vehicle: Porsche 911 GT3-RSR, 3.6 ltr. 6 cyl. aspirated
Drivers: K. Nishizawa (JP), S. Yamaji (JP), P. Collin (US)

LM GT2



98



Team: Noel Del Bello (FR)

Vehicle: Porsche 911 GT3-RSR, 3.6 ltr. 6 cyl. aspirated

Drivers: P. Bourdais (FR), T. Cloet (BE), A. Sharpe (GB)

LM GT2





















































Drivers Parade – Route Map

The annual driver's parade will be held in Le Mans city centre on Friday, 16th June from 6:00 pm – 8:00 pm:



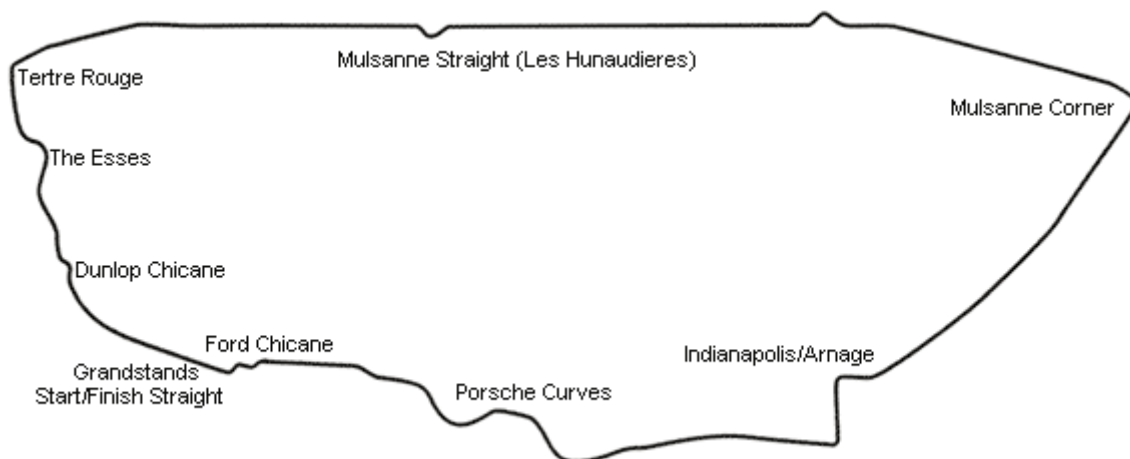
Pit allocation

As seen from the grandstands opposite the pits from left to right.

Pit No.	Car No.	Team	Country
50	30	Gerard Welter	
49	80	Flying Lizard Motorsports	
48	20	Pierre Bruneau	
47	69	BMS Scuderia Italia	
46	8	Audi Team Joest	
45	7	Audi Team Joest	
44	66	Acemco Saleen	
43	87	Scuderia Ecosse	
42	67	Convers MenX Team	
41	86	Spyker Squadron	
40	85	Spyker Squadron	
39	39	Chamberlain – Synergy Motorsport	
38	19	Chamberlain – Synergy Motorsport	
37	90	Petersen White Lightning	
36	72	Luc Alphand Aventures	
35	64	Corvette Racing	
34	63	Corvette Racing	
33	2	Zytec	
32	24	Binnie Motorsports	
31	009	Aston Martin Racing	
30	007	Aston Martin Racing	
29	25	RML Ray Mallock LTD	
28	22	Rollcentre Racing	
27	6	Lister Storm Racing	
26	93	Team Taisan Advan	
25	62	Russian Age Racing	
24	61	Russian Age Racing	
23	5	Swiss Spirit	
22	98	Noel del Bello	
21	53	JLOC Isao Noritake	
20	91	T2M	
19	33	Intersport Racing	
18	83	Seikel Motorsport	
17	89	Sebah Automotive	
16	13	Courage Competition	
15	12	Courage Competition	
14	27	Miracle Motorsports	
13	81	Team LNT	
12	77	Multimatic Team Panoz	
11	37	Paul Belmondo	
10	36	Paul Belmondo	
9	32	Brazili Epsilon	
8	35	G Force Racing	
7	73	Ice Pol Racing	
6	14	Racing for Holland	
5	9	Creation Autosportif	
4	50	Larbre Competition	
3	76	IMSA Performance Matmut	
2	17	Pescarolo Sport	
1	16	Pescarolo Sport	

Where to watch

Despite the many changes to the Le Mans circuit over the years, there are still some fantastic opportunities to see the action up close and at its most dramatic. However it is considerably easier if you're armed with some local knowledge, a good pair of shoes and a penchant for sleep deprivation! Follow this guide and you can't go wrong.



Grandstands: These are referred to as tribunes at Le Mans. They are situated at the exit of the Ford Chicane, the full length of the Start/Finish straight and on the outside of the Dunlop Chicane and The Esses. It is worth noting that access to the tribunes is not restricted during Wednesday's and Thursday's qualifying sessions. Unsurprisingly you will require a separate ticket to access them on the Saturday and Sunday. A grandstand seat will provide a guaranteed good view of the start and finish of the race and a place in the shade to regroup on Sunday morning, especially useful if the temperatures are to be as high as previous years. However, if you prefer to sample the circuit in its entirety a seat in a tribune may not represent good value for money for you.

Start/Finish Straight: There are concrete steps running the length of the straight in front of the tribunes. These serve as a free seating area enabling those without grandstand tickets to view the action from this spot. It's extremely crowded at the beginning and end of the race but try to squeeze yourself in for the closing stages and you will be rewarded; once the last of the competitors rolls into park ferme the marshals open up the gates in the 8ft wall that borders the track, signalling a mass track invasion. Follow the crowd down to the finish line to see the winners presented with their trophies on the podium.

Dunlop Chicane: The Dunlop Chicane, within very easy reach of the ACO village, has been modified for the 2006 season. The ACO state that this is to accommodate the lengthening of the pit lane facilities. The result is that the right-left-right complex will be a lot tighter, possibly providing more overtaking opportunities but more than likely taking some flow out of this section of track. Previously the outfield section, 100 yards down the hill from the Dunlop Tribune, was an advantageous spot, offering views of the drivers attempting to keep their braking tidy during the right handed approach all under the backdrop of the famous Dunlop bridge. Conveniently, this spot is served by a giant TV screen on the other side of the track.



The Esses: The famous Esses cut their way through a natural amphitheatre that provides spectacular views of this challenging sweeping section of track. Take up position on the infield banking just before the Bugatti circuit leaves the full circuit for a chance to escape some of the crowds and watch the cars blast away from you, up through the left-right section. Tertre Rouge Tribune, situated on the outfield, provides an elevated view of the Esses and must be sampled during Wednesday or Thursday night qualifying when this flood lit section of the circuit will look particularly impressive. Walk a couple of hundred yards further round the circuit and you will find yourself amongst the trees at the

exit of the Esses. A bit of careful positioning and you will notice that this is one of the few locations at Le Mans that offers a photo opportunity genuinely unimpeded by catch fencing. Catch a shot of the cars as they accelerate up the hill and on down to Tertre Rouge.

Tertre Rouge Approach: Walking alongside the track between the Esses and Tertre Rouge infield is the closest you will get to the action all week. The cars are full throttle for this short burst and ear splittingly loud. Worth a look and listen if that's your thing! There is an underpass beneath the circuit approx 200 yards before the Tertre Rouge

corner. In previous years there has been a total lack of lighting in this tunnel which can make its navigation slightly precarious for the unwitting race goer.

Tertre Rouge: The Tertre Rouge corner marks the end of the Main Enclosure. The entrance/exit situated to the infield is only a 5 minute walk from the Houx Annexe campsite. Keeping to the infield you will find a section of grassy banking (accommodating up to 10 deep in spectators) running from the corner entrance approx 200 yards along the beginning of the Mulsanne straight. Or try walking to the far extent of the outfield enclosure to see a view of the cars drifting to the outside of the corner as the drivers apply the power in anticipation of the Mulsanne. There are a couple of noticeable facilities at Tertre Rouge including a simple food tent (well stocked with merguez sausages!) and a large grassy area to the infield where you will always find room to spread out and have a well earned rest. Exit the General Enclosure, turn left under the circuit and you will find a lively trackside bar dubbed the 'Stella Bar' by many a seasoned campaigner!

Mulsanne Straight: Access to the Mulsanne is prohibited, the track being kept secure by race officials (stationed at the various posts) and the local police, both of whom will take a dim view to any attempts to break through the trees to the circuit. Nevertheless, it is possible to get within a few feet of the action at the Hunaudieres or Shanghai Des 24 Heures restaurants situated a couple of hundred yards before the braking zone of the first chicane. The legendary Hunaudieres restaurant used to offer dramatic trackside seats from where you could enjoy good food and drink. Unfortunately the view is now obscured by green covers attached to the catch fencing. You will also be lucky to eat there during race week as the restaurant is usually taken over by corporate hospitality. However, there is still an open air public bar to the rear of the building. Clamber up onto the benches for a glimpse of the cars going flat out down the Mulsanne. To get to Les Hunaudieres and the Shanghai des 24 Hures head South East on the N142 (Route du Mans) running parallel to the Mulsanne Straight. Take one of the right turnings heading towards the circuit and you will enter the network of minor one way roads. The restaurant will be signposted and there will be French police or race officials willing to direct you. Eventually you will end up in a field at the back of the restaurant where you can park for free.

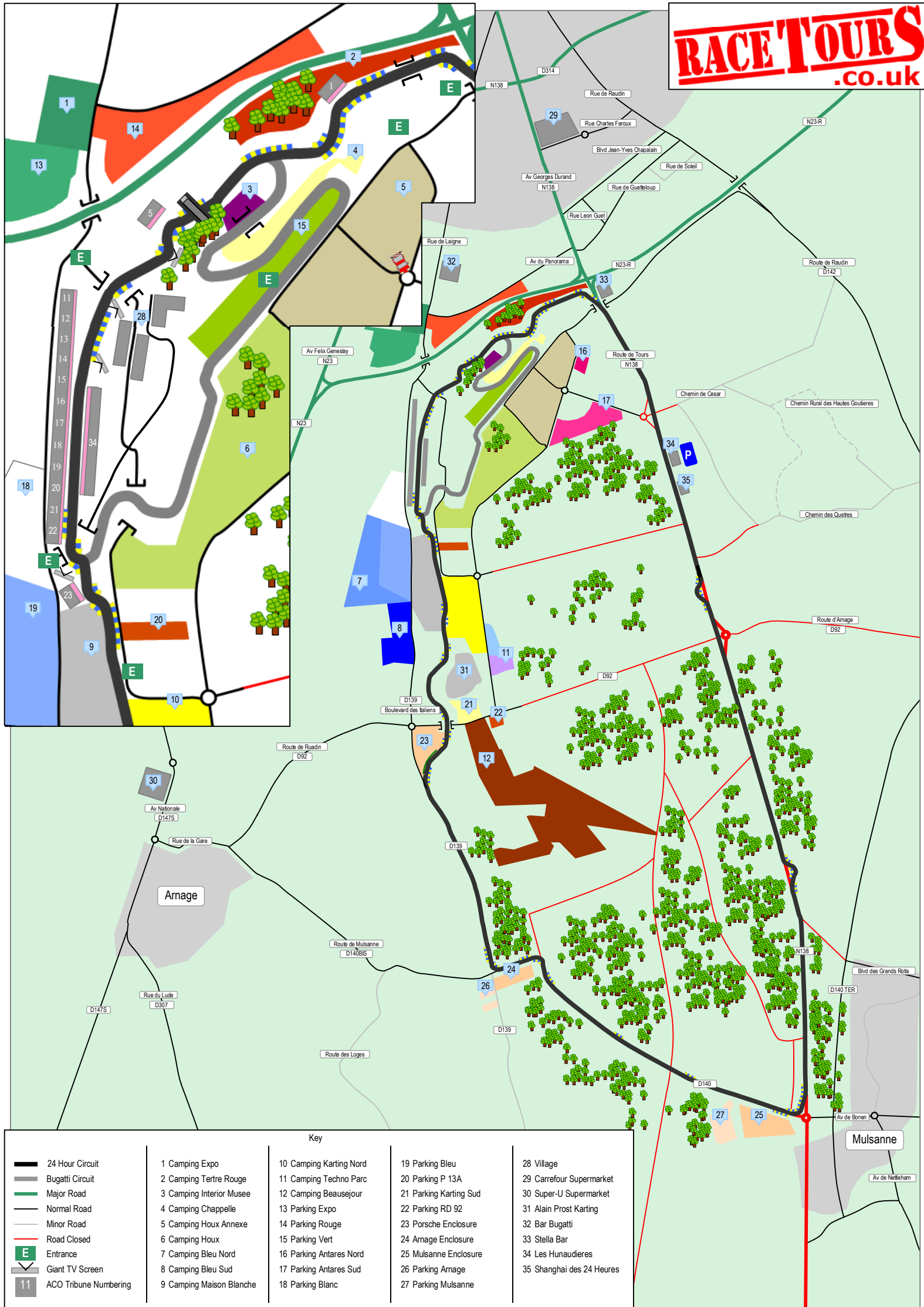
Mulsanne Corner: Your General Admission ticket will give you access to the Mulsanne corner. The 90 degree right hander marks the end of the Mulsanne straight and the spectator area follows the track for about 500-600 yards as the cars accelerate down the narrow section towards Indianapolis. The view isn't as spectacular as some other areas at Le Mans but due to its proximity the crowds can be greatly reduced, giving you time and space to regroup and catch up on the standings in the race.

Indianapolis/Arnage: As with the Mulsanne corner the complex at Arnage is accessed by a separate enclosure, admission being covered by your General Admission ticket. Although a fair distance from the ACO village, this zone is reasonably accessible and well worth the effort. The enclosure runs from the apex of the cambered Indianapolis left hander to the entrance to the extremely tight 90 degrees right hander of Arnage. There is grass banking alongside the track that allows you to get close to the action, especially at Arnage, where you are right on top of it. You won't know what Le Mans is all about until you've seen some night racing from here. Watch the cars burst out of the trees at Indianapolis flooding the area in light before jumping on the brakes for Arnage, desperately trying to shed some speed for the uncompromising corner, brake discs glowing in the dark. You can hear the cars accelerate up through the gears long after they disappear back into the surrounding forest. This is what endurance racing is all about! Just try to get to Arnage for Wednesday or Thursday night qualifying or ideally after 2am on Sunday morning because the crowds at peak times can be a real drag.

Porsche Curves: The Porsche Curves are a series of sweeping corners starting where the race track curves to the right to leave the public road. An enclosure here called Porsche Exterior offers a view of the outside of this up hill corner and its approach and can be accessed from the road leading to the Beausejour campsite. Further round the track you will find the Alan Prost Karting circuit that lies adjacent to the Karting Nord campsite. Conveniently, the kart track's pit lane roof can be accessed via steps at the back of the building. This gives a great elevated view of the Le Mans circuit. Turn around and you can also watch the public karting where the skill levels are drastically lower but the crashes come immeasurably more frequently! This spot lies outside of the General Enclosure so you don't need to show your ticket, although on race day there is sometimes a steward demanding 5 Euros for admittance. It seems to be a little known spot so enjoy some crowd free spectating at all but the busiest times.



Ford Chicane: From the Start/Finish straight tribunes on the outside of the circuit, it is possible to walk through the Maison Blanche campsite to get a view of the Ford Chicane; a double left/right complex that marks the end of the circuit. The shallow banking (just high enough to see over the armco) stretches along the length of the Maison Blanche campsite as far as the exit to the Porsche Curves.



How to get there

To Le Mans by public transport

Whilst the majority take a car to Le Mans it's possible to do the weekend using a combination of planes, trains and buses. French public transport can be punctual and good value.

Paris Charles de Gaulle Airport (CDG) is the nearest major international airport to Le Mans, it's about 20 miles north of Paris. It has 3 terminals and a Train station served by the French high speed train TGV. The website for CDG is <http://www.aeroportsdeparis.fr/ADP/en-GB/Passagers/>. It seems to have been recently updated and less useful than before! There used to be decent maps showing where the location of the train station was in relation to each terminal, however they currently seem to be missing. Whichever terminal you arrive at you will need to catch a free bus (Navette) to the train station. Access to the free buses is signposted. There are a number of services which run on a loop, allow a minimum of 30 minutes for the journey including waiting time. You may also not be able to get the first bus to arrive if the queue is long.

The other Paris airport is **Orly**, whilst it is located closer to Le Mans it does not have a direct TGV link. There is a direct coach link between the airports at a cost of about 16 euros. Alternatively Orly also has a train station for access to Paris center.

Nantes Airport (NTE) is also a possibility if you can fly www.ryanair.com. From Nantes a hire car or train (TGV) is possible. This is only 121 miles by road.

Le Mans Airport: If money is not a Problem, there is one other way to Le Mans, shortest journey time of all and less than a mile to the circuit. Le Mans airport is within walking distance of the circuit. You'd need to hire a private plane as there aren't (currently) any scheduled flights. A quick search found the following <http://www.mayfairdove.co.uk/> not to Le Mans but to Paris for £1500 day return, So Le Mans for £5-6000 looks possible.

From Charles de Gaulle Airport by train to Le Mans: Tickets should be booked in advance this can be done easily on line at www.sncf.fr. The airport station is AEROPORT CDG 2 TGV, the station at Le Mans is called LE MANS GARE. If you book more than a month in advance there is a discount. Tickets will be delivered to your home. Once at the station, you will have to descend 4 levels to the platform. Find the platform from the information board. You also need to validate your ticket with a punch machine located at the escalators above the platform. Locate the approximate place to stand by checking the monitors against your seat number. The trip takes about 1hr 40 minutes.

From Le Mans railway station to the racetrack: Le Mans station will at sometime be undergoing some changes (according to a plan displayed in 2005). Currently on leaving the main exit (Nord) you cross the small car park to the bus stops, or take a taxi. If you arrive on Wednesday or Thursday evening or Saturday there are special busses which go direct to the circuit. The special bus arrives directly opposite the main entrance to the circuit. Alternatively you can take the bus to **Oasis** (line 3) which is one of the closest normal stops to the circuit. Once at Oasis, you will have a walk of about 10-15 minutes to get to the main entrance. The transport website www.setram.fr provides more details on the times. The link to the full pdf details is http://www.setram.fr/local/doc_site/20050810140605_T-L03P16-100x205-F.pdf

From the UK to Le Mans by train: From the UK it's possible to get the Eurostar to Paris, then a TGV to Le Mans. However it means changing stations. www.eurostar.co.uk will provide the itinerary and prices. This is probably the quickest route from central London. It is actually possible to change in either Lille or Paris. The Eurostar website did not give up the route details easily so make sure you get the right connection. The Lille station is LILLE EUROPE not just Lille if you enter it into the SNCF website. So it should only be a platform change. The change in Paris requires a station change so either using the Metro or taking the time above ground and sightseeing. You would arrive at "Gare du Nord" and need to get to "Gare Montparnasse" allowing an hour by Metro.



From the UK ports to Le Mans by car

Driving in France – general information, rules & regulations, preparations

We spend many thousands of hours migrating to our favorite motor sport destination each year the journey need not be a chore. With a bit of forethought, some help from our Club Arnage chums it can be part of the whole Le Mans experience, something to look forward to and savour. A break in the journey at a favorite village cafe for omelet jambon and a carafe of traditionnelle du cidre or an al-fresco picnic all add to our memories of another historic Vingt Quatre Heures du Mans.

Driving in France is almost the same as in the UK; the most obvious difference is you drive on the right in France! The road network is well developed and easily understood with nearly a million kilometers of road, of which 8,000 kilometers are motorway. Roads are significantly free of traffic in comparison to the UK, although congestion can occur during holidays and rush hour. The Route National and country roads (prefixed with RN, N or D for the smaller roads) hark back to a time gone-by with tree lined roads sweeping through the beautiful French country-side. They can be a genuine pleasure and unless you are in a rush or time is of a premium they are the route of choice.



Preparation: Time spent here can make all the difference to help smooth your Le Mans experience. Detailed below are documents that are needed, check-lists, and some of the more important driving rules and regulations.

Vehicle Preparation: Make sure your vehicle is road worthy, functioning lights; check fluid levels for brakes, oil and coolant, tyres are correctly inflated with at least 2mm tread depth, not forgetting the spare. Clean windscreens not only for seeing through but for your camping permit, ACO membership decal and Club Arnage banners.

Journey Preparation: Pick a time to travel so that you arrive during daylight and your campsite is open, this is especially true before the night qualifying sessions have began. As some of the campsites may not be open 24hrs a day until Wednesday.

Sunday makes a good day to travel as the roads are quiet, commercial vehicles are prohibited and the driving and navigation is easier. Prepare your itinerary in advance, use the attached route guides, internet route planners and take a good selection of road maps. Michelin Cartes IGN and Bison Fute produce good quality maps. It is worth looking out for the Bison Fute maps and their "itineraire bis" alternative routes network road signs which get you around busy sections of road.

Motorway routes to Le Mans are served by "Autoroutes a' Peage" This means a toll is charged and it can vary depending on the motorway. Emergency orange telephones are located every 2km, parking and resting areas every 10 or 20km, and motorway service stations approximately every 40km. In case of a breakdown, only the Police or the official breakdown service operating in that area can be called and you cannot use your own breakdown organisation other than to act for you.

Personal Documentation & essential Vehicle Accessories

- Full UK driving license.
- Certificate of motor insurance. Your insurance company should be able to issue a "European Accident Statement" form as well.
- Vehicle registration document V5.
- MOT certificate if applicable.
- Letter of authority giving you permission to drive the vehicle in France if you are not the owner
- Plus photo-copies in case of loss or confiscation.
- First-aid kit and fire extinguisher are recommended.
- Headlamp beams need to be adjusted for right-hand driving.
- Spare bulbs and fuses are needed, plus the tools to make the repair. You may incur a fine if unable to change a defective light.
- An international distinguishing sign plate, GB badge or sticker should be displayed near to the rear vehicle registration plate.
- A red breakdown warning triangle is highly recommended, it becomes compulsory if your vehicle hazard flashers are not working. It is compulsory for cars towing a trailer or trailer. It needs to be placed 30 metres behind the vehicle and visible from 100 metres.

Traffic Rules and Regulations

- While driving in France **REMEMBER** to drive on the **RIGHT**.
- You can't drive on a provisional license.
- Seat belts need to be worn at all times.
- Stopping on open roads is not allowed unless the vehicle is driven off the road.
- Stop signs mean stop at road junctions. Creeping slowly forward will not do and is heavily penalised.
- Overtaking along a road with a solid centre line is heavily penalised.
- Radar detectors are illegal in France whether in use or not. If caught with one in your car, you are liable to a prison sentence, a fine, confiscation of the device and the vehicle. Please make sure radar detectors are removed from your car before making the journey.
- Use full dipped headlights as in the UK in poor visibility and at night. Sidelights only when the car is stationary. It is illegal to drive on side (parking) lights.
- Urban speed limits start at the city or town sign; which is a white name panel with a red border, and ends where the name panel has a black diagonal line through it.

Vehicle Speed Limits

Speed Limits kph/mph	Motorway with tolls	Dual Carriageway & motorways without tolls	Open Road	Town
Clear Weather Conditions	130/81	110/68	90/65	50/31
Wet Roads	110/68	100/62	80/50	50/31
Foggy Conditions with Visibility less than 50m	50/31	50/31	50/31	50/31
Cars towing a caravan	If the weight of the trailer exceeds that of the car, the speed limits are lower: 65km/h if the excess is less than 30%, or 45km/h if the excess is more than 30%			

Speeding Fines

- More than 50km/hr court attendance, maximum fine 1500 euros
- 20 - 40km/hr court attendance, maximum fine 750 euros
- Speeding, average fine 135 euros

Motorcycles

- Motorcycles over 125cc must use dipped headlights at all times.
- Drivers and passengers must wear crash helmets.

The Bad stuff:

It goes without saying that the Gendarme's have a high profile during race week and whilst a certain amount of good humor and high jinks are tolerated, only a certain amount is accepted. So beware!

Traffic offences are subject to on-the-spot fines, driving license confiscation and worse. Ensure an official receipt is given by the officer collecting the fine. The down side is unless you can pay the fine or there is another driver in the vehicle this could be the end of your Le Mans adventure. Your vehicle may be impounded and sold. The police may take you to a cash point if you can convince them you have enough funds to meet the fine. I've seen a complete crocodile of Ferrari's pulled over for speeding and one poor individual taken to the cash point to obtain the money for the fine!

Speed limits are implemented rigorously. Speed cameras and radar traps either fixed or mobile are commonplace. The Gendarmes are creative in road enforcement placement and are not required to be visible, expect speed traps to be in side roads, or hidden by a hedge. Fines can be imposed at motorway toll booths by the officer looking at the times recorded on the peage toll ticket.

Drink Drive Fines

There are strict drink driving laws, blood alcohol levels are lower than the UK (0.5 mg/ml rather than 0.8 mg/ml). Expect random breath tests during race week. Penalties range from fines of 135 euros to 4,500 euros, and imprisonment. If you have caused an accident while drunk, penalties range from 30,000 euros and 2 years imprisonment to 150,000 euros and 10 years imprisonment.

Road Signs

French road signposting is very good, once understood, with place names rather than road numbers being used. When using a French road map, you can assume that any place-name in BOLD CAPITALS will be signposted from a great distance.

When approaching a town or village a common sign to see is TOUTES DIRECTIONS (ALL DIRECTIONS). It is normally used for diverting traffic around a town or village; follow this sign unless this town is your destination. A variation to see is AUTRES DIRECTIONS (OTHER DIRECTIONS). This will always appear with a second sign indicating a specific place. So for instance if you see ROUEN plus AUTRES DIRECTIONS, unless ROUEN is on your route, follow the AUTRES DIRECTIONS (other directions) sign and further along you will see directions for your route or destination.

Useful Road Sign Translations

Toutes Directions	All Directions
Autres Directions	Other Directions
Cédez Le Passage	Give Way
Chaussee deformer	Uneven Road/Temporary Surface
Deviation	Diversion
Gravillions	Loose Chippings
Passage Protégé	Your Right of Way
Peage	Toll
Priorite Pietons	Give Way to Pedestrians
Rappel	Reminder
Rids de Poules	Potholes
Sortie	Exit
Vous n'avez pas la Priorite	Give Way
Fuel	
Unleaded	sans plomb 98 or 95 or eurostar 95
Diesel	gazole

Route Directions to the 24 Le Mans Circuit

Over the next few pages, route directions from all of the channel ports are listed, they use the most direct and quickest roads. Terminating at the Centre des expositions, where tickets are collected, and it is also close to the circuit main entrance. The table below gives an overview of distances and toll costs from the ferry ports to the circuit and approximate journey times!

Ferry Port	Total Distance		Motorway/Express		Peage Tolls Euro	Time
	km	m	km	m		
Dunkerque	496	310	476	298	24.00	5.0+
Calais	445	278	423	265	22.80	4.5+
Boulogne sur mer	413	258	390	244	22.80	4.0+
Dieppe	292	183	273	170	16.20	3.0+
Le Havre	262	164	235	147	20.80	2.5+
Ouistream	195	122	100	63	4.80	2.5+
Cherbourg	305	190	220	136	4.80	3.5+
St Malo	239	149	218	136	9.70	2.5+
Roscoff	380	235	343	214	9.70	4.5+

From the northern ferry ports the route is via Rouen or by-passes it. The whole route (except the bit through Rouen!) is now autoroute since the latest section of the A28 was opened last year. Going via Paris is an option; although, it is not for the faint hearted, you really need an encyclopedic knowledge of the road system or a very good sat-nav. Also the Paris Peripherique is similar to our M25 and at times is a slow moving car park.

If going straight to a "camp-site" which in ACO terminology is known as an "Aire d'Accueil" or if just "parking the car" which in ACO terminology is "Parking" look out for the applicable coloured route sign as you near the circuit. Your ticket will clearly show the route to be followed. For example, Camping at Beausejour, you will need to follow "Itneraire Vert" or "Parking Vert", this is more relevant when the circuit is "live" and the one way system is in

operation. There are a number of useful maps which show the one-way system, either look here or use the official programme.

From Dunkerque Ferry Terminal To Le Mans Circuit Via Rouen A28

Step	Directions	Route Sign
1	From the ferry terminal take the D916 , Rue de Lille and the Route de Bargues for 3km.	
2	Turn right onto the A16/E402 for 150km Signposted	CALAIS, LILLE DUNKERQUE PETITE SYNTHE DUNKERQUE LES PORTS CAR FERRY
3	Passing Calais Speed Camera after junction 46 near CALAIS Speed Camera after junction 39 near WISSANT Passing BOULOGNE-SUR-MER Passing LE TOUQUET-PARIS-PLAGE	
4	Approaching Abbeville exit Junction 23 from A16 onto A28/E402 for 100km Signposted	LE TREPORT ROUEN LE HAVRE
5	Passing ABBEVILLE Passing BLANGY-SUR –BRESELE Passing NEUFCHATEL-EN-BRAY	
6	Approaching ROUEN Service Area just after Junction 12 and before ROUEN, might be worth a stop! The road number changes from the A28 to N28	
7	Getting across Rouen can be a bit tense. Using this route, you follow a single road and at junctions just go straight across, don't turn off. Signs to be followed if see are AUTRES DIRECTIONS or LE MANS or CAENS.	AUTRES DIRECTIONS or LE MANS or CAENS.
8	Descend into Rouen along the N28 and enter the Tunnel de la Grand Mare, there is a speed camera just before the entrance.	
9	Go through the tunnel and stay on the N28. Passing the Gare Rouen-Martinville station on your left, cross the River Seine, using the Pont Mathilde. Continue, eventually reaching the junction with the N138 and go straight across.	
10	The road becoming the N338 watch out for the speed camera a short distance along. Signposted	ELBEUF, LE MANS LE PETIT-QUEVILLY LE GRAND-QUEVILLY
11	After a few km's the road rejoins the N138, continue for 5 km Signposted	ELBEUF, ALENCON LE HAVRE, CAEN
12	Join the A13 for 13km Signposted	BOURG-ACHARD PONT-AUDEMER FECAMP, LE HAVRE, CAEN
13	Approaching Bourg-Achard take the new junction from A13 onto A28/E402 for 180km Signposted	ALENCON LE MANS
14	Around 30 km from Bourg-Achard you will pass over these new stunning bridges near Brionne VIADUC duBEC & VIADUC du RISLIE	
15	Approaching LE MANS Exit Junction 22 from A28/E402 onto A11/E501 for 13km Signposted	COULAINES LE MANS Z.I. NORD LE MANS-CENTRE LE MANS-UNIVERSITE NANTES, RENNES
16	Exit junction 9 from A11/E501 onto N226 for 12km Signposted	LE MANS-SUD TOURS LE MANS-ZONE-INDUSTRIELLE SUD ALLONNES
17	Take N23r (in effect a continuation of the N226) for 3km for CENTRE DES EXPOSITIONS for ticket collection or continue along N23r for 24 Le Mans circuit main entrance.	ARRIVÉE!!!!

From Calais Ferry Terminal To Le Mans Circuit Via Rouen A28

Step	Directions	Route Sign
1	From the ferry terminal take the exit road for 3km towards the A16/E402	
2	Turn onto A16/E402 for 110km Signposted	TUNNEL-SOUS-LA-MANCHE BOULOGNE ROUEN MARQUISE GARE T.G.V
3	Rejoin "Dunkerque ferry terminal to Le Mans circuit via Rouen A28 route" at Step 2	

From Calais Channel Tunnel Terminal To Le Mans Circuit Via Rouen A28

Step	Directions	Route Sign
1	From tunnel terminal take the exit road for 3km towards A16/E402	
2	Turn onto A16/E402 for 103km Signposted	BOULOGNE ROUEN PARIS
3	Rejoin "Dunkerque ferry terminal to Le Mans circuit via Rouen A28 route" at Step 2	

From Boulogne-sur-mer Ferry Port To Le Mans Circuit Via Rouen A28

Step	Directions	Route Sign
1	From ferry terminal take the exit road for 10km towards the A16/E402	
2	Turn onto the A16/E402 for 70km Signposted	BOULOGNE CALAIS TOUQUET (LE) ABBEVILLE AMIENS PARIS
3	Rejoin Dunkerque ferry terminal to Le Mans circuit via Rouen A28 route at Step 2	



Porsche 962 - Le Mans 1988

Alternative Route For By-passing Rouen - When using the Dunkerque Ferry Terminal To Le Mans Circuit route

Step	Directions	Route Sign
1	Using Dunkerque to Le Mans circuit via Rouen A28 pick-up route from step 5	
2	Pass Neufchatel-en-Bray junction 9, A28/402 Signposted	LE PUCHEL ROUEN LEHAVRE
3	Exit at Junction 11 from A28 onto A29/E44 for 34km Signposted	LE HAVRE CAEN
4	Exit at Junction 9 onto the N29 towards Yvetot for 5km Signposted	YVETOT CANY-BARNVILLE SAINT-VALERY-EN-CAUX
5	Approaching Yvetot take the N15/E44 and by-pass Yvetot by following signs Toutes Directions Or Signposted	FECAMP LE HAVRE YVETOT PONT BROTONNE
6	Once Yvetot has been passed take the D131 for 5km merging into the D490 passing over the Pont Brotonne and towards Bourg Achard for 15km.	
7	The D940 merges into the D313 for 12km following signs for A13 and join for 2km Signposted	ELBEUF ROUEN PARIS CAEN
8	Exit at the next junction onto A28/E402 for 180km Signposted	ALENCON LE MANS
9	Rejoin "Dunkerque ferry terminal to Le Mans circuit via Rouen A28 route" at Step 13	

From Dieppe Ferry Port To Le Mans Circuit Via Rouen

Step	Directions	Route Sign
1	From the ferry terminal take the exit road for 8km. Beware speed camera. Turn left onto the D915 for 37km, passing by Arques-la-Bataille, Les Grandes-Ventes and Pommereval.	
2	Turn right onto the A28/E402. Signposted	ROUEN
3	Rejoin "Dunkerque ferry terminal to Le Mans circuit via Rouen A28 route" at Step 6.	

From Dieppe Ferry Port To Le Mans Circuit By-Passing Rouen

Step	Directions	Route Sign
1	From the ferry terminal take the exit road for 2km, turn right onto the D925 towards Dieppe. Beware speed camera. Continue out of Dieppe eventually joining the N27 for 30km Signposted	ROUEN
2	Beyond Totes and the end of the N27 turn right onto the A29/E44 Signposted	LE HAVRE CAEN
3	Rejoin "Alternative Route for by-passing Rouen" at step 6	

From Le Havre Ferry Port To Le Mans Circuit

Step	Directions	Route Sign
1	From the ferry terminal take the N15 for 7km. Beware speed camera. Signposted	ROUEN-SUD PARIS PONT DE TANCARVILLE
2	Turn onto the A131/E05 for 18km	
3	Leave the A131/E05 and turn onto the N182 to cross the River Seine. Signposted	PONT DE TANCARVILLE BOLBEC
4	Rejoin the A131/E05 for 16km Signposted	ROUEN PARIS EVEREUX QUILLEBEUF-SUR-SEINE PONT-AUDEMER
5	Join the A13/E05/E46 for 16km Signposted	MAISON-BRULEE ELBEUF ROUEN EVEREUX PARIS
6	Approaching Bourg-Achard take the new junction from A13 onto A28/E402 for 180km Signposted	ALENCON LE MANS
7	Rejoin "Dunkerque ferry terminal to Le Mans circuit via Rouen A28 route" at Step 13	

From Ouistream Ferry Port to Le Mans Circuit

Step	Directions	Route Sign
1	From the ferry terminal take the D84 then D514 for 7km Signposted	CAENS
2	Close to Benouville, continue along the D514 towards Ranville Signposted	RANVILLE PEGASUS BRIDGE
3	Once over the canal and river, turn right onto the D223 for 3km Signposted	COLOBELLES
4	Join the D513 for 3km	
5	Turn left onto the D403 for 3km Signposted	PERIPHERIQUE-SUD
6	Join the N814, PERIPHERIQUE-SUD, for 4km Signposted	PERIPHERIQUE ALENCON RENNES CHERBOURG
7	Exit junction 13 from N814, and turn left onto the N158 for 80km signposted	ALENCON LE MANS FALAISE ARGENTAN
8	Close to Sees, turn onto the D238, and N138 for 4km Signposted	A28 ROUEN ALENCON LE MANS
9	Turn onto the A28 for 70km Signposted	ALENCON LE MANS
10	Rejoin "Dunkerque ferry terminal to Le Mans circuit via Rouen A28 route" at Step 15	

From Cherbourg Ferry Port to Le mans Circuit

Step	Directions	Route Sign
1	From the ferry terminal take the exit road N132 which merges into the N13/E46 for 120km Signposted	SAINT LO CAEN ISIGNY-SUR-MER CARENTAN COUTANCES
2	Passing VALOGNES Passing STE MARIE- EGLISE Passing CARENTAN Passing BAYEUX Speed Camera East of Bayeux near Loucelles	
3	Join the N814, PERIPHERIQUE-SUD, FOR 12km Signposted	PERIPHERIQUE-SUD PARIS CAEN LA MADELEINE
4	Exit junction 13 from N814, and turn right onto the N158 for 80km Signposted	ALENCON LE MANS FALAISE ARGENTAN
5	Rejoin Dunkerque ferry terminal to Le Mans circuit via Rouen A28 route at Step 15	

From Saint Malo Ferry Port to Le Mans Circuit

Step	Directions	Route Sign
1	From the ferry terminal take the N137 for 70km Signposted	DOL-DE-BRETAGNE DINAN RENNES
2	Approaching Rennes turn left onto the N136 Signposted	FOUGERES MAUREPAS
3	Exit junction 1 from N136, and turn left onto the N157 for 40km Signposted Speed Camera near Noyal-sur-Vilaine	LAVAL LE MANS NOYAL-SUR-VILAINE VITRE
4	West of Laval join the A81/E50 for 95km Signposted	LE MANS MAYENNE
5	Approaching LE MANS Exit from A81/E50 onto A11/E501 for 11km Signposted	LE MANS-OUEST LE MANS-CENTRE LE MANS- ZONE INDUSTRIELLE-SUD ANGERS NANTES
6	Exit junction 9 from A11/E501 onto N226 for 12km Signposted	LE MANS-SUD TOURS LE MANS-ZONE- INDUSTRIELLE SUD ALLONNES
7	Take N23r (in effect a continuation of the N226) for 3km for CENTRE DES EXPOSITIONS for ticket collection or continue along N23r for 24 Le Mans circuit main entrance.	ARRIVÉE!!!!

From Roscoff Ferry Port to Le Mans Circuit

Step	Directions	Route Sign
1	From the ferry terminal take the D58 for 24km Signposted	Saint-Pol-de-Leon MORLAIX
2	Approaching Morlaix turn left onto the N12/E50 for 185km Signposted	GUINGAMP SAINT-BRIEUC, RENNES
3	Approaching Rennes turn right onto the N136 for 16km Signposted	ROCADE NORD, CAEN LE MANS
4	Exit junction 1 from N136, and turn right onto the N157 for 40km, Signposted, Speed Camera near Noyal-sur-Vilaine	LAVAL, LE MANS NOYAL-SUR-VILAINE, VITRE
5	West of Laval join the A81/E50 for 95km Signposted	LE MANS MAYENNE
6	Approaching LE MANS Exit from A81/E50 onto A11/E501 for 11km Signposted	LE MANS-OUEST LE MANS-CENTRE LE MANS- ZONE INDUSTRIELLE-SUD ANGERS, NANTES
7	Exit junction 9 from A11/E501 onto N226 for 12km Signposted	LE MANS-SUD, TOURS LE MANS-ZONE- INDUSTRIELLE SUD ALLONNES
8	Take N23r (in effect a continuation of the N226) for 3km for CENTRE DES EXPOSITIONS for ticket collection or continue along N23r for 24 Le Mans circuit main entrance.	ARRIVÉE!!!!

Driving to Le Mans from Paris airports: Its also easy to pick up a car and drive to the circuit.No full details here as the routes offered by www.theaa.com or www.rac.com give accurate directions and will be updated. The distance to Arnage is 151 miles. If you arrive at **Orly** then you have an advantage of being at least 20 minutes closer and with less traffic to contend with, from there it's about 127 miles to Arnage. A few points on driving to the circuit:

- Don't miss the turns as it is difficult to re join the motorway, especially don't miss one of the first turns and end up heading into Paris - a very bad move.
- Depending on the time of day the routes around Paris can be very busy and come to a standstill allow extra time for your journey.
- If there happened to be a public transport strike (as in 2003) the roads will be solid.
- Fill up the car with fuel before dropping it off as the hire companies normally expect a full tank or they may charge far more to fill it themselves. There is at least one station at CDG.

Boulogne to Le Mans - A pretty route for sports cars

Town	Directions	Miles	Cumulative Miles
Boulogne			0
	A16/A28	49	
Abbeville			49
	D925/D928(N28)	37	
Neufchatel			86
	D928/D41	15	
Buchy			101
	D41/D46/D1	17	
Fleury			118
	D321	11	
Alizay			129
	N15/D321	8	
Elbeuf			137
	D840	41	
Verneuil			178
	N12/D938	24	
Mortagne			202
	D938	11	
Belleme			213
	D301	16	
Bonnetable			229
	D301/D20bis/N23	24	
LeMans			253

The Campsites

Out of the 250,000 fans that make the annual pilgrimage to the great race more than 50,000 of them make use of one of the official campsites the ACO provides. The following section provides details of most campsites, where they can be found, the atmosphere of each and some pro's and con's.

In the official documents of the ACO most campsites are described as "Lay by", which is a nice French way of saying campsite without permanent facilities or marked pitches - basically a field(s) with portable toilets / showers. Only exception from this is Camping Houx which has numbered pitches and electricity for all. On all other sites you can arrive and choose any place you want. The rule is that you need one ticket for each car regardless of how many people/tents are in it. There is also a rule that your space is limited to 35 m², e.g. 5x7 metres, but this seems to be rarely enforced (except Camping Houx). On every campsite there are locations which are better than others, e.g. it's a good idea not to pitch too near to the road to avoid being covered with dust. So, if you're sort of picky, e.g. need some shade or access to water nearby, it's best to arrive Wednesday or Thursday at the latest. For 2006, the ACO has published the following general information on ticket.lemans.org:

After booking a camping area, you have a 35 m² space (7 m x 5 m) for the parking of a vehicle (car, motorbike, or camper) and a tent or caravan from Wednesday 14th June 9.00 am to Sunday 18th June 2006 included. Your vehicle (car, motorbike or motorhome) must have obligatory the ticket with the name of the camping areas on it on the windscreen. The Camping areas are equipped with water supply points and facilities.

For early arrivals most of the campsites open on Monday already and you have to pay an extra charge in the range of 8-15 € per night.

Security: Generally Le Mans is pretty safe and campers tend to keep an eye out for one another. However it has happened to people to have their valuables stolen even out of their tents while sleeping in them. Passports, wallets & cameras should be locked in the car or van and never left in your tents. Keep your ticket, contramarché and small amounts of cash in your ticket holder. Keep this in your sleeping bag at night. It has been known for thieves to remove valuables from people's trousers on the floor of their tents. Make sure your car or bike is properly secured before leaving for the racetrack. If you are using a generator it's a good idea to have a heavy duty motorcycle chain & lock to secure it when in use. At night store them in the boot or van. But don't get paranoid, it's by far not as bad as the above lines may sound to you, enjoy your weekend!

Facilities: Most showers & toilets are serviced by local people. It is polite to leave a tip when using the facilities but not mandatory. Towards the end of the week some of the toilet facilities become less pleasant than others and a good supply of your own toilet paper is a good idea.

Refreshments: In hot weather the campsite café's run out of water pretty quickly. Make sure you have enough when waking up with a hangover.



Tickets: For campsite tickets the same as for grandstand tickets applies: Book as early as possible! Most people make their reservation immediately after returning from Le Mans for the next year and most campsites are sold out months in advance. For details of booking please see the ACO websites www.lemans.org and ticket.lemans.org. Ticket prices for 2006 are in the range of 45 – 80 € depending on facilities + another 8-15 € extra charge per night for early arrivals on Monday or Tuesday.

Camping Houx

Situated south east of the main village and inside the circuit Camping Houx provides one of the quieter camping areas as well as one of the more attractive areas. Camping areas are designated with a number which deters the campers from cordoning off vast areas of space as seen on many of the other sites. Most of the site is set within tall pine trees which keep the sun and rain off to a degree. The western side of the site is open fields and more exposed. The site tends to attract a more mature crowd. One major downside of Houx is that the size of the pitches is really limited to app. 35 m². These are all marked out and are only big enough for a decent size frame tent plus the car or one medium size motorhome.



Facilities:

- Electricity – French plug so UK Adapters are required.
 - Permanent Shower and Toilet block
 - Permanent covered outside wash basins
 - Campsite café serving hot and cold food as well as alcohol and soft drinks.
-

Houx Annexe



Situated to the Eastern side of Camping Houx and also inside the circuit the annexe has only its name in common with Camping Houx. Set within a vast open field separated in sections by small lines of trees and hedgerows the annexe is arguably the most noisy and rowdy site for would be travellers. If fireworks, sound systems and general party time are required then the annexe is for you. Expect little sleep, dust everywhere (when hot) and a thoroughly diverse mix of people and nationalities. Friday night at Le Mans in general is not for the faint hearted this is even more relevant on the Houx Annexe. As well as the sound systems that go well into the night\morning there is also the roundabout burnout session to the South East corner of the site where all are

welcome to perform burnouts, doughnuts and anything else that takes your fancy. Avoid the lake area, it looks nice camping pond side so to speak, but in heavy rain will flood and the midges are hell.

Facilities:

- Temporary shower & toilet blocks situated at the north, west and south sides of the site.
 - Temporary café serving hot and cold food and beverages.
 - Regular visits from the mobile baguette and croissant van.
-

Tetre Rouge

Situated high above the circuit to the North East of the village Tetre Rouge provides an interesting if not noisy camping area. The site is set within tall pine trees on top of the hill overlooking the impressive series of corners known as the “Esses”. To the right of the Esses is the funfair which in recent years has downsized considerably and moved partly to the opposite side of the circuit. Even still Tetre Rouge is a very noisy campsite with sounds of the cars and the fair keeping you awake through the night. Access to the circuit is a short stroll down the hill and the village is a 15 minute walk away.

Facilities:

- Temporary shower & toilet blocks situated at the north, west and south sides of the site.
- Temporary café serving hot and cold foods and beverages.
- Regular visits from the mobile baguette and croissant van.

Karting Nord

Situated to the south of the village and directly adjacent to the circuit, Karting Nord offers some of the best viewing from any of the official campsites. Prime lots are along the fence that separates the site from the track. Motorhome owners often get to the site on the Monday to ensure a prime place where the race can be viewed from on top of their vehicles sipping beers from their deckchairs. Ear plugs are obligatory!



Facilities:

- Some Power Points
- Permanent shower and toilet blocks.
- Permanent covered outside wash basins.
- Campsite café serving hot and cold food as well as alcohol and soft drinks

Maison Blanche



Large site opposite Ford chicanes, many CA members haven chosen this site as their favourite. Some fans have really set up large installations there in the past, e.g. the “Drink for Holland” metacentre in 2005. This site seems to have a lot of early arrivals, so showing up there on Friday evening or even later might be a serious problem, even if you have a camping pass.

It is technically inside the track i.e. you have to show your entry ticket to get out and back in. I.e. if you walk in the main gate you can walk all the way down the grandstands and into Maison Blanche without showing a ticket again.

Facilities:

- Temporary shower & toilet blocks

Expo

This is one of the smaller sites, outside the circuit but very close to the main entrance and there's a bar opposite. There are lots of cattle sheds on this field, which some people use to pitch under and which can be a big bonus when it rains heavily (dry dining area, dry tents). Much of the ground is concrete and even in the non-concrete areas trying to get tent pegs in the ground is a challenge. Some people take a cordless power hammer drill to start the holes for the pegs. It's easy to find and to access by car, as it's near the main entrance, but you can expect some traffic jam around the entrance on the weekend.



Facilities:

- Power Points - obviously only for organized and pre-arranged group tours but some people just hijack them
- Permanent shower and toilet block.
- Permanent covered outside wash basins.
- Mobile campsite café with food & drinks

Beausejour



Beausejour is one of the largest sites and a bit of a trek from the main village, at least 20-30 min. walk. It is near the Porsche Curves so as far as viewing is concerned it's not too bad, toilet and shower facilities got a good rating in recent CA forum comments and the place seems to have the best lawns.

There is a complimentary bus that runs from there to the roundabout past Karting Nord. It gets you a bit closer to the village, but it's still a 10 minute walk or so, which is a bit of a trek when you're hot/tired/drunk. The busses finish pretty soon after the practice and race so you can't really hang about unless you don't mind the walk. In the last years this site was the only option for people who arrived without any campsite pass, because it wasn't booked out.

Facilities:

- Temporary shower & toilet blocks

Interior Musee

Has been described by some as *"a campsite for nutters and those with absolutely no hearing capability whatsoever after 24 hours of racing and partying visitors"*. Recommendation is to try to stay at the far end at the top, there is a great view.

Facilities:

- Temporary shower & toilet blocks
-

Bleu Sud and Bleu Nord

Bleu is opposite Maison Blanche, divided into 2 areas, main area along the road, grass with a track running through it. It can get very dusty if dry. Second area is overflow field behind, opens Wednesday, long grass that has been cut and then left. You find grass in your camping gear for months afterwards. Its about a 10 minute walk to the tribunes, and compared to other sites it is quiet, although it has been getting noisier recently. Big advantage is that there is space to set up, especially in 2nd field, until Friday, and then it starts getting crowded. Cosmopolitan mix of campers Uk/Dutch/Danes, even some French campers. The facilities are limited, but kept clean. The one downside is that it is a bit more 'open' than some of the other sites - i.e. there is no fence around the site and anyone can just walk in. The site is also very handy to watch the Friday afternoon burn-outs on the road between Maison Blanche and Bleu. Access in and out to Arnage is good and a Sunday after-race getaway is pretty quick too.

Facilities:

- Temporary shower & toilet blocks
-

Technoparc

It's a campsite opposite Karting Nord on the infield of the circuit, no reports found about it.

Facilities:

- Temporary shower & toilet blocks
-

Chapelle

Convenient as it is inside the circuit, there's a few taps dotted around and a toilet block with showers, all relatively small compared to the other campsites. Most of it is not level ground, so you might find you roll out of your tent on some of the more precipitous ground. Another draw back is the noise, it's very close to the track. Most people on Houx Annex will walk through Chapelle on route to the action, so get there early for a spot that's out of the way.

Access by car is not so easy to find, one CA forum member wrote: *The easiest way into Chapelle - (the best bit is between the Dunlop Bridge and the Esses, under the large trees) is to turn left immediately past the Karting Nord entrance, but then turn immediately right towards the village, paralleling the main road. Follow this road round thro' the gate, to the left, then right (near the entrance to the pit lane & the hospitality), then right, under the underpass, right again and follow the road past the ACO building and the ferris wheel.....simple eh!!! ... Only took five attempts this year...*

Another comment: *Nice crowd of campers, mixture of French and English, but the site is so close to the track and the access to Parking Vert that you have spectators wandering though the site all the time. You get hordes of young French kids throughout Saturday night, pissed brainless.*

Facilities:

- Temporary shower & toilet blocks
-

What to take and what to leave behind

Staying at the campsites around the race track for several days requires some planning and equipment. Approaches to this topic are different: Some people do it rather basically with just a small tent and a sleeping bag, but the trend in the last years was more towards luxury setups with mobile fridges, swimming pools, draught beer equipment and others. This chapter is a collection of what some Club Arnage Members have taken with them in the last years and it can probably help you to compile your own equipment list. This is by no means complete, essentials like underwear and trousers are not listed and the food & drinks of course will depend on your individual taste.



As far as clothes are concerned, just be prepared for everything! Race week is always in summer in the middle of June and the last 20 years have seen some incredibly hot weekends with 35+ degrees Celsius, but it can also be quite miserable with just 12-15 degrees at night and plenty of rain, sometimes both within just a couple of days.

Take it easy, if you've left something at home you can still stock up using the local supermarkets and shops, see the respective chapter of this guide for addresses. The basic premise is that the more you take, the less room there is on the return journey for wine/beer/women (or whatever!).

Essential

- Passport
- Cash Euros and/or a valid credit card
- Your brain
- Solid common sense and a joyous spirit
- Something to sleep in: tent, caravan, mobile home
- Sleeping bag
- This guide

Important

- Folding chairs and table
- TV and mobile satellite dish, every 2 years the race week overlaps with the footie world cup or European cup
- Generator with extension lead and gang socket
- Chain and padlocks - to prevent some itinerant low life stealing the genny.
- Hose and fittings to divert water to your campsite and to damp down the dusty tracks on some campsites
- Cable ties and speed tape in case something moves and it shouldn't
- Pocket FM radio with earphones to listen to Radio Le Mans
- Extra tent pegs, on some campsites the ground is rock solid
- Mallet for tent pegs - don't use the bottom of a glass bottle, one CA member still has scars...
- Tape & poles to rope off your pitch
- Tent Light
- Water Holder
- Rucksack to carry beer/camera/phone/binoculars/condoms etc around the circuit
- Club Arnage T-Shirt and stickers

Useful car accessories

- Driver's license & car insurance
- Spare set of keys
- Jump leads – in case you flatten your car battery
- If it should move and it doesn't: WD 40
- Extinguisher
- Green Card
- Car Rug
- GB or other country code Sticker
- Screen Blinds
- Steering Lock
- Cigar lighter Ext
- Spare Fuses, Bulb Kit
- Maps
- Breakdown Insurance
- Tools

To do / check

- Fuel
- Bulbs
- Tyres
- Oil
- Water
- Washer
- Pads
- Charge all electronics

Food & drinks & kitchen utensils

- Big BBQ and charcoal
- Cookers & fuel
- Draught beer system including cooling and carbon gas container for the professional beer drinkers
- You favourite English, Italian, German or whatever food & beverages in case you can't handle the French stuff
- Some fruit, after several days' diet of burger meat, bacon and other BBQ items you may see people fighting for an apple...
- Tooth picks, in case your BBQ meat is a little tough...
- Bottle Opener
- Bread Knife
- Plastic Bags
- Plastic Cups
- Glasses
- Mug
- Lighter
- Matches
- Cool Box
- Skewers for BBQ kebabs
- kitchen foil for lining the BBQ
- A melon (for filling with vodka)
- Sauce/Frying Pans
- Cocktail Sticks
- Knife/Fork/Spoon Set, Can Opener

Other useful stuff

- Sun Screen and/or wide brimmed hat, it can get very hot, and under canvas, there is little or no respite, Sun-tan lotion
- Toilet Paper, the public loos are sometimes out-of-stock...
- Large can of deodorant and wet wipes – showers are few and far between
- Hangover pills, more hangover pills and a hammer to bash your thumb with so the pain in your head goes away
- Immodium
- Binoculars
- Ear plugs/defenders if you want to sleep
- Swimming trunks in case you go for a swim in your campsite neighbour's paddling pool. Also useful if you go for a shower and a good cr*p (not necessarily in that order).
- Bum bag to carry around money, credit cards, keys and more condoms
- Ticket holder thingy for round your neck
- Autosport Le Mans guide available on the Thursday prior to race week
- Long range water pump gun, have some fun on Mad Friday and with your campsite neighbours
- Megaphone
- Lighter
- Mobile phone & charger & phone car plug
- First Aid Kit
- Penknife, Torch, Table Lamp, Batteries
- Camera/Film
- Alarm Clock
- Playing Cards
- Tel No/Addresses
- Sewing Kit
- Talcum Powder, nothing worse than chaffing nuts at Tertre Rouge at 3.00 am
- Whitewall tyre - for burning on Sunday night
- Fireworks, buy big, big bangers
- Some helmets for the fallout of other people's fireworks
- Bicycle, if you've got enough space for it, great to cruise between different parts of the race track, e.g. to Arrage

Leave behind

- Impatience and bad temper, don't ruin everyone's week by being miserable all the time
- Expensive clothes and shoes
- Little children
- The desire to sleep
- Any hang-ups
- Sweetcorn - not good when the queue for the bogs is a mile long
- Any thought of remaining sober

Transport in Le Mans

Public transport – buses and taxis – work quite well in Le Mans, for 2006 the following special services of the local transportation company SETRAM have been announced:

Shuttle bus service from the circuit to the drivers parade: On Friday 16th of June there will be a special bus shuttle service between the circuit, the railway station and the town center for visitors of the “parade des pilotes”.

Departure times (Grandstands, near main entrance):

13h45	14h15	15h00	16h00	17h00	18h00	19h15	20h20	21h00	22h00	23h10	0h10
	14h40	15h20	16h20	17h20	18h20	19h50	20h40	21h20	22h15	23h30	0h30
		15h40	16h40	17h40	18h45			21h40	22h35	23h50	
									22h50		

Departure times from Town center to Circuit (Republique - De Gaulle Avenue):

14h20	15h00	16h00	17h00	18h00	19h00	20h00	21h15	22h00	23h10	0h10	1h10
14h40	15h20	16h20	17h20	18h30	19h30	20h15	21h40	22h15	23h30	0h30	
	15h40	16h40	17h40			20h35		22h35	23h50	0h50	
						20h55		22h50			

Bus service from the circuit to the town centre during the race weekend: From Saturday 8.30 am to Sunday 6.30 pm there is a continuous bus service every 10-15 minutes (every 30 minutes on Sunday between 2:00 am and 9.00 am).

Tickets are available on the bus, at the SETRAM agency (65, Avenue De Gaulle), at the train station and at the entrance of the circuit. A single one-way ticket is 2,50 €, a return ticket 4,00 € and a booklet with 5 single tickets costs 7.00 €. Kids under 10 travel for free.

A 2-page information brochure with more details and a route map for the above services can be downloaded from the SETRAM Website at http://www.setram.fr/local/doc_site/20060515170332_24H2006.pdf . It's in English, German and French language.

There have been reports in the past about a **bus service from the main entrance to the Arnage and Mulsanne** spectator areas, but nothing specific for 2006 has been published at the time of writing, so check out yourself whether this is still existing.

For a taxi around Le Mans call

- Radio Taxi du Mans : +33 (0) 2 43 24 92 92
- Taxis Station Gare : +33 (0) 2 43 24 99 99
- Le Mans Taxi Radio : +33 (0) 2 43 82 07 07

Alternatives: If you can handle the transport, a **bicycle** is a nice thing to have. You can whizz from Tertre Rouge to Arnage village and Arnage corner via the Esses, the Village and points in between. That way you can see loads of action and get up to the shops for fresh bread on the Sunday morning. You will also have no traffic problems.

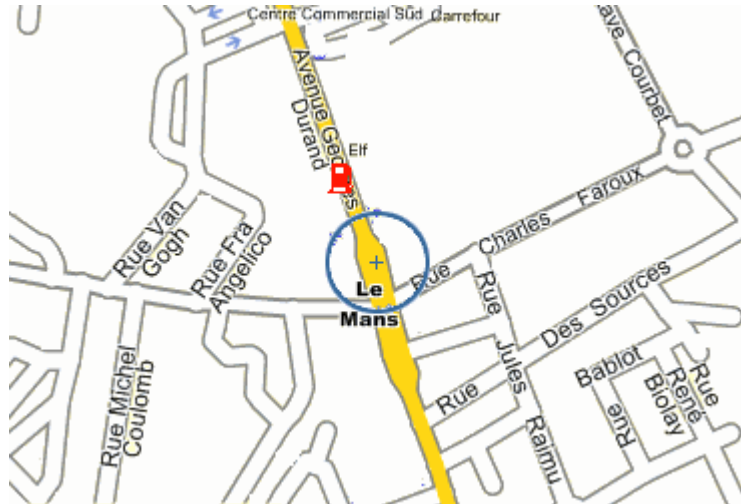
Forgot something at home? - Shopping in Le Mans

Just in case you've had no time to prepare properly for Le Mans, don't worry. It's no problem to arrive with just your brain and a valid credit card.

Carrefour

309, Avenue Georges Durand
F-72019 Le Mans
Tel. : +33-(0)2 43615656
Monday-Friday: 8:30 am – 9:30 pm
Saturday: 8:30 am – 9:00 pm

App. 2 miles away from the race track, large supermarket and lots of shops nearby, from toothbrush to tent you can get everything you need. There's also a gas station nearby.

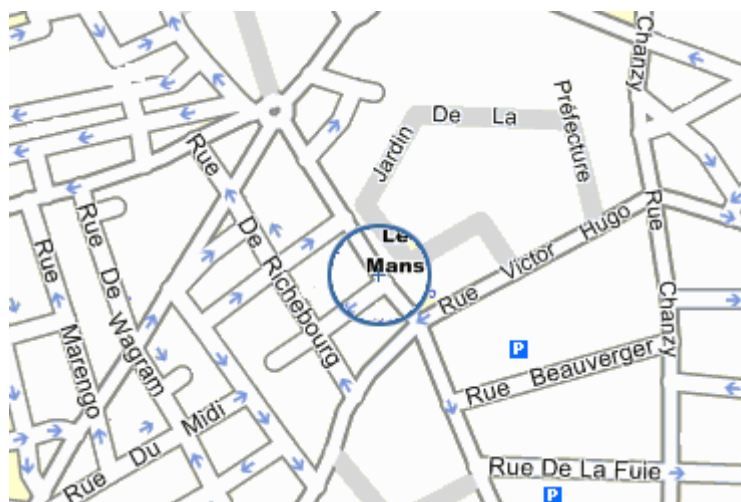


How to get there:

- From Maison Blanche side of the track: Follow the road up towards the main entrance (track on right hand side). At lights outside main entrance, go straight ahead going under the dual carriageway. About 50 yds after bridge turn first right into Avenue du Panorama. Continue to end and turn left at T junction. Follow road up "Avenue George Durand" and Carrefour and the Centre Commercial Sud is on the righthand side.
- From the Houx Annexe side: Head towards Tetre Rouge corner. Just before you go under the bridge where the track joins the N138 (Mulsanne Straight), turn right up the slip road (this is just past the entrance to the Tetre rouge viewing area). At the top (N138) turn left and follow road up "Avenue George Durand" and Carrefour and the Centre Commercial Sud is on the right. This way is not available during track times so it keep it easy use the Maison Blanche route.

Forgot to bring **fireworks** with you?

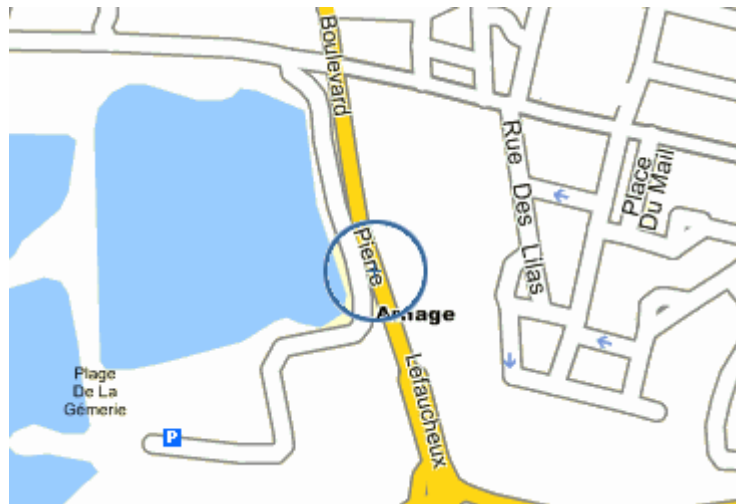
L'Arlequin
37, Rue Nationale
F-72000 Le Mans
Tel : +33-(0)2 43 28 29 15
Fax : +33-(0)2 43 87 62 98



Super U at Arnage

Large supermarket with a nice coffee shop/restaurant and a good loo

Centre commercial Rive Sud -
Boulevard Pierre Lefauchaux
F-72230 Arnage
Phone: +33-(0)2 43 21 22 23
Monday-Thursday & Saturday:
9:00 am – 7:30 pm
Friday: 9:00 am – 8:00 pm

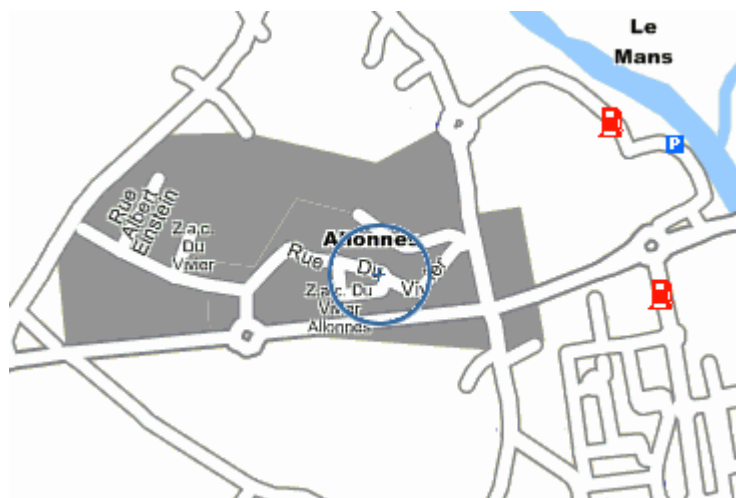


Draught beer equipment (cooling and system) can be hired at:

Le Palais de la Biere

ZAC du Vivier
F-72700 Allonnes
Tel.: +33-(0)2 43 80 88 65

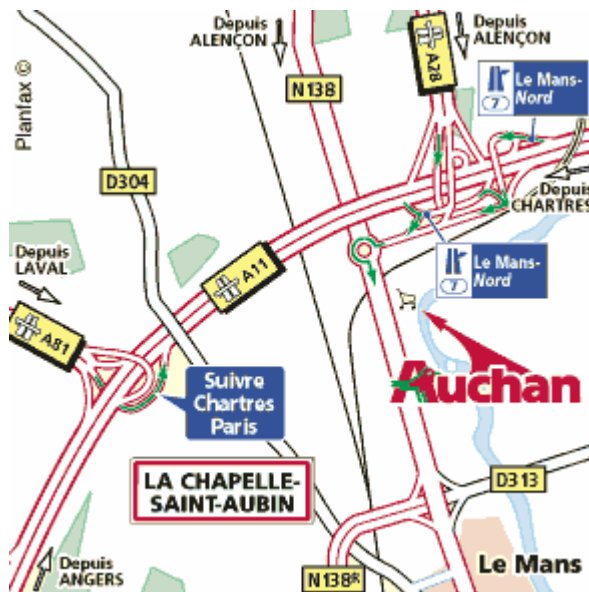
According to Gilles they have more than 200 sorts of beer for sale. Robbo_28 spoke to them in August 2005 "... appears around €93 for a 30l barrel and all the kit"
It's next to the big Leclerc Superstore, and another 100 m further up you'll find a Brico Depot warehouse with stuff you might need for your campsite (wire, lights...).



Auchan

ZAC du Moulin aux Moines
F-72650 La Chapelle St. Aubin
Phone : +33-(0)2 43 83 13 00
Monday-Friday: 9:00 am – 8:00 pm

Supermarket, mentioned by Lorry: We tend to use the Auchan on the other side of town as its a meeting place en route, and we buy samples of wine which if we like we stock up on.
... with simple carparks and no magical mystery tour to get in or out



Local markets

If you're driving in on Monday, check out Mamers for a great street market (cheese man likes to practice his English so will set you up with the best smelly stuff to put in your tent to keep the thieves out) and a good place for a short stop. Just about 40 mins north of the great City of Le Mans and a good alternative route if you come off the motorway at Alençon. Also, Bonnetable has a market Tuesdays. Biggest problem with both of these is that they interrupt the serious business of scrutineering but if it keeps the peace....

The usual big street markets in Le Mans (Jacobins) tend to get interrupted by something else that's going on there...

Marketdays in the Sarthe are : Mondays : La Ferte Bernard, Mamers. Tuesdays : Beaumont, Bonnetable, Bouloire, Ecommoy, Loué. Wednesdays : Ballon, Le Grand Luce, Sillé le Guillaume. Thursdays: Conlie, Le Lude, Marolles le Braults, La Suze sur Sarthe, Tuffe. Fridays : Malicorne, Pontvallain, Vibraye. Saturdays (well, if you're around the previous weekend) Allonnes, Brulon, Fresnay sur Sarthe and Montfort le Gesnois.

Other useful stuff

Radio Le Mans is an annual institution which started broadcasting in English language in 1987, initiated by a bunch of British race enthusiasts. If you don't speak French, thus not being able to understand the commentary from the public loudspeakers, Radio Le Mans is your only option to stay up-to-date with the race action. There are live reports, interviews and good music around the clock, so don't forget to take a small radio with you and tune in at **91.2 FM**.

Restaurant Les Hunaudieres: Situated approx 500 yards before the first of the chicanes on the Mulsanne straight, this legendary restaurant used to offer dramatic trackside seats from which you could enjoy good food and drink. Unfortunately the view is now obscured by green covers attached to the catch fencing. You will also be lucky to eat there during racing week as the restaurant is usually taken over by corporate hospitality. However, there is still an open air public bar to the rear of the building. Clamber up onto the benches for a glimpse of the cars going flat out down the Mulsanne. It's even possible to walk right up to the catch fencing and armco due to the questionable security! To get to Les Hunaudieres and the Shanghai des 24 Heures head South East on the N142 (Route du Mans) running parallel to the Mulsanne Straight. Take one of the right turnings heading towards the circuit and you will enter the network of one way roads. The restaurant will be signposted and there will be French police or race officials willing to direct you. Eventually you will end up in a field at the back of the restaurant where you can park for free. Phone: +33-(0)2 43 84 98 14

Restaurant Shanghai des 24 Heures: This Chinese restaurant (50 yards down from Les Hunaudieres) is open throughout the race week and serves affordable food of a decent standard (typical main course for 12 Euros). Although you can't see the cars from the window seats, due to the same green covers found at Les Hunaudieres, the track is only 20 feet away so you can certainly hear them! The friendly staff even have 24 Hour memorabilia to give away, an added bonus! There is no need to book but it will be busy on Saturday evening. Consequently it's best to head here on Wednesday or Thursday night in between the evening's practice sessions. To get there see the directions to Restaurant Les Hunaudieres above. Phone: +33-(0)2 43 84 14 72

Karting : The kart track or 'Circuit Alain Prost' sits adjacent to the Karting Nord campsite at the Porsche Curves section of the circuit. It operates on a pay as you race basis, costing approximately 15 Euros for 10 minutes of racing. Opening times vary year to year but generally it operates from 10:00 – 17:00 Friday through to Sunday. They use various track iterations but even the smallest circuit offers a challenge.

Golf Courses: There is a 18 hole course at the bottom of the Mulsanne Straight, not surprisingly it's called "Golf des 24 Heures". Drive down Mulsanne Straight, turn right at the Mulsanne Corner roundabout and turn first right in to Golf Club. The club house is the building on the inside of Mulsanne corner. Phone: +33-(0)2 43 42 00 36, +33-(0)2 43 42 00 10 (Clubhouse), Fax: +33-(0)2 43 42 21 31

Booking tickets for the next year: The ticket office is inside the "Rotunda", the round shaped building in the "Parc Des Expositions" near Parking Expo, outside the circuit, just a couple of minutes walk from the main entrance, see the map in this guide. You can make your bookings for the next year there by filling out the booking form, no pre-payment is necessary. In case you arrive with too many tickets at Le Mans this is also a chance to get rid of them. If you give them the tickets and then go back later in the week and if they've sold them they give you your money. Logically this is also a place where with some luck you might be able to buy tickets for tribunes or campsites which are officially already sold out, but have been returned for sale as described above.

Restaurant Aux Portes du Circuit: This is directly opposite Expo campsite, just across the road. Usually a lots of race fans are hanging around there (inside and outside) and are waiting for some burn-outs to happen on the street in front of it. Which is unfortunately often interrupted by the police.

Bar Bugatti: This is a typical French Sports bar that serves light food throughout the day. The walls are adorned with photographs and memorabilia of the race, making this a relaxing and cultural way to start your day. It's definitely worth stopping by here for breakfast or a coffee. To get to Bar Bugatti head north from the main circuit entrance and museum on "Rue de Laigne". The bar is approximately 300 yards on your right, within close proximity of the Expo campsite.



Stella Bar: This lively bar is located at the exit of the Tertre Rouge corner, outside of the circuit confines. It is within easy reach of the Houx Annexe campsite and the Tertre Rouge viewing enclosure. The bar sells, as you would expect, Stella Artois almost exclusively. It will be busy from Wednesday night onwards, but the crowds are friendly and sociable. You will find the Stella Bar where the road to the Houx Annexe campsite passes underneath the Mulsanne straight.

The support races

This year will see 2 support races with historic cars, each about 40 minutes long and a couple of hours prior to race start, for exact times please see the chapter "raceweek schedule". Both races are called "ACO centenary race" to celebrate the ACO's 100th birthday and are organized by "Motor Racing Legends" from the UK, for further details see <http://www.motorracinglegends.com>.

The first race will be for race cars built between 1923 and 1939, the second will cover the post-war era until 1954, each race is about 40 minutes long. Only cars which actually ran at Le Mans or sister cars of the same specification are accepted.

The pace car for the first race will be a CAV GT (Ford GT40 Replica) driven by Sir Stirling Moss.



Pitwalk - Le Mans 2001

Who, When, Where... – Meet other CA forum members

If you're looking to meet other Club Arnage forum members on the campsites, here's where and when you will find them:

135sport	Tuesday 13th - night crossing Portsmouth to Caen, Myself - Lotus Elise S1 Mark - 340r, Dave - 200SX, Gary - Hyundai Coupe, maybe Elan by June Matt - TVR Chimera, 2nd wave, Thursday speedferries: Mark - Mk2 Cortina convertible, Richard - Mini Cooper (not the new modern tat) Keith - Lotus Elise S2, Paul - VX220, Andy - Mitsi FTO, All staying in Karting Nord. All going home Sunday 18th.
A Zarse esq	Team Zarse are delighted to announce we will be on Maison Blanche as per usual, just look out for the famous Commer van and the terrible smell of industrial strength cider.
BigH	All I can say, and that's not for certain, there'll be about 15 of us on MB, in some cars, opposite the JPC/RFH patch, also known as Area 51. It might be 10
Black Granny	Team Tarquin Tours will be travelling out on Tuesday 13th on the overnight Newhaven-Dieppe, return Monday 19th Cherbourg to Portsmouth. ..Currently 4 strong in an Omega estate with Trailer. Hopefully another couple of possibles will commit so we can take a couple of Bikes as well. Heading for Tetre Rouge, ACO permitting.
BOB U	Ten of us going, 7 from the UK in car and tranny van and 3 coming up from Southern Spain in one car. Dover - Calais 10:15 pm Thursday 15th and back on Monday afternoon. Staying on HA, next to Steve Brown and Perdu hopefully
Brushy	8 of us (4 couples) renting a house not too far away. All sailing on speedferries Sunday morning and back on the Monday tea time ferry.
championaudi	me Portsmouth -caen fri nite, back sunday nite, Not as long as past years but youve gotta go avent you?
chop456	We'll be flying into CDG at 0900 Thursday and driving to the track with a food/beer stop somewhere along the way. Camping in Karting Nord and trekking back and forth to Maison Blanche quite a bit
DelBoy	Team Delboy (9 of us this year) arriving in three phases. Me with caravan arriving Sunday pm after Dover-Boulogne Speedferries crossing. Setting up on MB somewhere in the Platinum triangle with JPC, DFH, Rick Cutler et al. Second group arrive Tuesday with second van, third group arrive Wed pm. All departing Sunday for stop over at Martragny, near Bayeux, and return ferries (various) on Monday. vehicles are Audi A4 (with the V6 engine!!!), Frontera & Peugeot 406.
Doris	Somehow the KGB numbers have swelled to a massive (for us) ten this year! Lawnmower Man, Brick, and myself will be arriving late morning Weds 14th. The Swiss contingent I'm guessing will be with us on Thursday. Goldfinger and 1 x virgin should be with us Friday ... We will be pitched on BSJ again this year - ... If you want to come and see the Lawnmower Man in action or just pop in for a cold one look for the United Nations, Kiwi, Swiss, Union flags.
Ferrari Spider	...out on Sunday the 11th mid-morning, but for a change going via Boulogne-sur-mer on speedferries, back the Monday 19th on the late afternoon ferry. This leaves the opportunity of having a nite on the raz in Deauville again ... First nite staying in a swankie hotel in La Fleche and then back up to MB to meet-up with the trucks with the camping equipment. DFH are providing the advance party for securing our piece of foreign soil
garyfrogeye	Leaving Fri 16th Dover at 10.40 am to Bologne with Speedferries, in two MG Midgets and one (possibly two) Frogeye(s). Camping at HA next to in Perdu's camp next to Steve Browne and Bob U.
hgb	Arriving on saturday morning and off again on sunday shortly after the race.
IRW	Brad and I are with Robbo and the SPS crew again this year on MB, out midday Wed from Poole to Cherbourg back Monday. 2 MG's, TVR, ?? mini bus...
Jason	Will be travelling out the previous Sunday, convoying (if you can call 2 cars a convoy) down and setting up Team Piglet HQ on MB.
Jay (Team Cannonball)	Team Cannonball will be on Beausejour from thursday night in the same spot as last year hopefully. There are nine of us going out on the 10.15 P and O dover to Calais on Thursday 10.05. Going back on Monday afternoon. Vehicles are most likely to be a VW Bora and my Alfa 156, and hopefully a TBA otherwise it is gonna be a bit of a squeeze.
Jem	Usual crowd of us making our way overnight on the Wednesday Portsmouth - Caen, staying on Houx. This years chariots likely to be Porsche Turbo, BMW 650i, Audi S4 with serious tweaking and the RS6.

jpchenet	Team JPC are arriving in various groups this year. Only 17 of us this year. Sunday night Portsmouth - Le Havre. Me in The Beast and 2 in the NSX. Meeting up with Ferrari Spider on MB late Monday morning. Wednesday night Portsmouth - Le Havre. 4 in a people carrier. Thursday night Portsmouth - Le Havre. 6 more in a Morgan Plus 8, Cobra and Mercedes CLK. Friday morning Robspot meets up with us on site. Most leaving Monday 19th although a couple are leaving Sunday night to stop off in Deauville. Do pop by the Platinum triangle and say hello.
keithk	Out Friday 2nd for prequal, on MB for race week with the gang then back Monday 19th
Lancs Se7en	Wednesday 14th 08.00 Newhaven to Dieppe - Expecting to arrive at Le Sarthe at around 15.00 on the 14 th - Returning Monday 19th 19.00 Dieppe to Newhaven - 15 cars (carrying 19 bodies) as follows: 10 Caterhams of various types inc mine carrying Daughter of Lancs Seven, 1 Atom, 1 Impreza , 1 Lotus Carlton, 1 Passat, 1 Tranny van - All staying in our usual spot in La Musee - Everyone is welcome to call in for a warm beer, runny cheese/manky ham baguette or even a toe dip in the dodgy waters of our pool (if we can find some flat ground to put it on)
Lord Steve	Team Tres Hombres (There's never been three) as follows: Wednesday 14, 7pm shuttle, overnight in Calais, Thursday 15th Arrive Maison Blanche, Sunday 18 th leave at end of race and stay over in Calais, Monday 19th return to Albion, 9 of us this year, Black A6, Blue A4 Avant, Chrysler people carrier thingy and a 911 turbo, Everyone welcome to pop in for a warm beer, look for a blue gazebo with Tres Hombres flag.
Lorry	The main KKOC team will be on the 7 am Speedferry so should be in MB by lunchtime Monday. Blue Mazda estate, dark Merc saloon (Coupe was promised), and green Cavalier. Advance guard will be a campervan with a green dolphin thing down the side and the red Pug 406 with the caravan.
Martini	Martini Racing Team (me): Travelling from Guernsey to St Malo on Wed and straight to LM, arriving app 1700. Staying in God's Own Country (Houx Annexe) next to Nordic (usually). Departing St Malo Monday evening. White Audi A4
mgmark	Usual crew on Karting Nord, with the MGA and a Lotus Elan, plus whatever company car Nick and Richard arrive in. Plus two of my lads with an Escort RS Turbo. Plus probably a bundle of chaps and chapesses from Marham in a minibus. Arriving Tuesday via Dover/Calais. Hopefully we'll be in the usual place (albeit minus the Brethren next door this year - MBers, do you really know what you are letting yourselves in for...
Mr Toad	Advance party - one jeep, one van, one motorhome, one ambulance, ... eight Choppers and one Chipper - Pompey - Caen on Sunday, arriving Mon at MB. Will pitch in usual place behind all the scaffold in the golden triangle - ... (Toad/Baldrick & Capt Trousers) Main party - two more cars, Pompey to Caen Wed night ... (Buzz/Baron/Swiss/Doctor/Kojak/Mr Disco) Will head back for the Mon night ferry...once we have buried the bar in the normal spot. CA visitors very welcome to pop by for a beer as always
neilsie	Portsmouth to Le Harve Wed night, return Monday, 30 of the KK "enjoying" the french roads in S2000's, TVR's, 350Z's etc. partying in Beasjour, this year with swimming pool and usual fire walking antics. all welcome to join us fireside.. look for the flags with a burning K on them
Nobby Diesel	Team Nobby Diesel will be setting sale from Dover on Thursday 07.00 Hrs I think via Speedferries. Camping off circuit again, avec pool, harpic clean bogs, cold draught beer and Friday night car show. Watching the start in the tribunes with JPC, afternoon at Dunlop and Tetre Rouge Stella. Poo bar for 21.00 Hrs. Sunday night in Rouen, at the Paddy bar for France vs. Korea. Lunch Le Touquet, Speedferries from Boulogne @ 17.00ish on Monday.
Nordic	10 people split between 4 cars. 1 x 911, 1 x Seat Leon, others TBC. Outward various times on Wed and Thursday on Le Shuttle which is good considering I hate enclosed spaces and not to keen on trains either! Staying on the glorious Houx Annexe site somewhere near the top until sunday night when some of us will leave for a Hotel. Hopefully all booked onto the same return train Monday afternoon
Paddy_NL	Drinking for Holland, arrival: from Saturday afternoon (June 10) onwards persons: a group of 35 all together, vehicles: 12 cars and a 20 tonne truck, site: Maison Blanche ... departure: most of us Monday morning June 19 th
Papa Lazarou	Looks like I'm in Beausejour with the KK mob this year... Arriving from Rosslare via Roscoff on Thursday 15th at 11:00, and back to Rosslare from Cherbourg on Monday 19th at 18:00...
Perdu	I can't wait. Eurotinworm at some unGodly hour Thursday morning and arrive just after lunch Thursday I suspect, clutch willing! HA beckons! ... A combined force from "TeamMidgetAndSpriteClub" (HA Chapter) of two Frogeyes (maybe) and three Midgets will be sharing a handy corner pitch with the "Team VW/Audi Techs opposite the famous Cobra Rancho, just marginally downslope of BobU and his merry

pyrotechnicians-maniacs. Pool and Gazebos are booked as are the nylon Country Mansions with Patio and Colonial Verandas.

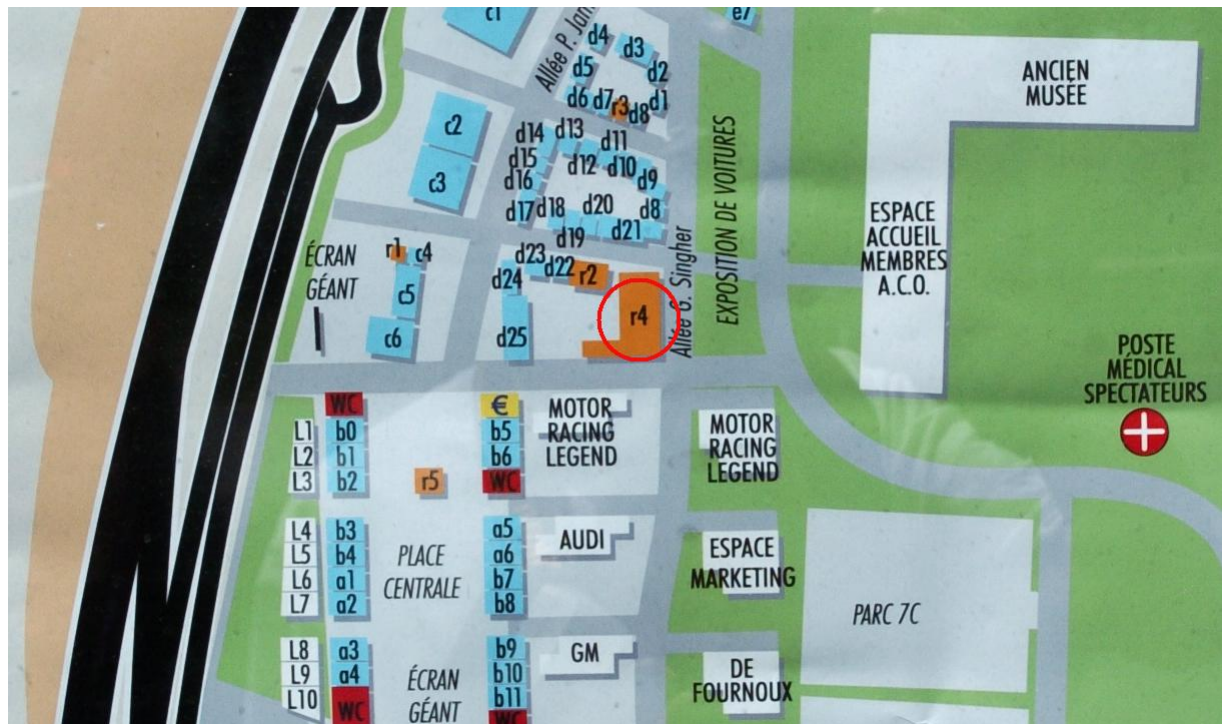
Piglet	Anyway, I'm going out on my own in convey with Muttley and Simon on Sea France Dover-Calais mid-morning on Sunday 11th. Heading off to Le Mans to meet up with the OH KeithK who will have been out there from pre-qual - staying on the campsite at Spay for the Sunday night. ... Moving on to MB early on Sunday morning to make camp!! ...Coming back (la la la la I'm not listening!) the following Monday.
pretzel	Leave Wed. 14th: Plymouth - Roscoff 23:00 ... Staying in hotel for the duration travelling to and from track each day (except Sat. night when will be on MB for traditional BBQ with Wishy), Return Mon. 19th: Caen - Portsmouth 17:00 sailing back. Car: Nissan 350Z
redstu	Team Noname, Thursday - Eurotunnel 13:00 (ish) then via Rouen. Staying in Bleu Nord, 6 of us in an red RX7 , a Golf GTi and and red Astra VXR. Pop over for a warm beer! or a cup of tea (hot).
Rick Cutler	All groups staying on MB near JPC and DfH 1st Group: Vehicle:- American Motorhome Route :- Portsmouth - Caen Out :- Sunday Afternoon Return :- Monday Night Boat 2nd Group: Vehicle:- Sportscar, Route:- Dover Calais Out:- Monday AM Return:- Monday PM. 3rd Group: Vehicle:- Minibus, Route:- Dover Calais, Out:- Wednesday AM, Return:- Monday PM
Robbo SPS	Self preservation society, Poole - Cherbourg on Weds at 1230, arriving LM at 2130 ish ??, Return Caen - Portsmouth monday 1630hrs, Staying on MB, near to the Genny hire guys !! Or i'll need a bigger lead , 24 of us, 2 old MG's one part destroyed MG F , TVR, Minibus, the MG Tractor and 2 trailers....
robbo_28	6 definates (more hopefully!) going via Dover-Calais Thursday 15th @ 09.25 back on Monday 19th @ 18.20. Buying minibus ...! Staying on Houx Annexe
robspot	Attendees are myself and my mate Nick, staying on MB and rather worryingly we have officially joined Team JPC so I will be exposed to Tropicoma for the first time ever ... Brittany Ferries from Poole to Cherbourg 7am Friday 16th and returning Cherbourg to Poole on Monday at about 11.30pm taking my Golf R32.
RS2 Babe	The main event for sure, again in whatever voiture I can lay my hands on at the time - the only ferry crossing to worry about is the Friday the week before from Jersey to St Malo - drive down to Le Mans on the Sunday afternoon with just a tent pour moi due to downsizing.
Ruscool	Cars: BMW 120 and a Golf GTI, Route: Dover – Dunkerque, Out: Thursday 15th 12:00, Return: Monday 19th 14:00, Staying in Techno Park or MB if we get very very lucky
skorpio	Dover - Dunkirque (Norfolk line) Fri 9th 23.55 ish , Stopover Alencon for 2 nights, Arrive Houx Annexe first thing Monday Leave Mon 19th for 2nd week at Saumur, 4 of us, 1 motorhome + Tent
SmithA	only 4 of us, staying in the town centre, depart Thursday 15th 07.40 Dover Calais Return back on Monday, Andy
smokie	Team Smokie. Well, just Mark 'n' me this year... Speedferries Sunday 11 June sometime around 11. Arriving at the Golden Triangle on Maison Blanche early evening and departing to catch Speedferries evening sailing on Sunday 18 June. No caravan this year. A nine berth tent though, plus gazebo and pool...
Steve Brown	Steve Brown and East Anglian Cobras (reduced numbers this year as they're all going to the classic instead - 20 people). outbound - Speedferries Dover / Boulogne 07:00 Wednesday 14th . return - Speedferries Boulogne / Dover 20:25 Monday 19 th . camping in God's Own Country (Houx Annexe) next to Bob U and Perdu. As a change we're taking a 1965 Cadillac convertible and a TR6
Stu	Sunday night speedferries 23:00 out. Monday 16:15 home. Sunday night in Rouen on way home. MB all week.
The Brethren	We'll be there. You'll know when, you'll know where, when we get there just let us know too. Hubba. Crusty and the B's.
TobyAnscombe	Thurs 16th 10:40 Speedferry from Dover in a Midget aiming to nick garys spot near Perdu in HA. Leaving Monday 17.00 Speedferry to Dover.
TonyT	Leaving on Tuesday night (13th) 11:00 pm Portsmouth - Caen. Staying at Musee Annex (far end by the tunnel) and returning on Sunday night 11:00pm.
vqdave	TeamSquack.com will be arriving in 2 groups. Main party get there Thursday arvo/early evening, trois voitures includimonts un rouge l'onda integra type R with a black carbon bonnet and a fat tattoo'd lad called sh**t Legs behind the wheel with Green Keef in Shotgun, un Silver Peugeot trois zero six with The Fury and Shetland dans it and finalement un porssche 356 speedster replica in silver with zig and tolk in it. Then late night friday (speedcabins crossings dependant) un bleu mini cooper S with myself(vqdave) and GI Jay. All cars will carry the orange team squack stripes which are being applied next weekend, to help spotting, if you saw last years £50 merc then its the same stripes.

Werner

Team LeMansZone.de: Arrival: Wednesday evening right in time for the first practice,
Departure: Monday morning, Vehicle: Volkswagen Bus + Cooling Trailer ... Location:
Expo

Club Arnage Forum Gathering

The traditional Poo-bar CA gathering in the race village will be on Saturday, 17th June, start around 9:00 pm. Due to the reconstruction of the village it's currently unclear what the place will exactly look like, just look around for hordes of people with a CA T-shirt. The location is marked on the map, it's "r4":



CA MEMBERS SPOTTERS GUIDE

www.clubarnage.com is the home of some wonderful people who share a common goal, namely the yearly pilgrimage to a lovely quiet field somewhere in France. Amongst these wonderful people there are those that have attained a higher, and in some cases even God-like, status.

Some say they are human beings of the highest order with an almost unsurpassed knowledge of motor racing, camping and alcohol. Others simply refer to them as “massive internet geeks with far too much time on their hands”. One thing’s for sure, you will always find a warm welcome at their camp, especially if you bring them their favoured offerings of young virgins and, more importantly, ice cold beer.

For it is written in the scriptures that if you see a Senior Club Arnage Member you must pay homage and bow down before them because they are the worthy, charged by God Himself to carry out his bidding at the Le Mans 24 Hour race.

Ladies and Gentlemen, without further ado, I give you The Senior Members and Club Arnage Gods (well actually there’s only 21 of them listed because, and no-one would have seen this coming, most of them are really quite shy!)

Barry

Club Arnage God



Team Name: Rugrat Racing
Real Name: Barry
Nationality: British
Age: Nearer Saga holidays than 18-30
Waist Size: Demonstrates my continued investment in the British brewing industry
Campsite: Bleu Nord
Comment: Beer swilling, chain smoking, wine quaffing, bike riding, Le Mans addict.

BOB U

Club Arnage God



Team name: Pantyspider Tours but only 5 of us this year
Real name: Bob Underwood.
Nationality: English, definately not British.
Age: 54
Waist 34ish but depends on how many beers I've put away.
Campsite: Houx Annexe. Gods own country.
Comment: Everyone welcome to come calling especially if you come bearing gifts of the alcoholic variety. Easily spotted on HA flying English, Spanish, Canadian and CA flags.

Bobblehat

Club Arnage God



Team Name: Bobblehat Racing
Real Name: Bob "Bobblehat" Steel
Nationality: Brit
Age: getting older but not growing up
Waist Size: For some reason getting smaller.....
Campsite: Would have been BSJ
Comment: Hope that this all comes together, and enjoy LM this year, I know I would of done!!!

Brad Wills - Rhino Racing

Senior Member



Team Name: We are "Rhino Racing"
Real Name: Brad (Son of Snoring Rhino)
Nationality: British
Age: a bit over 21.
Waste: Adequately Qualified
Camp Site: MB, (previously Car Park Blue, Blue Sud, and KN) with the good men and ladies of the SPS crew.
Comment: Long time petrol heads, enjoy any kind of motor racing, especially Drag racing, Goodwood, Sports Car, still enjoy F1 but without the politics and James Allen. First went to LM in 2001 (me, Brad in 2002), no other event like it for the ultimate boys weekend away. Hope to continue going for a long time yet.

DelBoy**Club Arnage God**

Team Name: Dels Boys - 10 of us this year
Real Name: Derek (Del) Appleyard
Nationality: British
Age: My first Le Mans was in 1965, so I'm old enough
Waist size: How can I specify a moving target like that!!
Camp site: Maison Blanche, within the Platinum triangle (and it was I who coined that description)
Comment: I take my own bottle(s) of JP Chenet to the poo bar!!

Doris**Senior Member**

Team Name: KGB
Real Name: You don't need to know that. I respond better to Doris at race tracks.
Nationality: Kiwi
Age: You don't need to know that either.
Waist Size: I have no idea.
Campsite: BSJ
Comment: What is there to say? Everyone knows I shaved my hair off to raise money for Cancer Research. This is my tenth LM and it just keeps getting better!

Ferrari Spider**Club Arnage God**

Team Name: Ferrari Spider
Real Name: Peter
Nationality: British
Age: Young enough to be naughty, old enough to know
Waist: Cuddly
Campsite: Maison Blanche

jpchenet**Club Arnage God**

Team Name: Team JPC
Real Name: Mark
Nationality: British
Age: 39
Waist Size: 38/40
Campsite: Maison Blanche
Comment: A relative late developer compared to many on the forum, having attended my first Le Mans as recently as 2001. Typical story, 8 of us on a mate's stag weekend, little did I know how much it would be a life changing experience. Larger than life (and I'm not small in real life either) you will likely find me at our camp site on MB (if you can't spot us then you don't deserve a drink!!), wandering around the other CA pitches, or stalking Messers Herbert or Richards (probably with a drink in my hand) Remember, The Liver Is Evil And Must Be Punished!

Lawnmower Man

Club Arnage God



Team Name: KGB
Real Name: Tom
Nationality: British
Age: Over 21 or 0x4A
Waist Size: 36ish
Campsite: BSJ
Comment: I've been making the trip to the La Sarthe since 1980 though I did miss 81 but have been every year since. People say I'm mad for doing it. I say show me a sane person and I'll cure them. In real life I'm a Software Engineer, my other Passion is Flying both Power planes and Gliders. I have flown myself to Le Mans in the past but it not really practical and there isn't room for the Lawnmower in my plane.

Lorry

Club Arnage God



Team Name: Kent Kanterbrau Owners Club
Real Name: Lawrie
Nationality: British
Age: more than I admit to
Waist Size: more than I admit to
Campsite: Maison Blanche - to the west of the clump of trees in the middle (usually)
Comment: 21 years veteran in a group of about 10, (the others cannot be computer literate), mainly from Kent, mainly alcoholic car nuts

Martini

Senior Member



Team Name: Martini Blue Racing
Real Name: Martin Eon
Nationality: British/French
Age: 50+
Waist Size: No Comment
Campsite: HA and proud
Comment: Always look on the bright side of life...

Mr Toad

Senior Member



Team Name: Beermountain.com (aka The Le Mans Camping Survival Guide)
Real Name: Mr Toad (& crowd of fellow Beermountaineers, including Swiss, Doctor, Buzz, Baron, Kojak & Baldrick)
Nationality: British
Age: All in the mind!
Waist Size: growing
Campsite: MB, Golden Triangle
Comment: Beermountain is now in it's 15th year at LM - also known for "1664 Squadron, The Wild Choppers" - 8 Raleigh Mk 2 bikes and pilots on display (with smoke + medals & pipes etc!) - the Friday before the race. Camping at MB in comfort, we welcome CA visitors. We have a full squadron base with bar, pool & even an ambulance in 2006...

Paddy_NL**Club Arnage God**

Team Name: Drinking for Holland
Real Name: Patrick Slabbekoorn
Nationality: Dutch
Age: 36
Waist Size: 36, but why?
Campsite: Maison Blanche
Comment: Drinking for Holland was founded in 2004, a humble start at Beausejour as a first to Le Mans for all 12 of us. Joined CA in august '04 and was helped in preparation by a lot of the regulars, especially by Team JPC. In 2005 we were 33 strong with a large lorry et all to fill up a large part of Maison Blanche. In 2006 we'll return to MB, still 35 strong. A large 30 kVA generator will be brought as a communal deed.

Rick Cutler**Club Arnage God**

Team Name: No Team Name
Real Name: Rick Cutler
Nationality: English
Age: 25
Waist: Slim. Going on Fat
Campsite: Maison Blanche.
Comments: I have been attending Le Mans since I was 16 and have been the organiser since. Currently we have a 32 foot american motorhome that we take to LM and have others coming by car. Drop in for a beer over the week, I have a very bad memory for names so don't be offended!! We will have the CA flag flying and will be near JPC and DfH.

Robbo SPS**Club Arnage God**

Team Name: Self Preservation Society
Real Name: Robbo or T Shirt Bitch
Nationality: BRITISH
Age: 29
Waist Size: Suitable for my age, height and eating habits
Campsite: Maison Blanche - Where else?
Comment: Young British Motorsport fan with a group of like minded idiots, we usually have an incident of large magnitude at Le Mans, but generally chill, with all our team facilities.

robspot**Club Arnage God**

Team Name: Kindly adopted by TeamJPC this year
Real Name: Rob Walston
Nationality: English
Age: 33
Waist: 38-44 depending on the season
Campsite: Maison Blanche obviously
Comments: First time to Le Mans was in 2002 as a last minute thing with a couple of people who go every year. Unfortunately these people did not understand luxury! No fridges, no pools, no disco equipment! Last year I organised my first proper trip and I'm hooked. Whatever you do you must take a swimming pool, leave out the tent if you have to but don't, repeat don't, go without a pool.

smokie**Club Arnage God**

Team Name: None
Real Name: Geoff
Nationality: English
Age: The right side of 60...
Waist Size: No Comment
Campsite: The Golden Triangle, Maison Blanche
Comment: Part time moderator and all round Mr Nice Guy

Snoring Rhino**Club Arnage God**

Team Name: We are "Rhino Racing"
Real Name: Ian (Snoring Rhino)
Nationality: British
Age: way over 21
Waist: Adequately Qualified
Camp Site: MB, (previously Car Park Blue, Blue Sud, and KN) with the good men and ladies of the SPS crew.
Comment: Long time petrol heads, enjoy any kind of motor racing, especially Drag racing, Goodwood, Sports Car, still enjoy F1 but without the politics and James Allen. First went to LM in 2001 (me, Brad in 2002), no other event like it for the ultimate boys weekend away. Hope to continue going for a long time yet.

Steve Brown**Club Arnage God**

Team Name: East Anglian Cobras
Real Name: Steve Brown (surprise surprise)
Nationality: UK
Age: 42
Waist Size: a slender 34
Campsite: the one and only Houx Annexe
Comment: an officer and a gentleman, plus an all round good egg and snappy dresser.

Werner**CA Guide Author**

Team Name: "LeMansZone.de" is the name my fan group, they call me "The president"
Real Name: Werner K. Kirchmann
Nationality: German
Age: 46
Waist Size: growing by the week, but according to the missus still OK
Campsite: Expo
Comment: Can usually be found with a ciggy in one hand and a beer in the other hand, besides watching sports car races it's scuba diving & traveling, and, oh yeah, married and a 11 year old son.
Motto: Work to live, don't live to work!



Team Name: The "shed crew"

Real Name: Andy

Nationality: British

Waist: Middle aged spread rapidly approaching

Campsite: MB again

Comment: This is my 9th consecutive visit....go once, totally hooked

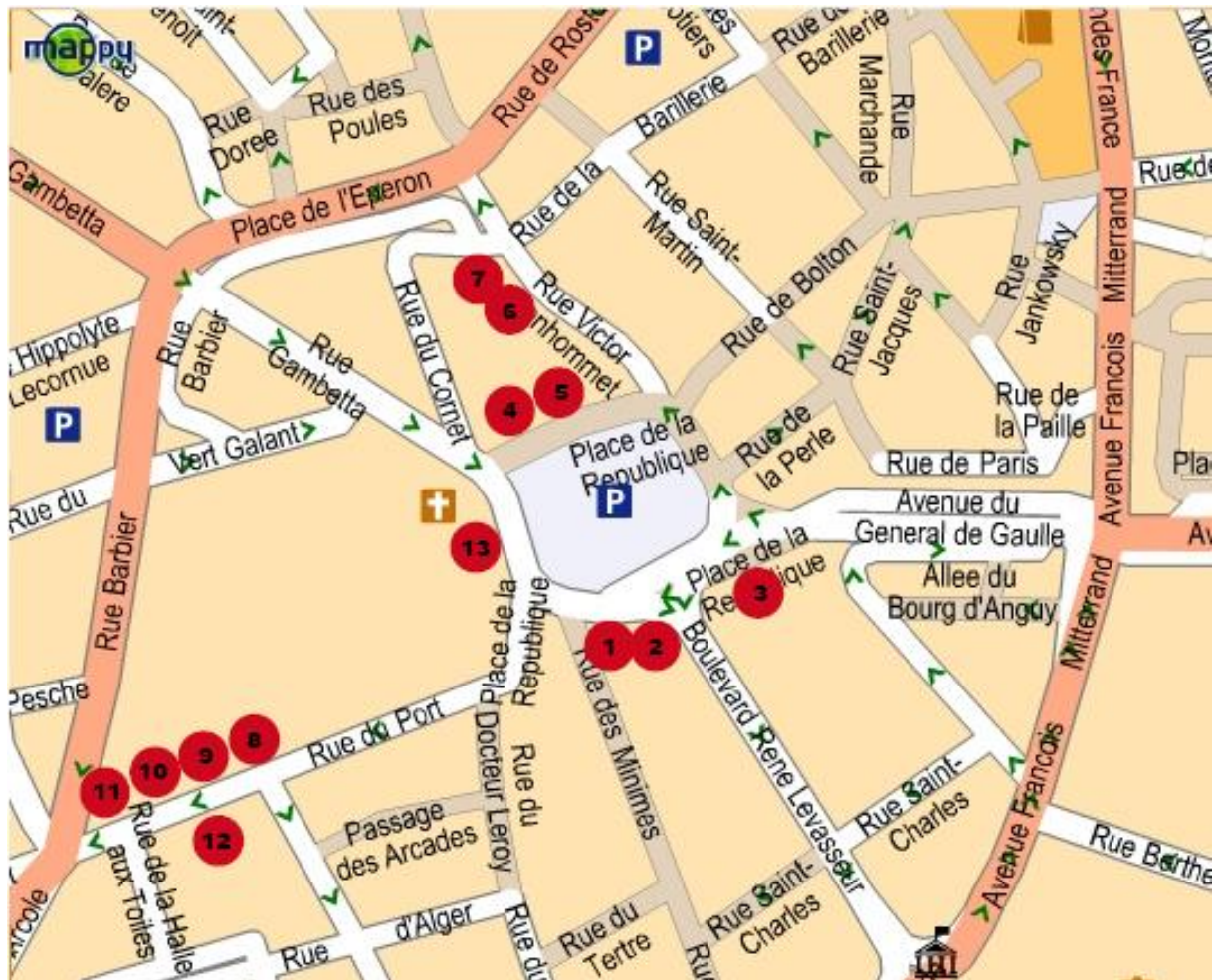
Due to Andy's Top Secret work for the government we are unable to include his real photo, however I am told that this is a very good likeness!



Although this guide is rather sparse on entrants, anywhere you see a Club Arnage flag (above) please feel free to drop by and say hello and I'm sure that every one of our 1000 or so members will give you a warm welcome and maybe even a warm beer! (for legal reasons and fear of violence I can't actually guarantee this)

City bars in Le Mans

Just in case you want to combine a visit at the drivers parade with a solid bar crawl – rumours say that some CA members do so – here's a fine collection of Le Mans City bars:



- | | |
|----------------|-------------------------------|
| 1 Le Berry | 8 Le Mini Bar |
| 2 Le Moderne | 9 Le Zoo |
| 3 Café Leffe | 10 Rey Gin's Bar |
| 4 Le Scarron | 11 Laredo |
| 5 Le Venezia | 12 Le Mans Legends Restaurant |
| 6 Le Pub Crawl | 13 Cash Points |
| 7 Piano Bar | |



Café Leffe

11 Place de la République
72000 Le Mans
Phone +33 (0) 2 43 28 08 35



Brasserie Le Berry

29 Place de la République
72000 Le Mans
Phone: +33 (0)2 43 28 46 07



Rey Gin's Bar

40 Rue du Port
72000 Le Mans



Le Mini Bar

32 Rue du Port
72000 Le Mans



Café Le Moderne

36 Place de la République
72000 Le Mans



Brasserie Le Scarron

36 Place de la République
72000 Le Mans
Phone: +33 (0)2 43 28 43 22



Bar Le Venezia

41 Place de la République
72000 Le Mans



Bar Le Zoo



Piano Bar



The Pub Crawl

9 Rue Victor Bonhommet
72000 Le Mans