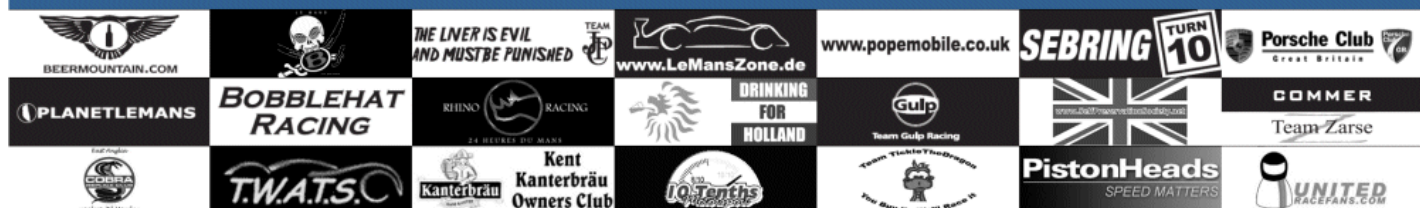


Le Mans (not just) for Dummies



www.clubarnage.com



The Club Arnage Guide to the 24 hours of Le Mans 2007

"... to be honest, I did it purely for the money at first. I went to Le Mans hoping that the car would break down. I came away in love with the place."

(Eddie Irvine)

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Foreword

Welcome to the 2nd edition of the Club Arnage (CA) guide to the 24 hours of Le Mans. The 75th edition of the race is ahead of us and this year it looks very promising: For the first time since 1999 we will see 2 large manufacturers fighting against each other for overall win and yes, we exclude the 2003 Volkswagen-Group-Bentley-Audi train on purpose.

Both Audi and Peugeot will use the same Diesel engine concept which scored an historic win with Audi in 2006. The most visible difference between the two cars will be the closed roof chassis of the Peugeot 908 versus the open roof R10 of Audi. Analyzing last year's performance and the test day lap times, even with the smaller fuel tank one may expect to see another Diesel-engine win this year; but 24 hours are just that and King Henry "the beard" Pescarolo might hit a surprise strike!

The GT1 class will see another battle of giants, with Chevrolet and Aston Martin competing again for a class win and of course the Saleens with their proven reliability and speed are having their chance as well. Let's all hope this duel will be as exciting to watch as it has been in the last 2 years, current score is Yellow 2 – Green 0. As far as teams are concerned, there is a lot of French flavour in the GT1 soup this year. Larbre, Luc Alphand and Oreca are running 2 strong cars each and might become an unpleasant surprise for Prodrive and the Pratt & Miller guys.

The "small" prototype class P2 is very colourful this year: 11 entries with 7 different makes and 4 different engines. A Dome, two Zyteks and a Pescarolo chassis entered by the German Kruse Motorsport team are competing for the first time in this class. Although the 2005 and 2006 winning RML Lola is again on the grid it is rather difficult to pick out favourites in this group.

The picture in GT2 class has changed a lot compared to the last year; just 4 Porsches on the grid is probably an all-time low for the Germans and they'll compete with strong Ferrari, Spyker and Panoz teams. Will the Panoz repeat their surprise win from last year?

Last year's first edition of this guide was a success. Although it was published in haste in just 4 months, we had a lot of downloads and positive feedback. This year's guide is more comprehensive; we had much more time in hand and more people contributed to it. The background and the publishing process of this guide have remained the same: the whole project is managed on the Internet on our project page at www.clubarnage.com/caguide, it's still non-profit and free to download – although we ask you for a donation to a charity – and CA members discuss the guide and its progress on the Club Arnage forum (www.clubarnage.com/forum) throughout the year. The following list of contributors – using either their CA forum nicknames and/or their real names - is probably not complete, our apologies if we forgot someone.

Special thanks to: **Deborah Dudley aka "termietermite"**, our field officer at Le Mans for her invaluable first hand information from the centre of the universe and countless contributions; **Derek Appleyard aka "Delboy"** for his contributions to many chapters, like the race regulations; **"Fagey"** for his pictures of the automobile museum and much more; **Tony Brown aka "lynxd67"**, another Le Mans resident for his contributions to the bars & restaurants chapter and for pictures; **Björn Falk** from www.sjvaxjo.com for permission to publish Stefan Johansson's report about Le Mans 2006; **Geoff Morgan aka "smokie"** for proof-reading; **Steve Brown** for nice pictures; **Anita Williams aka "Piglet"** for her information about the Spay campsite; **Neil Smith aka "nicebloke"** for his 1997 report; **Simon Lowes** for his Le Mans 1978 report; **Rupert Lowes aka "Nordic"** for his chapter about the track and the introduction chapter; **Neil Dobson aka "Dobbo"** for his permission to loot his website www.racetours.co.uk and for his excellent map; **Paul Richards aka "Risky"** for his info about Interieur Musee; **"SmithA"** for his part about bars in the city centre; **"mwbenett"** for his info for vegetarians; **Julian aka "Jules G"** for his Maison Blanche zoning map; **Hansgerd Bramann aka "hgb"** for the Kruse Motorsport report and **Kai Kruse** himself for proof-reading it; **Thierry Charge** for pictures from his site Les24hdu Mans.free.fr; **Jason Gore aka "Jason"** for the chapter about the race marshals; **Steve Blewitt aka "Lord Steve"**; **Christopher aka "Kpy"** for legal advice; **"BigH"** for his charity ride report; **Chris Whitcombe** from www.motorracinglegends.com for the chapter about the support race; **Marcel ten Caat** and **Sanders van Dijk** from www.planetlemans.com for helping out with pictures for the entry list; **Eve Hewitt and John Hindhaugh** from Radio Le Mans for their contribution; **Pieter van der Veer**, commercial manager of Racing for Holland for the chapter about Racing for Holland; **Marius van Herpen aka "LangTall"** for pictures; **Drinking for Holland**, **Rick Cutler** and **Tom Dawes-Gamble** for providing download space on their servers ... and of course to all CA moderators and administrators for keeping the CA forum up and running!

A request to our readers: We have tried to be as accurate and up-to-date as possible. However, 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 help us by mailing your feedback to president@lemanszone.de, so the next edition will be even better. It may take a while, but all feedback mails will be answered – promise!

We wish all of you exciting 24 hours of Le Mans 2007

Werner Kirchmann & Peter Catchpole

Call for Donations – Please help to support CA's chosen charities

Produced in aid of charity, the 2007 Club Arnage Guide to the 24 Hours of Le Mans is free to download. Those who gave their time and skills to produce it and **help you enjoy the Le Mans experience** would be very grateful and would really feel rewarded if you could make a donation, of however much you feel able to spare, to help us support three very worthwhile charities.

Back in the dark days of October, while we were all waiting for the sun to reappear and June to finally arrive the CA members agreed to support the following charities as beneficiaries:

- **Association of International Cancer Research**, charity registration no. SC022918: The AIRC funds cutting edge research into the causes of cancer. In the past 26 years, they have supported a large variety of projects in all corners of the world. Currently they have more than 220 projects underway. For further details please see www.aicr.org.uk
- **Kidney Research UK**, charity registration no. 252892: Kidney Research UK is the leading UK charity funding kidney research which focuses on improving the understanding of renal disease, its causes, treatment and management as well as improving patient care. For further details please see www.nkrf.org.uk
- **Motorsport Safety Fund**, charity registration no. 296802: After the death of Roger Williamson at Zandvoort in 1974, a fund was set up in his name with the primary aim of educating marshals on fire fighting and rescue techniques. In 1987, it was reconstituted as the Motor Racing Safety Fund and became a registered UK charity with the wider scope to generally aid improvements in safety standards at motorsport events. For further details please see www.motorsportsafetyfund.com

Payment can be made by Paypal or bank transfer to the Club Arnage Charity Fund from where **the funds will be divided equally to each of the 3 charities listed above.**

- **Paypal:** Please go to www.paypal.co.uk and donate to ca.charity.fund@tmdg.co.uk. Please note: You need a paypal-account to do this.
- **Bank transfer:** Bank HSBC, Account Number 41793535, Sort Code 40 13 10, IBAN GB58MIDL40131041793535, BIC GBMIDL 22

Details of the funds raised and their presentation to the charities will be posted on the CA forum after the race.

Thank you very much in advance from all of us

Club Arnage

Le Mans for Dummies – Introduction

Le Mans means many different things to different people. For some it's the pinnacle of motor sport, a hard driven race held over 24 hours in either blistering heat or monsoon like rain, if you have been before you will know there is very little in between! For others it's an excuse to party non stop for 24 hours against the backdrop of a major world sporting event. Whatever your reason for finding yourself in the middle of France in June then we are sure you will not go home disappointed.



1967: Disaster for the Ford GT40 MK II 7 litre V8 driven by Jo Schlesser and Guy Ligier © Derek Appleyard

Since the first race in 1923, many books have been written about the race, the teams and the drivers, but few capture the magnitude of the race. Between 200,000 and 300,000 people will at some point visit the 75th running of the race in 2007. The top speeds of the fastest cars will be topping 200mph at least twice a lap, 55 cars will take the start with massive speed differentials, Fun fairs and fireworks, amazing road cars and one off party specials will take to the public roads in the week leading up to the start, all combining to create a rare mix of good humour and serious sport.

The cars then were very different, but the ideals behind them remain the same today. To be able to race for 24

hours, only stopping for fuel and driver changes is as big a challenge these days as it was back in the beginning

The race itself is a constant test of all the components of the car, and is used as both a test bed, and a showcase for emerging technologies. Many things we take for granted on modern cars were proved at Le Mans, headlights and disc brake development were first seen at Le Mans for example. In much the same way both Audi and Peugeot have chosen Le Mans to promote a new image for diesel as a powerful and economic fuel. While not everyone agrees it's a good step because the car is incredibly quiet compared to the shrill V8 engines the majority are used to, Audi's pace last year proved diesel is a viable alternative to petrol.

In future years we should expect other forms of motive power to be used, as the A.C.O. is keeping to their ideals for fuel efficiency. This was typified by the tiny engines of the cars of the 1950's, like the Renault 4 CV with a cc of just 760 or the amazing two cylinder 611cc Deutsch & Bonnet tank that contested the 'index of efficiency' in 1950.

The pre war years were dominated by manufacturers like Bugatti, Bentley and Alfa Romeo, each aiming to prove they had the most durable and fast Grand Tourer available. No expense was spared in the design of the cars as can be seen by the fact that one of these had huge appeal to the rich and famous. Today the most successful makes that raced in the 20's and 30's still stand as prestigious brands, and are able to play on their well earned race victories in the pre war era to sell cars today.

Post war, Ferrari and Mercedes-Benz were joined by Jaguar and Aston Martin to share victory in all but the 1950 race when French hopes were kept alive as a Talbot Lago took victory. The cars that emerged in this generation, the C and D Type Jaguars, the Mercedes-Benz 300SL and Aston DBR1 and most amazing of all the Ferrari 250 series,

are feted as iconic and command amazing value among collectors and draw huge crowds whenever one appears at an historic event.



1967: Downhill from Dunlop Bridge towards the Esses

© Derek Appleyard

By the mid sixties, any pretence of driving to the event in your race car, then competing in it for 24 hours, before motoring home - hopefully smelling of champagne and sporting a victory garland - was gone. In 1964, Ford arrived with their GT40 heralding a new era of professionalism. The GT40 was Henry Ford's answer to the snub he believed Enzo Ferrari had given him when takeover talks failed. The GT40 changed the face of the event. Ford took the first of four victories in 1966. The 1966 win stands as the closest ever finish, albeit staged as Ford took 1st, 2nd and 3rd. First and second were separated by only 20 meters. The 1969 finish was maybe the most exciting finish ever as the Jacky Ickx/Jackie Oliver GT 40 won by just 120 meters from the new kids on the block, in the big league at least, Porsche and their 908, driven by Gérard Larrousse and Hans Herrmann.

As we moved into the 70's, Porsche further capitalised on the rules and built the 917, Ferrari responded with the 512 and Ford went back to the US. Porsche's 917 took the 1970 and 71 races before rule changes left the 917 and Ferraris 512 redundant.

Matra then restored French Pride with a series of three wins, each one including Henri Pescarolo as one of the drivers. However by the mid 70's Le Mans and Sports car racing in general was in the doldrums, it was going to take something special to revive it. The answer was yellow and French.

Renault arrived and took on Porsche's formidable successor to the 917, the 936. First blood went to

Porsche in 1976 and we were then treated to a pair of epic battles as the two slugged it out in 77 and 78. The final score was Porsche two Renault one. Everyone went home happy, Renault crossed over to F1 and changed the face of that with a turbo charged grin and a gallic shrug and Porsche stuck with the 936 for a few more years before going back to the drawing board to prepare for the next rule changes.

By late 70's and early 80's, once again Le Mans was caught between rule changes, Group 5 and 6 were becoming stale. Jean Rondeau took a ground breaking win in 1980 in his self designed and entered car and Paul Newman chased home the Kremer Porsche 935K3 in 1979 in his own version, the manufactures however were looking to the new Group C rules due in a few years and stayed away until 1982.

With the arrival of Group C we saw a renaissance at Le Mans and Sportscar racing worldwide. Ford, Lancia, Mazda, Toyota, Nissan, Mercedes Benz and Jaguar all took turns at trying to beat the latest offering from Porsche. But despite their combined best efforts, the 956 and the later 962 remained best in class, taking an amazing six wins over 12 years.



1984: The V12 6 litre Jaguar XJR 5 of Brian Redman, Doc Bundy and Bob Tullius
© Rupert Lowes

reward for their steady build up which first started in the 1970's and for conceiving the most memorable and painful noise ever heard at the track when the 787B took victory in 1991.



1979: GTC Mirage Ford of Vern Schuppan, David Hobbs and Jean-Pierre Jassaud

© Rupert Lowes

The group C races provided epic battles between the wonderful sounding V12 Jags, winners in 1988 and 1990 and the duller sounding 962's. Mercedes' mighty Sauber built 'C' cars won in 1989 and were strong contenders in other years. Lancia's LC2 proved to be as fast as the Porsche, but was not often able to last the distance, little reward for what many consider the prettiest group C car.

Nissan and Toyota turned up at Le Mans in the late 80's. They spent loads of money but ultimately were beaten to the holy grail of Japanese motorsport (overall Le Mans victory), by Mazda. This was just

1991 was to prove a swansong for Group C. A world recession and rule changes combined to reduce grid numbers for 1992 and 1993. This did not affect the quality though. Both years saw terrific battles between Toyota's beautiful TS 010 and Peugeot's 905. It was to be Peugeot who emerged victorious, taking the last two group C wins before once again rule changes plunged sports car racing into turmoil.

In 1994 the world championship was gone, so the organizers were free to set up their own rulebook. Trying to promote the GT1 class, they allowed those vehicles a larger fuel tank with only little more weight than the prototypes and nothing more than the existence of one road worthy "production" version was required. Porsche, never ones to miss a trick, saw a rule that allowed a way back for its venerable Group C Type 962, so 12 years after first appearing a car based on the 956 was able to line up courtesy of a small team called Dauer - who had been making a road going Porsche 962. This allowed Porsche to say it was eligible for the new GT1 class intended for road going super cars. Just another example of the fact that the people who design race cars are always smarter than the people who write the rulebooks. The car promptly won, despite stiff competition from Toyota, who had also dusted off a car based on an earlier Group C design and entered it in the prototype class.

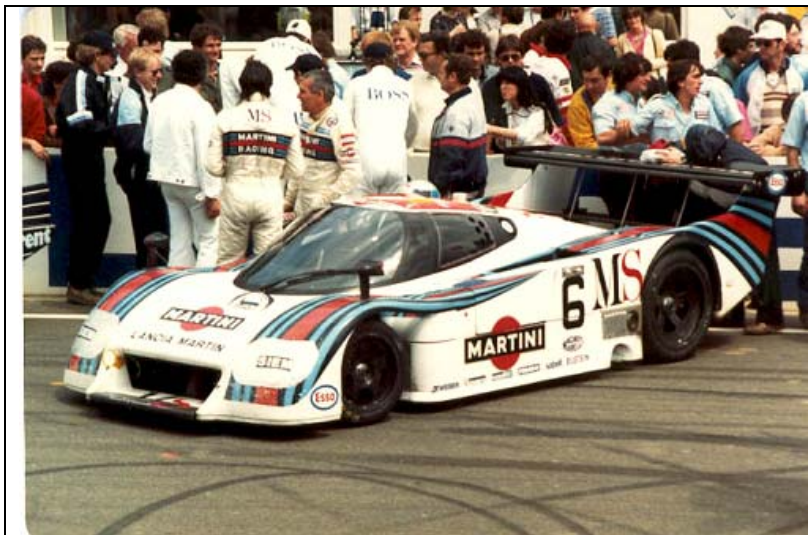


1984: The winning Joest Porsche 956 driven by Henri Pescarolo and Klaus Ludwig crosses the line, followed by the 8th place Lancia of Wollek / Nannini

© Rupert Lowes

With the advent of the GT1, cars such as the Ferrari F40's, the Jaguar XJ220 and the McLarens were able to take centre stage. The new BPR series for these cars was proving a massive success, and so it proved at Le Mans also.

McLaren took first blood with the F1 in 1995; we then had two wins with a WSC prototype car. A Joest entered Porsche WS95 took victory in 1996 and 1997. The cars were based on an old TWR Jaguar chassis, but it proved to be the class of the field, and Porsche added two more victories to their tally.



1983: The Lancia of Paolo Barilla, Jean-Claude Andruet and Alessandro Nannini

© Rupert Lowes

By 1998 some of the essence of the GT1 class had been lost; the cars based on road going super cars were superseded by specials from Porsche and Mercedes. Once again Porsche proved to be the masters at Le Mans, so despite being outclassed in the World Series by Mercedes they took victory in 1998.

The Late 90's also saw Toyota re-emerge with the beautiful GTone at Le Mans, joined by the TWR Nissan 390GT1 and a new team from the US, lead by the enigmatic Don Panoz. None of these was able to capitalise on the rule breaks which GT1 cars enjoyed, and for 1999, when maybe the strongest ever field lined up, it was BMW who took a surprise win with their Williams designed BMW LMR V12.

By 2000, the world GT1 series had fallen apart, so without a world stage to race on, most of the teams drifted away. Porsche built a 4 x 4 and revived their car, making a fortune in the process. Toyota joined BMW and also spent millions joining the field of also rans in F1 and then entered motor sport obscurity. Nissan went broke only to be bailed out by Renault. Only Panoz and Audi kept the faith, joined by Cadillac and a few others they marched into the next sports car century.

That brings us pretty much up to date, Audi have proved unstoppable, winning all but one race this century. Bentley dived into Audi's parts bin, took what they liked, and designed a pretty coupe around them. They then had two trial runs before taking victory in 2003 as part of a cunning 3 year master plan while the works Audi team took a year off.

Audi then returned in 2004 and 2005 with their R8, brushed aside challenges from Courage, Pescarolo and Panoz to take victory despite the rule book being changed to handicap them.

For 2006 Audi designed a new car, this time to run on diesel. Once again this new car has so far proved invincible. Granted, it does take full advantage of rules weighted to favour diesel, but that should not take away from the fact that Audi have designed the best car, given the rules.



1986: Jaguar drivers Win Percy, Derek Warwick and Eddie Cheever in the pitlane
© Rupert Lowes

This year they are not the only diesel car entered as Peugeot have also taken the plunge, maybe it will be a bit early in the evolution of the new 908 to beat a car with one years' racing behind it. But Peugeot are not mugs and we can look forward to a cracking race between them. And let's not forget the many other teams, without whom any victory would be worthless.

For the future we can hopefully look forward to a return by Porsche, they already have an LMP2 car, but have so far decided to give Le Mans a miss. Honda are also looking more seriously at sportscar racing and, given their lame form in F1 so far this year, this could prove to be a wise move.

Over the years, Le Mans has been host to many memorable battles, and unlike modern F1 it's the cars rather than the drivers that take centre stage.

It is uncommon nowadays for current F1-

drivers to bother racing anything but F1 until they retire, but in the sixties and seventies, if you had a contract with Ferrari for example, then it was normally the case that you were expected to race in their sports cars as well as F1.

This, with the wish of drivers of the day to prove themselves on weekly bases in a variety of cars, and earn a worthwhile pay packet through start money, guaranteed that the best of every generation normally turned up at some point to race the 24 hours.

Most of the great drivers have spent some time driving at Le Mans. Heros like Bruce McLaren, Mike Hawthorn, Phil Hill, Jacky Ickx, Graham Hill and Lorenzo Bandini were lucky enough to have tasted the champagne at least once; others like Fangio, Moss, Jo Siffert, Bob Wollek, Mario Andretti and Michael Schumacher all went away empty handed, and in the unfortunate Siffert's case, the track ultimately claimed his life into the bargain. He should be remembered, along with the many others, including Jo Gartner, John Woolfe, Pierre Levegh and the spectators killed in 1955's horrific crash plus the many marshals who have also lost their lives.

It must be said that nowadays Le Mans has given drivers like McNish, Yannick Dalmas, Frank Biela, Rinaldo Capello and - the most successful with 7 wins - Tom Kristensen, an outlet to shine on a world stage that would otherwise have been denied to them. These drivers all have a special talent that enables them to be careful on the car, easy on fuel yet fast enough to win.

Le Mans is also the home of the 'Gentleman Driver', people with enough money to be able to buy their way into a team. Some, like the late John Winter who in 1985 was able to claim a victory, and Mike Newton or actor Paul Newman have proven they are quick, steady and worthy of a race seat. There are also some who are neither fast nor steady and can be downright dangerous!

The race plays host to not only a variety of drivers, but also a wide range of teams. Some like the Audi Joest team can count on a huge roster of personnel; others have to get by on a relative pittance.



1988: The Porsche 962 of Bob Wollek, Vern Schuppan and Sarel van der Merwe

© Rupert Lowes

Most cars will have to stop at least once an hour to refuel so the pit crews need to stay alert throughout the race, not a problem for the well funded teams like Audi, but spare a thought for the smaller teams and their tiny by comparison crew. They will have been working non stop the whole week getting the cars through scrutineering and practice, then to top it off, they have to maintain the car for the duration of the race, knowing one slip could spell the end of the car or send the car and driver crashing into the Armco, before packing the whole kit away ready for next year.

All winners since 1923

| Year | Car | Drivers | Distance (km) |
|------------------|----------------------|---|---------------|
| 1923 | Chenard & Walcker | André Lagaché (F), René Leonard (F) | 2209 |
| 1924 | Bentley 3-Litre | John Duff (GB), Francis Clement (GB) | 2077 |
| 1925 | La Lorraine | Gérard De Courcelles (F), André Rossignol (F) | 2233 |
| 1926 | La Lorraine | Robert Bloch (F), André Rossignol (F) | 2552 |
| 1927 | Bentley 3-Litre | Dudley Benjafield (GB), Sammy Davis (GB) | 2369 |
| 1928 | Bentley 4.5 | Woolf Barnato (GB), Bernard Rubin (GB) | 2669 |
| 1929 | Bentley Speed Six | Woolf Barnato (GB), Sir Henry Birkin (GB) | 2843 |
| 1930 | Bentley Speed Six | Woolf Barnato (GB), Glen Kidston (GB) | 2930 |
| 1931 | Alfa Romeo 8C-2300sc | Earl Howe (GB), Sir Henry Birkin (GB) | 3017 |
| 1932 | Alfa Romeo 8C-2300sc | Raymond Sommer (F), Luigi Chinetti (I) | 2954 |
| 1933 | Alfa Romeo 8C-2300sc | Raymond Sommer (F), Tazio Nuvolari (I) | 3144 |
| 1934 | Alfa Romeo 8C-2300sc | Luigi Chinetti (I), Phillipe Etancelin (F) | 2886 |
| 1935 | Lagonda M45R | J.S. Hindmarsh (GB), Louis Fontes (RA) | 3006 |
| 1936 | | Race was cancelled | |
| 1937 | Bugatti S7Gsc | Jean-Pierre Wimile (F), Robert Benoist (F) | 3287 |
| 1938 | Delhayé 135M | Eugène Chaboud (F), Jean Tremoulet (F) | 3180 |
| 1939 | Bugatti S7Gsc | Jean-Pierre Wimile (F), Pierre Veyron (F) | 3354 |
| 1940-1948 | | Races were cancelled | |
| 1949 | Ferrari 166MM | Luigi Chinetti (USA), Lord Selsdon (GB) | 3178 |
| 1950 | Talbot-Lago | Louis Rosier (F), Jean-Louis Rosier (F) | 3465 |
| 1951 | Jaguar C-Type | Peter Walker (GB), Peter Whitehead (GB) | 3611 |
| 1952 | Mercedes-Benz 300SL | Hermann Lang (D), Fritz Reiss (D) | 3733 |
| 1953 | Jaguar C-Type | Tony Rolt (GB), Duncan Hamilton (GB) | 4088 |
| 1954 | Ferrari 375 | Juan Froilan Gonzales (RA), Maurice Trintignant (F) | 4061 |
| 1955 | Jaguar D-Type | Mike Hawthorn (GB), Ivor Bueb (GB) | 4135 |
| 1956 | Jaguar D-Type | Ron Flockhart (GB), Ninian Sanderson (GB) | 4034 |
| 1957 | Jaguar D-Type | Ron Flockhart (GB), Ivor Bueb (GB) | 4397 |
| 1958 | Ferrari 250TR58 | Olivier Gendebien (B), Phil Hill (USA) | 4101 |
| 1959 | Aston Martin DBR1 | Carroll Shelby (USA), Roy Salvadori (GB) | 4347 |
| 1960 | Ferrari 250TR59/60 | Olivier Gendebien (B), Paul Frère (B) | 4217 |
| 1961 | Ferrari 250TR61 | Olivier Gendebien (B), Phil Hill (USA) | 4476 |
| 1962 | Ferrari 250P | Olivier Gendebien (B), Phil Hill (USA) | 4451 |
| 1963 | Ferrari 250P | Ludovico Scarfiotti (I), Lorenzo Bendini (I) | 4561 |
| 1964 | Ferrari 275P | Jean Guichet (F), Nino Vaccarella (I) | 4695 |
| 1965 | Ferrari 250LM | Jochen Rindt (A), Masten Gregory (USA) | 4677 |
| 1966 | Ford GT40 Mk II | Chris Amon (NZ), Bruce McLaren (NZ) | 4843 |
| 1967 | Ford GT40 Mk IV | Dan Gurney (USA), A.J. Foyt (USA) | 5232 |
| 1968 | Ford GT40 | Pedro Rodriguez (MX), Lucien Bianchi (B) | 4452 |
| 1969 | Ford GT40 | Jacky Ickx (B), Jackie Oliver (GB) | 4997 |
| 1970 | Porsche 917 | Hans Hermann (D), Richard Attwood (GB) | 4607 |
| 1971 | Porsche 917 | Helmut Marko (A), Gijs van Lennep (NL) | 5335 |
| 1972 | Matra-Simca MS670 | Henri Pescarolo (F), Graham Hill (GB) | 4691 |
| 1973 | Matra-Simca MS670B | Henri Pescarolo (F), Gérard Larousse (F) | 4853 |
| 1974 | Matra-Simca MS670B | Henri Pescarolo (F), Gérard Larousse (F) | 4606 |
| 1975 | Mirage-Ford M8 | Jacky Ickx (B), Derek Bell (GB) | 4594 |
| 1976 | Porsche 936 | Jacky Ickx (B), Gijs van Lennep (NL) | 4769 |
| 1977 | Porsche 936 | Jacky Ickx (B), Jurgen Barth (D), Hurley Haywood (USA) | 4671 |
| 1978 | Renault-Alpine A442 | Jean-Pierre Jausaud (F), Didier Pironi (F) | 5044 |
| 1979 | Porsche 935 | Klaus Ludwig (D), Bill Whittington (USA), Don Whittington (USA) | 4173 |
| 1980 | Rondeau-Ford M379B | Jean-Pierre Jausaud (F), Jean Rondeau (F) | 4608 |
| 1981 | Porsche 936-81 | Jacky Ickx (B), Derek Bell (GB) | 4825 |
| 1982 | Porsche 956-82 | Jacky Ickx (B), Derek Bell (GB) | 4899 |
| 1983 | Porsche 956-83 | Vern Schuppan (AUS), Hurley Haywood (USA), Al Holbert (USA) | 5047 |
| 1984 | Porsche 956B | Klaus Ludwig (D), Henri Pescarolo (F) | 4900 |
| 1985 | Porsche 956B | Klaus Ludwig (D), Paolo Barilla (I), "John Winter" (D) | 5088 |
| 1986 | Porsche 962C | Derek Bell (GB), Hans Stuck (D), Al Holbert (USA) | 4972 |
| 1987 | Porsche 962C | Derek Bell (GB), Hans Stuck (D), Al Holbert (USA) | 4971 |
| 1988 | Jaguar XJR-9LM | Johnny Dumfries (GB), Jan Lammers (NL), Andy Wallace (GB) | 5332 |

| Year | Car | Drivers | Distance (km) |
|------|---------------------|---|---------------|
| 1989 | Sauber-Mercedes C9 | Jochen Mass (D), Stanley Dickens (S), Manuel Reuter (D) | 5265 |
| 1990 | Jaguar XJR-12 | Martin Brundle (GB), John Nielsen (DK), Price Cobb (USA) | 4882 |
| 1991 | Mazda 787B | Johnny Herbert (GB), Bertrand Gachot (B), Volker Weidler (D) | 4922 |
| 1992 | Peugeot 905 | Derek Warwick (GB), Yannick Dalmas (F), Mark Blundell (GB) | 4787 |
| 1993 | Peugeot 905B | Geoff Brabham (AUS), Eric Helary (F), Christophe Bouchut (F) | 5100 |
| 1994 | Dauer Porsche 962LM | Yannick Dalmas (F), Hurley Haywood (USA), Mauro Baldi (I) | 4678 |
| 1995 | McLaren F1 GTR | Yannick Dalmas (F), J.J. Lehto (SF), Masanori Sekiya (J) | 4055 |
| 1996 | Porsche WSC95 | Manuel Reuter (D), Alex Wurz (A), Davy Jones (USA) | 4814 |
| 1997 | Porsche WSC95 | Michele Alboreto (I), Stefan Johansson (S), Tom Kristensen (DK) | 4909 |
| 1998 | Porsche 911 GT1 | Allan McNish (GB), Stéphane Ortelli (F), Laurent Aiello (F) | 4773 |
| 1999 | BMW V12 LMR | Yannick Dalmas (F), Jo Winkelhock (D), Pierluigi Martini (I) | 4968 |
| 2000 | Audi R8 | F. Biela (D), Tom Kristensen (DK), E. Pirro (I) | 5007 |
| 2001 | Audi R8 | F. Biela (D), Tom Kristensen (DK), E. Pirro (I) | 4381 |
| 2002 | Audi R8 | F. Biela (D), Tom Kristensen (DK), E. Pirro (I) | 5118 |
| 2003 | Bentley EXP Speed 8 | Rinaldo Capello (I), Tom Kristensen (DK), Guy Smith (GB) | 5146 |
| 2004 | Audi R8 | Rinaldo Capello (I), Tom Kristensen (DK), Seiji Ara (J) | 5169 |
| 2005 | Audi R8 | Tom Kristensen (DK), JJ Lehto (SF), Marco Werner (D) | 5050 |
| 2006 | Audi R10 | F. Biela (D), E. Pirro (I), Marco Werner (D) | 5187 |

The “Circuit 24 Heures”

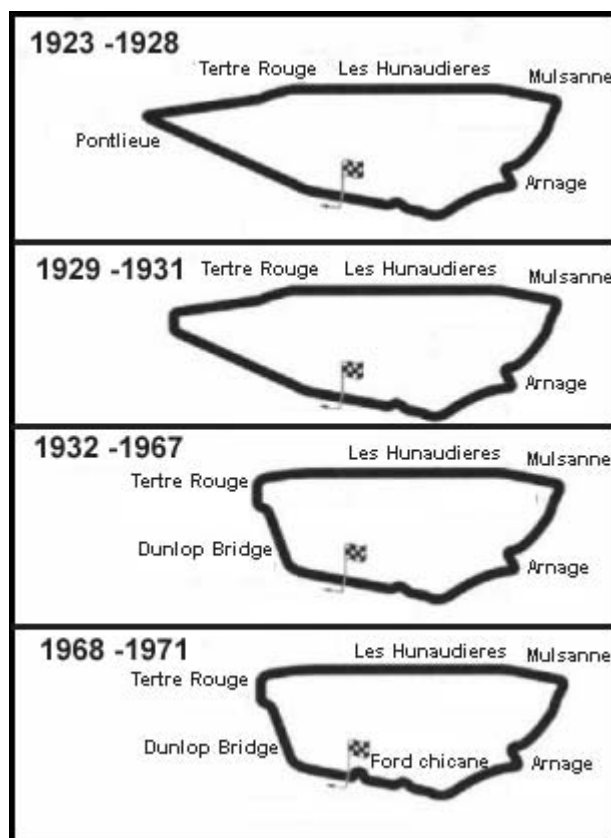
Since 1923 this small part of France has been a Mecca for motorsports fans from across the globe. From fairly humble beginnings, today's race is watched by close to 300,000 people trackside and a TV audience of millions, making it one of the largest single venue sporting events in the world.

The 24 hour event has evolved from a complex handicap race where the car that crossed the line having covering the most laps, was not always the winner, to the balls out 24 hour sprint we have today.

Likewise, the track has had to change to accommodate shifting attitudes to safety and the expanding needs of this industrial city. The winners of the first race in 1923 were André Lagache & René Léonard, driving a Chenard & Walcker. These two drivers have the honour of grandstands named in their honour along the pit straight, they would find the track very different today.

The original 17.2 km circuit which those pioneers raced on in 1923 started in the same area as now, but carried on much closer to Le Mans city until it reached an area known as Pontlieue, (roughly where the Carrefour now stands). There it turned sharp right onto the Les Hunaudières straight, sometimes also referred to as the Mulsanne. From there on it travelled for miles towards Mulsanne village before turning sharp right again towards Arnage and then the pit straight.

In 1929 much to the disgust of the drivers, the track was shortened slightly to 16.34km. This was achieved by cutting out the hairpin bend in the village of Pontlieue at the request of the local inhabitants. It was replaced with two right hand bends joined by a short straight just outside the village before rejoining Les Hunaudières and carrying on as before.



The track remained unaltered until 1932 when the A.C.O. purchased some land between the pit straight and the Hunaudières. The Club now was able to route the track to avoid the fast expanding city and these corners were to evolve into the Esses and Tertre Rouge (French for 'Red hillock'). This new section proved to be a massive success with drivers and spectators alike, getting the right line for the drivers was crucial for a fast ride down the straight and a good lap time and provided the public with an amazing view that was to become famous.

The circuit was to stay with this layout until after the horrific 1955 accident when changes were made to the pit straight to widen it. This was costly, as it involved the moving of tonnes of earth and the creation of signalling pits at the exit of the Mulsanne corner, to prevent the drivers being distracted by pit boards. These changes made little

difference to the general layout. Until a few years ago it was still possible to see the remains of the signalling pits, last used in the mid 80s, just after the Mulsanne Corner.

However, the pace of competing cars grew, and the lap times fell by over 30 seconds. The speed differential between a 50's D-type Jaguar and a 60's Ford GT40 was becoming a worry and the A.C.O. realised that it needed to make a few changes. These started in 1968 when the Ford chicane was installed immediately before the pit entrance. This brought the distance down to 13.469 km. The organisers also added Armco along the entire circuit and created better runoffs. The famous Le Mans 'ear of corn' running start was also forgone and replaced with a rolling start.



1995: The Esses

© Rupert Lowes

In 1971, a Porsche 917K driven by Helmut Marko and Gijs van Lennep, set distance and speed records that remain to this day. 5335.31 km (3334 miles) were covered at an average speed of 222.3 kph (138.9 mph). By comparison Audi's R10 completed 5187.0 km (3223 miles) in 2006 with an average of 215.40 kph (133.843 mph). The lap record in 1971 went to Jackie Oliver's 917 LH at a stunning 3:18.4 sec, an incredible average of 244.387 km (152.7 mph).

In 1972, the ACO continued its revisions and decided it needed to have greater control over the track. More land was purchased and completely new section was created between Arnage & the Ford Chicane, by-passing Maison Blanche completely, before rejoining the

existing track just before the start straight at the Ford Chicane, which was also modified. This lengthened the track to 13.64km, pretty much the distance today.

The circuit stayed in this format between 1972 and 1986 with only some modifications to the Terte Rouge corner to allow for the widening of the N138. The Mulsanne corner was also re-profiled for the construction of a roundabout.

In 1987 the Dunlop chicane was added. This slowed the cars dramatically on their approach to the Esses and destroyed a classic section of track.

The circuit, along with most other European ones, was also falling victim to enlarged runoff areas that have evolved into acres of gravel and the public was having to face increasing amounts of mesh fencing between them and the cars, to the point where almost the entire track is fenced off now.

However, worse was to come in 1990. The "Les Hunaudières" straight - along with the character of the entire track - was changed when two chicanes were added. Gone were the Langheck specials, corner speeds went up and top speeds fell. The track had fallen victim to a bitter dispute between the ACO and the FIA, who had brought in a new rule limiting the length of a single straight. The lap times increased by about 15 sec's. Whether the track is any safer with the chicanes is open to debate; true the cars were slowed by about 30 mph on the straight, but the higher down force set ups used now have pushed up the corner speeds on the rest of the track.

The one good thing to come out of this is that the small WM Peugeot team will forever hold onto the fastest speed down the chute. Set during the 1988 race Roger Dorchay hit 405 km/h (251.1mph) strapped into his WM88 Peugeot. The fastest in 1990 was a Jaguar XJR-12 at 353km/h (218mph) some 50km/h (31mph) slower.



1982: Dunlop Curve

© Rupert Lowes

Despite some meddling with the Dunlop chicane and the construction in 1991 of a new pit complex, the track was to remain largely unchanged throughout the growth and death of the GT1 cars of the 90's.



1996: Dunlop Bridge

© Rupert Lowes

In 2002 the Esses were extensively reworked at the request of the ACU to slow the bikes entry onto the short Bugatti track. This led to the loss of another seminal section of track. The Esses between the Dunlop bridge and Tertre Rouge, once an exciting, tight yet flowing section of track, now became a wide open section of sweepers set in masses of gravel that could just about be on any circuit in the world.

For 2006 the ACU once again demanded changes. The Dunlop chicane was tightened up still further. The sight of the cars sweeping up the slight hill at the end of the pit straight, then under the Dunlop bridge before dropping down into the Esses and onto Tertre Rouge is now a distant memory.

Circuit changes - overview

| | |
|-------------|--|
| 1923 – 1928 | 10.726 miles, initial track |
| 1929 - 1931 | 10.153 miles, hairpin bend at Pontlieu cut out |
| 1932 - 1955 | 8.475 miles, new section from the pits to the Esses and Tertre Rouge |
| 1956 - 1967 | 8.364 miles, wider pit straight, Dunlop curve changed |
| 1968 - 1971 | 8.369 miles, Ford chicane installed |
| 1972 - 1978 | 8.475 miles, new Porsche curves between Arnage and the Ford chicane |
| 1979 - 1985 | 8.467 miles, modified Tertre Rouge corner |
| 1986 | 8.51 miles, modified Mulsanne corner |
| 1987 - 1989 | 8.41 miles, Dunlop chicane installed |
| 1990 - 2001 | 8.45 miles, Mulsanne chicanes installed |
| 2002 - 2006 | 8.483 miles, new section between Dunlop Bridge and Tertre Rouge |
| 2007 | Tertre Rouge will be modified once again |

Work has started on the new Paddock and Village areas. The track reprofiling of Tertre Rouge to allow for the new Tram link is underway. This will service the soon to be built football stadium and Velodrome just beyond the start of the Les Hunaudières and link the nearby industrial estates with the city centre.

More changes are planned for the coming years as the A.C.O. continues to evolve the circuit to match the demands on both available space as the city expands and the speeds of cars.



1986: Ford Chicane

© Rupert Lowes

War of the classes

Le Mans isn't just about winning the race, as it comprises four separate classes - each fighting for the honours in their respective category - with the competition within each one often as fierce as that for the overall victory. A prime example of this was within GT1 in 2005 and 2006, when giants like General Motors with their Corvettes, and Ford with their Aston Martins, spent millions trying to win the class. The four classes are LMP (Le Mans Prototype) 1 and LMP2; GT1 - the "look like production" category - and GT2 - the "close to production" category. LMP1 is, as far as the rule book is concerned, the fastest of the four, so under normal circumstances, is the one from which the race winner is likely to come.

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, such as the Bio-Ethanol fuelled Nasamax, which 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. They want to maintain, for example, a 1.5% difference in lap times between LMP1 and LMP2, so restrictor size for the LMP2 class was cut down 5% for 2007. The Chevrolet Corvettes and the Aston Martins had also obviously got a little bit too close to the prototypes in terms of speed, which is why both were given 25 kg extra weight in 2006.

New for 2007

Sound Levels: As from 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. Dynamic sound readings were taken during the 2006 events. The method of measurement and the results were given to the competitors for information.

Cockpit Temperature (closed cars): The temperature inside the cockpit must not exceed certain limits, and each closed car must be fitted with **either**

- an efficient air conditioning system comprising a compressor, a condenser, a pressure reducer and an evaporator. The ambient temperature around the driver must not be higher than 32°C whatever the temperature on the outside when the car is in motion ; and it must go back down to 32°C in 8 minutes maximum after a stop of the car.

or

- an efficient ventilating system which will maintain the driver at a temperature of no more than 12°C above the ambient (outside) temperature, when the car is in motion.

A sensor may be fitted by the ACO at driver's head height, out of any air-stream, to measure the temperature. If this goes above limits, or if the sensor is disconnected, the car will be stopped until such time as the problem is fixed.

New Fuel Capacities: The maximum fuel capacity for diesel powered (before 90 litres, now 81 litres), and for GT1 and GT2 petrol powered vehicles (before 100 litres, now 90 litres) has been reduced.



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 are maximum values, except the car's weight of course...

The 4 classes - overview



LMP1

- Open or closed roof sports cars with room for 2 seats
- 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, 81 litres for diesel
- Headlights with white beam
- 16" wheel width, 28.5" diameter



LMP2

- Open or closed roof sports cars with room for 2 seats
- 3.4 ltr. aspirated engine or 2 ltr. Turbo, max. 8 cyl.
- 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, 28" diameter



LMGT1

- "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
- 90 litres fuel tank
- Headlights with yellow beam
- 14" wheel width, 28" diameter
- Carbon brake discs



LMGT2

- "closer-to-production" sports cars
- only movable parts of the bodywork may be changed for 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
- 90 litres fuel tank
- Headlights with yellow beam
- 12" - 14" wheel width depending on car weight, 28" diameter
- Steel brake discs
- No telemetry allowed

Sporting regulations

The full regulations (see www.lemans.org) cover everything from what can be done where, to a list of the 19 trademarks filed by the ACO. Although the regulations look rather comprehensive and strict, the organizers often leave themselves the option to decide differently because of "force majeure", a term which can be found many times in the sporting regulations. The following list is just a summary of the more visible rules.

Practice

- Any car entering the pits may be weighed – this can be seen at the entrance to the pit lane

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 after the actual start to do so, after which 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 tyre 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.
- It is strictly forbidden to spin the wheels when leaving the pits!!

Repairs

- Chassis, engine block, gearbox casing and the differential casing cannot be changed.
- Reserve cars are not permitted, so if a car is totalled during practice or warm up, it is out!

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 pit lane 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

- If a car stops on the race track and the driver leaves it and walks further than 10 metres away from his car then 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 and in the pit lane.
- 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.

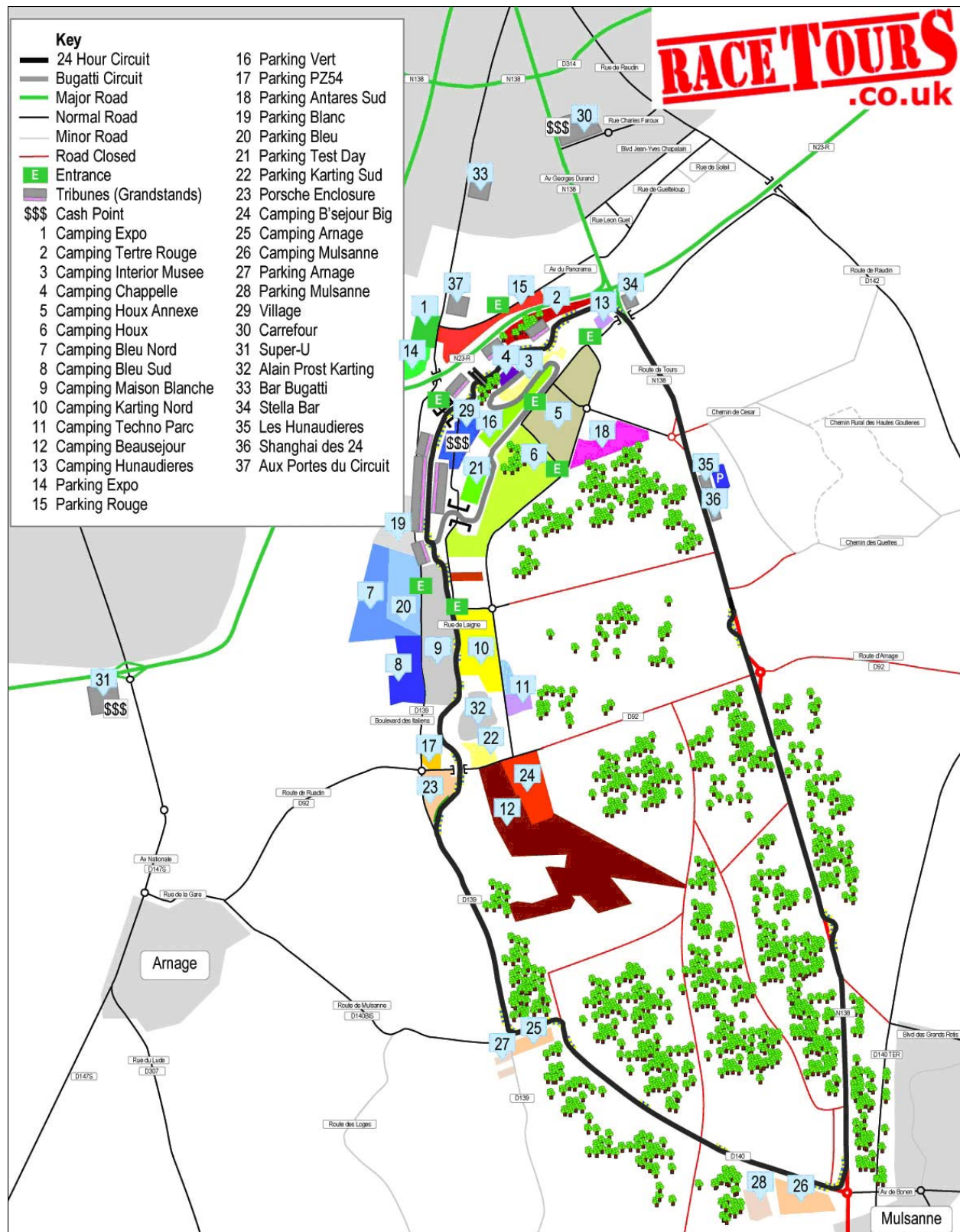
Fuel

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

End of race / classification

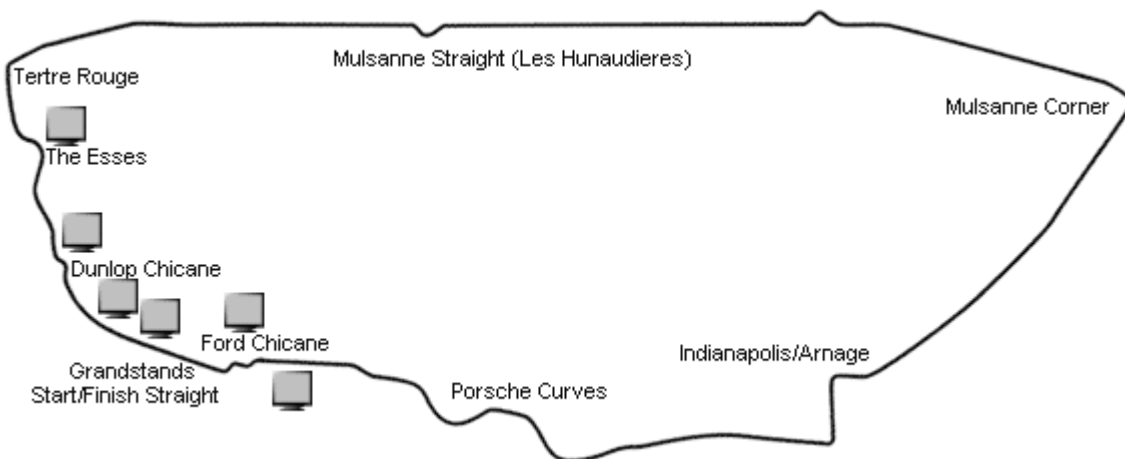
- At the end of the race, cars must go to the Parc Fermé, and they may be weighed.
- Le Mans is an endurance race! You'll only be classified if you have covered at least 70 % of the race distance of the winner in your class **and** if you pass the chequered flag at the end of race. Leading the race for 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.

Map of the circuit



Where to watch

The Le Mans circuit saw a lot of changes over the years. Nowadays almost the whole track is equipped with high catch fences making it difficult (but not impossible) to take nice pictures; and with the safety zones becoming wider almost each year you'll never be again as close to the action as 20 years ago. But maximum safety always comes with a price and there are still some fantastic opportunities for the plucky race fan 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.



A total of 6 giant screens will be installed for the 2007 edition of the race, giving the spectator the opportunity to watch live action, whilst keeping up to date with what's going on on other parts of the track; the above map shows their locations.

Grandstands: These are referred to as tribunes at Le Mans. They are situated at the exit of the Ford Chicane, opposite and above the pit lane, at the exit of the Dunlop Chicane and The Esses outfield. It is worth noting that access to the tribunes is not restricted during Wednesday and Thursday's qualifying sessions; the separate tribune tickets become valid from Saturday morning. 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 considering the temperature regularly gets into the 30s through June. 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 pit straight in front of the tribunes. These serve as a free seating area enabling those without grandstand seats 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, signaling 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, was modified for the 2006 season to bring the track speeds down. However, the new tighter left-right chicane still provides many thrills and spills, arguably more than before the modification. Position yourself on the infield 50 yards down the hill from the entry to the chicane for a clear insight into the undulations and racing line of this section of track. Watch the drivers attempting to keep their braking tidy during the fast right-handed approach, all under the backdrop of the famous Dunlop Bridge. Another prime spot is on the outfield at the chicane exit (in front of the Dunlop tribune) where many a driver will be caught out getting on the power too early.



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 beyond the point where the Bugatti circuit peels off to the right. Here you will be able to follow the cars all the way down the hill from the Dunlop Bridge and up through the left handed section of the Esses. Then watch as they blast away from you, sweeping right and disappearing into the trees. Tetre 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 hundred yards further down the track

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 Tetre Rouge.

Tetre Rouge Approach: Walking alongside the track between the Esses and Tetre Rouge it's possible to get within close proximity of the action. 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 that has been completely rebuilt in preparation for the 2007 season.



Tetre Rouge: The Tetre Rouge corner marks the point where the purpose built racetrack joins the public road and the surrounding viewing areas signal the extremities of the 'General Enclosure'. The layout of the corner is being heavily modified for the start of the 2007 season for safety reasons. The modifications involve a retreat of the circuit allowing the gravel trap to be vastly increased. A huge embankment has been raised here that offers views all the way up to the Esses, down through Tetre Rouge and on to the Mulsanne. Refreshment and merriment lie only yards away when at Tetre Rouge; 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 Auberge des Hunaudieres or Shanghai des 24 Heures restaurants situated a couple of hundred yards before the braking zone of the first chicane. The legendary Auberge des Hunaudieres used to offer dramatic trackside seats from where you could enjoy good food and drink. Unfortunately green covers attached to the catch fencing obscure the view (although if you are lucky they will have been eased down!) and getting a table can be problematic during track time as the restaurant tends to be taken over by corporate hospitality. However, there is still an open air public bar at the rear of the property; 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 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 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 enclosure although getting there is another issue. 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 allowing you to get close to the circuit very easily.

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-degree 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 racetrack 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 can be accessed from the road leading to the Beausejour campsite. Looking back up the road section of the circuit its possible to see almost as far as Arnage in the distance. Further round the track you will find the Circuit de Alain Prost Karting 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 Admission 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. It is worth noting that a private hospitality area took up over half of this viewing gallery in 2006, hopefully the whole area won't be roped off in 2007.



Ford Chicane: The final challenge on the circuit is the double left right complex known as the Ford Chicane. Stick to the outfield where you will find shallow banking (just high enough to see over the armco) that stretches right into the Maison Blanche campsite as far as the exit to the Porsche Curves. The Maison Blanche grandstand nestles conveniently over the Ford Chicane offering excellent raised views of this action packed area of the circuit. If you can't get into the grandstand try getting down to the catch fencing in front of it to get some close up views of the cars powering onto the pit straight.



1997: Start of the 24 hours of Le Mans, the field follows the pace car through the Ford Chicane

© Rupert Lowes

Leader Lights

For 2007 the A.C.O. announced the introduction of the “leader lights” system. Each car must have 3 LED lights mounted on both sides; these lights have different colors for each class:

- LMP1: red lights
- LMP2: blue lights
- LMGT1: green lights
- LMGT2: yellow lights

The leading car of each class will show one light switched on, the second place car two lights, the third place car 3 lights; if no lights are burning then the car is fourth or further down the order.

These “Leader Lights” will help trackside spectators to follow the progress of the race, especially at night or in poor visibility. This system was developed and first introduced by the organizers of the American Le Mans Series in 2002 with the original idea coming from an American race fan. It reloads at the timing line so it is basically the previous lap position that one is viewing.



2007 race week schedule

| | | |
|---|---------------------------------------|--|
| Monday 11th June | 2.30 pm - 6.00 pm | Administrative checking and scrutineering, Le Mans downtown at „Quinconce des Jacobins“ |
| Tuesday 12th June | 8.30 am - 5.00 pm | Administrative checking and scrutineering, Le Mans downtown at „Quinconce des Jacobins“ |
| Wednesday 13th June | 10.00 am | Team managers' briefing |
| | 2.00 pm - 4.00 pm | Pit walk |
| | 4.00 pm | Drivers' briefing |
| | 7.00 pm- 9.00 pm | 1 st qualifying practice session |
| | 10.00 pm- midnight | 2 nd qualifying practice session |
| Thursday 14th June | 9.00 am – 1.00 pm | Sporting checks and scrutineering “Le Mans Legends”, paddock |
| | 2.00 pm - 4.00 pm | Pit walk |
| | 3.00 pm | Drivers' briefing “Le Mans Legends” |
| | 5.30 pm – 6.30 pm | Timed practice session “Le Mans Legends” |
| | 7.00 pm - 9.00 pm | 3 rd qualifying practice session |
| | 10.00 pm - midnight | 4 th qualifying practice session |
| Friday 15th June | 11.00 am | „Ceremony of hands“ , Place St Nicholas, Le Mans downtown |
| | 10.00 am - 8.00 pm | Pit Walk |
| | 2.00 pm - 6.00 pm | Club Arnage Cavalcade from the “St. Saturnin Classic British Welcome”, for details please see the respective chapter of this guide. |
| | 6.00 pm - 8.00 pm | Drivers parade in Le Mans downtown |
| | All day - late night | Mad Friday at the Houx Annexe roundabout and other locations |
| Saturday 16th June | 9.00 am - 9.45 am | Warm-Up |
| | 10.15 am - 11:15 am | “Le Mans Legends” support race |
| | 11.45 am - 12.30 pm | Ear of corn “24 Heures du Mans” (Traditional Le Mans start formation) |
| | 12.30 pm - 1.45 pm | Drivers' Presentation |
| | 2.22 pm | Beginning of starting procedure “24 Heures du Mans” |
| | 3.00 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 in front of the “Poo bar”, for directions please see the respective chapter of this guide. |
| Sunday 17th June | 3.00 pm | Finish of the 24 Hours of Le Mans |

The 2007 entry list

The entry list of the 24 hours of Le Mans is limited to 55 cars, spread across the 4 classes LMP1, LMP2, LMGT1 and LMGT2. This number is not random; it's just limited by the number of pits available at the racetrack. Fortunately the pit lane had been extended for 2007, until 2006 there were only 50 pits available.

Until some years ago there was a pre-qualification weekend a couple of weeks prior to the race. All teams willing to participate had to show up at Le Mans, drive their qualification laps and with a few exceptions, e.g. the winner of the previous year, only the fastest cars were qualified for the race. This has been changed to a system of "pre-selected" and "A.C.O.-selected" entries and the pre-qualification weekend became a compulsory test weekend for all participants.



So, how does it work nowadays? 28 out of the 55 cars are pre-selected: If these teams apply, they will be accepted. **The list of the 28 pre-selected teams is compiled using the results of the previous year:**

- 1st and 2nd at the 24 hours of Le Mans in each class (8 cars)
- 1st and 2nd in the 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)
- New for 2007: 1st and 2nd in the FIA GT Championship GT1 and GT2 categories (4 cars)

This only applies if the entry is to the same class as it was pre-selected for. The privilege belongs to the team and is not related to a chassis or engine make. Teams cannot get more than 2 entries. If a team already has 2 entries, any more entries are skipped and given to the next highest competitor.

The remaining 27 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 A.C.O. 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 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"



There are rumours that it helps to be a French team or drive a French car to get an invitation from the A.C.O....

Overview – All 55 entries

| No. | Team | Nat | Vehicle | Drivers |
|-----|--------------------------------|-----|------------------------|--|
| | LMP1 | | | |
| 1 | Audi Sport North America | DE | Audi R10 | Pirro, Werner, Biela |
| 2 | Audi Sport North America | DE | Audi R10 | Capello, McNish, Kristensen |
| 3 | Audi Sport Team Joest | DE | Audi R10 | Luhr, Rockenfeller, Premat |
| 5 | Swiss Spirit | CH | Lola Audi B07-10 | Deletraz, Fässler, Alexander |
| 7 | Team Peugeot Total | FR | Peugeot 908 | Gene, Minassian, Villeneuve |
| 8 | Team Peugeot Total | FR | Peugeot 908 | Lamy, Sarrazin, Bourdais |
| 9 | Creation Autosportif | UK | Creation Judd CA07 | Campbell-Walter, Nakano, Ortiz |
| 10 | Arena International Motorsport | UK | Zytek 07S | Johansson, Chilton, Shimoda |
| 12 | Courage Competition | FR | Courage AER LC70 | Frei, Cochet, Besson |
| 13 | Courage Competition | FR | Courage AER LC70 | Gounon, Moreau, TBA |
| 14 | Racing for Holland | NL | Dome Judd S101 | Hart, Lammers, Bleekemolen |
| 15 | Charouz Racing System | CZ | Lola Judd B07-17 | Mücke, Yoong, Charouz |
| 16 | Pescarolo Sport | FR | Pescarolo Judd | Bouillon, Collard, Dumas |
| 17 | Pescarolo Sport | FR | Pescarolo Judd | Primat, Tinseau, Treluyer |
| 18 | Rollcentre Racing | UK | Pescarolo Judd | Hall, Barbosa, Short |
| 19 | Chamberlain-Synergy | UK | Lola AER B06-10 | Owen, Berridge, Evans |
| | | | | |
| | LMP2 | | | |
| 20 | Pierre Bruneau | FR | Pilbeam Judd MP93 | Rostan, MacAllister, Pickering |
| 21 | Bruichladdich Radical | UK | Radical AER SR9 | Greaves, Moseley, Liddell |
| 24 | Noel del Bello | FR | Courage AER LC75 | Petrov, Ianetta, Halliday |
| 25 | RML - Ray Mallock Limited | UK | Lola AER B05-40 | Newton, Erdos, Wallace |
| 29 | T2M Motorsport | JP | Dome Mader S101-5 | Longechal, Yamagishi, Terada |
| 31 | Binnie Motorsports | US | Lola Zytek B05-40 | Binnie, Timpany, Buncombe |
| 32 | Barazi Epsilon | FR | Zytek 07S/2 | Barazi, Vergers, Ojeh |
| 33 | Barazi Epsilon | FR | Zytek 07S/2 | Fernandez, Kurosawa, Kerr |
| 35 | Saulnier Racing | ES | Courage AER LC75 | Nicolet, Filhol, Jouanny |
| 40 | Quifel ASM | PT | Lola AER B05-40 | Amaral, Hughes, de Castro |
| 44 | Kruse Motorsport | DE | Pescarolo Judd | Burgess, De Pourtales, Siedler |
| | | | | |
| | LMGT1 | | | |
| 006 | A.M.R. Larbre Competition | FR | Aston Martin DBR9 | Bornhauser, Bervillé, Fischen |
| 007 | Aston Martin Racing | UK | Aston Martin DBR9 | Herbert, Enge, Kox |
| 008 | A.M.R. Larbre Competition | FR | Aston Martin DBR9 | Bouchut, Gollin, Elgaard |
| 009 | Aston Martin Racing | UK | Aston Martin DBR9 | Turner, Brabham, Rydell |
| 53 | JLOC Isao Noritake | JP | Lamborghini Murcielago | Apicella, Yamanishi, Hinoi |
| 54 | Team Oreca | FR | Saleen S7R | Ortelli, Ayari, Lapierre |
| 55 | Team Oreca | FR | Saleen S7R | Prost, Groppi, Belloc |
| 59 | Team Modena | UK | Aston Martin DBR9 | Garcia, Menten, Fittipaldi |
| 63 | Corvette Racing | US | Corvette C6-R | O'Connell, Magnussen, Fellows |
| 64 | Corvette Racing | US | Corvette C6-R | Gavin, Beretta, Papis |
| 67 | Convers Menx Team | RU | Ferrari 550 Maranello | Vasiliev, Kostka, Pergl |
| 70 | PSI Experience | BE | Corvette C6-R | Gosselin, Hallyday, Peter |
| 72 | Luc Alphand Aventures | FR | Corvette C6-R | Alphand, Policand, Goueslard |
| 73 | Luc Alphand Aventures | FR | Corvette C5-R | Blanchemain, Dumez, Vosse |
| 100 | Aston Martin Racing BMS | IT | Aston Martin DBR9 | Babini, Davies, Malucelli |
| | | | | |
| | LMGT2 | | | |
| 71 | Seikel Motorsport | DE | Porsche 997 GT3 RSR | Felbermayr sr., Felbermayr jr., Collin |
| 76 | IMSA Performance Matmut | FR | Porsche 997 GT3 RSR | Narac, Lietz, Long |
| 78 | AF Corse | IT | Ferrari F430 GT | Macari, Aucott, Newey |
| 80 | Flying Lizard Motorsport | US | Porsche 997 GT3 RSR | Bergmeister, van Overbeek, Neiman |
| 81 | Team LNT | UK | Panoz Esperante | Kimber-Smith, Milner, Watts |
| 82 | Team LNT | UK | Panoz Esperante | Tomlinson, Dean, Bell |
| 83 | GPC Sport SRL | IT | Ferrari F430 GT | de Simone, Rosenblad, Marsh |
| 85 | Spyker Squadron b.v. | NL | Spyker C8 Spyder | Belicchi, Chiesa, Caffi |
| 86 | Spyker Squadron b.v. | NL | Spyker C8 Spyder | Janis, Hezemans, Kane |
| 87 | Scuderia Ecosse | UK | Ferrari F430 GT | Mullen, Kirkaldy, Niarchos |
| 93 | Autorlando Sport | IT | Porsche 997 GT3 RSR | Nielsen, Ehret, Simonsen |
| 97 | Risi Competizione | US | Ferrari F430 GT | Salo, Mowlem, Melo |
| 99 | Risi Competizione | US | Ferrari F430 GT | Krohn, Jonsson, Braun |

1  **LMP1**

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



2  **LMP1**

Team: Audi Sport North America
Vehicle: Audi R10, 5.5 ltr. V12 cyl. Turbo Diesel, Michelin
Drivers: Rinaldo Cappello (IT), Allan McNish (UK), Tom Kristensen (DK)***



3  **LMP1**

Team: Audi Sport Team Joest
Vehicle: Audi R10, 5.5 ltr. V12 cyl. Turbo Diesel, Michelin
Drivers: Mike Rockenfeller (DE), Lucas Luhr (DE), Alexandre Prémat (FR)



5  **LMP1**

Team: Swiss Spirit
Vehicle: Lola B07-10, Audi 3.6 ltr. V8 cyl. Turbo, Michelin
Drivers: Jean-Denis Délétraz (CH), Marcel Fässler (CH), Iradj Alexander (CH)



*** At the time of writing it was not clear whether Tom Kristensen would recover in time from his DTM accident. If not, the teams for the No.2 and No.3 Audi will be: #2: Rockenfeller, McNish, Capello, #3: Premat, Luhr, Ekström

7 LMP1

Team: Team Peugeot Total

Vehicle: Peugeot 908, 5.5 ltr. V12 cyl. Turbo Diesel, Michelin

Drivers: Marc Gené (ES), Nicolas Minassian (FR), Jacques Villeneuve (CA)



8 LMP1

Team: Team Peugeot Total

Vehicle: Peugeot 908, 5.5 ltr. V12 cyl. Turbo Diesel, Michelin

Drivers: Pedro Lamy (PT), Stéphane Sarrazin (FR), Sébastien Bourdais (FR)



9 LMP1

Team: Creation Autosportif Ltd.

Vehicle: Creation CA07, Judd 5.5 ltr. V10 cyl. aspirated, Michelin

Drivers: Jamie Campbell-Walter (UK), Shinji Nakano (JP), Felipe Ortiz (CH)



10 LMP1

Team: Arena Motorsports International

Vehicle: Zytek 07S, Zytek 4 ltr. V8 cyl. aspirated, Michelin

Drivers: Stefan Johansson (SE), Tom Chilton (UK), Hayanari Shimoda (JP)



12  **LMP1**

Team: Courage Competition
Vehicle: Courage LC70, AER 3.6 ltr. V8 cyl. Turbo, Michelin
Drivers: Alexander Frei (CH), Jonathan Cochet (FR), Besson (FR)



13  **LMP1**

Team: Courage Competition
Vehicle: Courage LC70, AER 3.6 ltr. V8 cyl. Turbo, Michelin
Drivers: Guillaume Moreau (FR), Jean Marc Gounon (FR), TBA



14  **LMP1**

Team: Racing for Holland
Vehicle: Dome S101, Judd 5.5 ltr. V10 cyl. aspirated, Michelin
Drivers: Jan Lammers (NL), Jeroen Bleekemolen (NL), David Hart (NL),



15  **LMP1**

Team: Charouz Racing System
Vehicle: Lola B07-17, Judd 5.5 ltr. V10 cyl. aspirated, Michelin
Drivers: Jan Charouz (CZ), Alex Yoong (MY), Stefan Mücke (DE)



16  **LMP1**

Team: Pescarolo Sport
Vehicle: Pescarolo, Judd 5.5 ltr. V10 cyl. aspirated, Michelin
Drivers: Christophe Bouillon (FR), Emmanuel Collard (FR), Romain Dumas (FR)



17  **LMP1**

Team: Pescarolo Sport
Vehicle: Pescarolo, Judd 5.5 ltr. V10 cyl. aspirated, Michelin
Drivers: Harold Primat (CH), Christophe Tinseau (FR), Benoît Treluyer (FR)



18  **LMP1**

Team: Rollcentre Racing
Vehicle: Pescarolo, Judd 5.5 ltr. V10 cyl. Aspirated; Dunlop
Drivers: Stuart Hall (UK), Joao Barbosa (PT), Martin Short (UK)



19  **LMP1**

Team: Chamberlain Synergy
Vehicle: Lola B06-10, AER, 3.6 ltr. 8 cyl. Turbo, Michelin
Drivers: Gareth Evans (UK), Bob Berridge (UK), Peter Owen (UK)



20  **LMP2**

Team: Pierre Bruneau
Vehicle: Pilbeam MP93, Judd 3.4 ltr. V8 cyl. Aspirated, Michelin
Drivers: Marc Rostan (FR), Chris MacAllister (US), Gavin Pickering (UK)



21  **LMP2**

Team: Bruichladdich Radical
Vehicle: Radical SR9, AER 2 ltr. 4 cyl. Turbo, Dunlop
Drivers: Tim Greaves (UK), Stuart Moseley (UK), Robin Liddell (UK)



24  **LMP2**

Team: Noël del Bello Racing
Vehicle: Courage LC75, AER 2 ltr. 4 cyl. Turbo, Michelin
Drivers: Vitali Petrov (RU), Romain Janetta (FR), Liz Halliday (UK)



25  **LMP2**

Team: RML – Ray Mallock Limited
Vehicle: Lola B05-40, AER 2 ltr. 4 cyl. Turbo, Michelin
Drivers: Mike Newton (UK), Andy Wallace (UK), Thomas Erdos (BR)



29



LMP2

Team: T2M Motorsport

Vehicle: Dome S101.5, Mader 3.4 ltr. V8 cyl. aspirated, Michelin

Drivers: Robin Longechal (FR), Yutaka Yamagishi (JP), Yojiro Terada (JP)



31



LMP2

Team: Binnie Motorsports

Vehicle: Lola B05-43, Zytek 3.4 ltr. V8 cyl. aspirated, Michelin

Drivers: William Binnie (US), Allen Timpany (UK), Chris Buncombe (UK)



32



LMP2

Team: Barazi Epsilon

Vehicle: Zytek 07S/2, Zytek 3.4 ltr. V8 cyl. aspirated, Michelin

Drivers: Juan Barazi (DK), Michael Vergers (NL), Karim Ojeh (AE)



33



LMP2

Team: Barazi Epsilon

Vehicle: Zytek 07S/2, Zytek 3.4 ltr. V8 cyl. aspirated, Michelin

Drivers: Adrian Fernandez (MX), Haruki Kurosawa (JP), Robbie Kerr (UK)



35  **LMP2**

Team: Saulnier Racing
Vehicle: Courage LC75, AER 2 ltr. 4 cyl. Turbo, Michelin
Drivers: Jacques Nicolet (FR), Alain Filhol (FR), Bruce Jouanny (FR)



40  **LMP2**


Team: Quifel ASM
Vehicle: Lola B05-40, AER 2 ltr. 4 cyl. Turbo, Dunlop
Drivers: Warren Hughes (UK), Miguel Amaral (PT), Miguel de Castro (ES)



44  **LMP2**

Team: Kruse Motorsport
Vehicle: Pescarolo, Judd 3.4 ltr. V8 cyl. Aspirated, Kumho
Drivers: Tony Burgess (CA), Jean de Pourtales (FR), Norbert Siedler (AT)



006  **LMGT1**

Team: A.M.R. Labre Competition
Vehicle: Aston Martin DBR9, 6.0 ltr. V12 cyl. aspirated, Michelin
Drivers: Patrick Bornhauser (FR), Roland Bervillé (FR), Gregor Fisker (UK)



007  **LMGT1**

Team: Aston Martin Racing
Vehicle: Aston Martin DBR9, 6.0 ltr. V12 cyl. aspirated, Michelin
Drivers: Johnny Herbert (UK), Peter Kox (NL), Tomas Enge (CZ)



008  **LMGT1**


Team: A.M.R. Labre Competition
Vehicle: Aston Martin DBR9, 6.0 ltr. V12 cyl. aspirated, Michelin
Drivers: Christophe Bouchut (FR), Fabrizio Gollin (IT), Casper Elgaard (DK)



009  **LMGT1**


Team: Aston Martin Racing
Vehicle: Aston Martin DBR9, 6.0 ltr. V12 cyl. aspirated, Michelin
Drivers: David Brabham (AU), Darren Turner (UK), Rickard Rydell (SE)



53  **LMGT1**

Team: JLOC Isao Noritake
Vehicle: Lamborghini Murcielago R-GT, 6.0 ltr. V12 cyl. aspirated, Yokohama
Drivers: Marco Apicella (IT), Koji Yamanishi (JP), Yasutoka Hinoi (JP)



54  **LMGT1**

Team: Team Oreca
Vehicle: Saleen SR7, Ford 7.0 ltr. V8 cyl. aspirated, Michelin
Drivers: Stephane Ortelli (MO), Soheil Ayari (FR), Nicolas Lapierre (FR)



55  **LMGT1**

Team: Team Oreca
Vehicle: Saleen SR7, Ford 7.0 ltr. V8 cyl. aspirated, Michelin
Drivers: Laurent Groppi (FR), Nicolas Prost (FR), Jean-Philippe Belloc (FR)



59  **LMGT1**

Team: Team Modena
Vehicle: Aston Martin DBR9, 6.0 ltr. V12 cyl. aspirated, Michelin
Drivers: Antonio Garcia (ES), Jos Menten (BE), Christian Fittipaldi (BR)



63  **LMGT1**

Team: Corvette Racing
Vehicle: Chevrolet Corvette C6.R, 7.0 ltr. V8 cyl. aspirated, Michelin
Drivers: Johnny O'Connell (US), Jan Magnussen (DK), Ron Fellows (CA)



64  **LMGT1**

Team: Corvette Racing
Vehicle: Chevrolet Corvette C6.R, 7.0 ltr. V8 cyl. aspirated, Michelin
Drivers: Oliver Gavin (UK), Olivier Beretta (MO), Max Papis (IT)



67  **LMGT1**

Team: Convers Menx Team
Vehicle: Ferrari 550 Maranello, 5.9 ltr. V12 cyl. aspirated, Pirelli
Drivers: Alexei Vasiliev (RU), Tomas Kostka (CZ), Robert Pergl (CZ)



70  **LMGT1**


Team: PSI Experience
Vehicle: Chevrolet Corvette C6.R, 7.0 ltr. V8 cyl. Aspirated, Pirelli
Drivers: Claude-Yves Gosselin (FR), David Halliday (FR), Phillip Peter (AT)



72  **LMGT1**

Team: Luc Alphand Aventures
Vehicle: Chevrolet Corvette C6.R, 7.0 ltr. V8 cyl. aspirated, Michelin
Drivers: Luc Alphand (FR), Jérôme Policand (FR), Patrice Goueslard (FR)



73  **LMGT1**

Team: Luc Alphand Aventures

Vehicle: Chevrolet Corvette C5.R, 7.0 ltr. V8 cyl. aspirated, Michelin

Drivers: J.-L. Blanchemain (FR), Sébastien Dumez (FR), Vincent Vosse (BE)



100  **LMGT1**

Team: Aston Martin Racing BMS

Vehicle: Aston Martin DBR9, 6.0 ltr. V12 cyl. aspirated, Pirelli

Drivers: Fabio Babini (IT), Jamie Davies (UK), Matteo Malucelli (IT)




71  **LMGT2**

Team: Seikel Motorsport

Vehicle: Porsche 997 GT3 RSR, 3.8 ltr. flat-6 cyl. aspirated, Pirelli

Drivers: H. Felbermayr sr. (AT), H. Felbermayr jr. (AT), Phillip Collin (UK)



76  **LMGT2**

Team: IMSA Performance Matmut

Vehicle: Porsche 997 GT3 RSR, 3.8 ltr. flat-6 cyl. aspirated, , Michelin

Drivers: Raymond Narac (FR), Richard Lietz (AT), Patrick Long (US)



78  **LMGT2**

Team: AF Corse
Vehicle: Ferrari F430, 4.0 ltr. V8 cyl. aspirated, Michelin
Drivers: Joe Macari (UK), Ben Aucott (UK), Adrian Newey (UK)



80  **LMGT2**

Team: Flying Lizard Motorsport
Vehicle: Porsche 997 GT3 RSR, 3.8 ltr. flat-6 cyl. aspirated, Michelin
Drivers: Jörg Bergmeister (DE), Johannes van Overbeek (US), Seth Neiman (US)



81  **LMGT2**

Team: Team LNT
Vehicle: Panoz Esperante, Ford (Elan) 5.0 ltr. V8 cyl. aspirated, Pirelli
Drivers: Tom Kimber-Smith (UK), Tom Milner (US), Danny Watts (UK)



82  **LMGT2**

Team: Team LNT
Vehicle: Panoz Esperante, Ford (Elan) 5.0 ltr. V8 cyl. aspirated, Pirelli
Drivers: Lawrence Tomlinson (UK), Richard Dean (UK), Rob Bell (UK)



83 LMGT2

Team: GPC Sport SRL

Vehicle: Ferrari F430, 4.0 ltr. V8 cyl. aspirated, Pirelli

Drivers: Fabrizio de Simone (IT), Carl Rosenblad (SE), Matthew Marsh (HK)



85 LMGT2

Team: Spyker Squadron b.v.

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

Drivers: Andrea Belicchi (IT), Andrea Chiesa (CH), Alex Caffi (IT)



86 LMGT2

Team: Spyker Squadron b.v.

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

Drivers: Jarek Janis (CZ), Mike Hezemans (NL), Jonny Kane (UK)



87 LMGT2

Team: Scuderia Ecosse

Vehicle: Ferrari F430, 4.0 ltr. V8 cyl. aspirated, Pirelli

Drivers: Chris Niarchos (CA), Tim Mullen (UK), Andrew Kirkaldy (UK)



93  **LMGT2**

Team: Autorlando Sport
Vehicle: Porsche 997 GT3 RSR, 3.8 ltr. flat-6 cyl. aspirated, Pirelli
Drivers: Pierre Ehret (DE), Lars-Erik Nielsen (DK), Allan Simonsen (DK)



97  **LMGT2**

Team: Risi Competizione
Vehicle: Ferrari F430, 4.0 ltr. V8 cyl. aspirated, Michelin
Drivers: Mika Salo (FI), Johnny Mowlem (UK), Jaime Melo (BR)



99  **LMGT2**

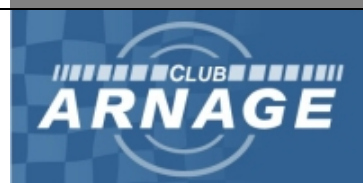
Team: Risi Competizione
Vehicle: Ferrari F430, 4.0 ltr. V8 cyl. aspirated, Michelin
Drivers: Tracy Krohn (US), Nic Jonsson (SE), Colin Braun (US)



About our entry list photographers



Marcel ten Caat – Marcel is a motorsports lunatic. At planetlemans.com he takes care of the entry lists and updates the news articles on a daily base. He's a Drinking for Holland member (The Racing for Holland fanclub) and runs his own website autosportpics.com.



Deborah Dudley - With more than 2.200 posts in just 13 months she is currently the busiest member of the Club Arnage forum. Deborah lives in Le Mans and her regular "news from the centre of the universe" posts keep all of us up-to-date with the latest developments.

Pit allocation

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

| Pit No. | Car No. | Team | Nat. | Vehicle |
|---------|---------|--------------------------------|------|------------------------|
| 54 | 9 | Creation Autosportif | UK | Creation Judd CA07 |
| 54 | 21 | Bruichladdich Radical | UK | Radical AER SR9 |
| 53 | 31 | Binnie Motorsports | US | Lola Zytek B05-40 |
| 52 | 70 | PSI Experience | BE | Corvette C6-R |
| 51 | 83 | GPC Sport SRL | IT | Ferrari F430 GT |
| 50 | 80 | Flying Lizard Motorsport | US | Porsche 997 GT3 RSR |
| 49 | 14 | Racing for Holland | NL | Dome Judd S101 |
| 48 | 29 | T2M Motorsport | JP | Dome Mader S101-5 |
| 47 | 53 | JLOC Isao Noritake | JP | Lamborghini Murcielago |
| 46 | 3 | Audi Sport Team Joest | DE | Audi R10 |
| 45 | 2 | Audi Sport North America | DE | Audi R10 |
| 44 | 1 | Audi Sport North America | DE | Audi R10 |
| 43 | 87 | Scuderia Ecosse | UK | Ferrari F430 GT |
| 42 | 71 | Seikel Motorsport | DE | Porsche 997 GT3 RSR |
| 41 | 73 | Luc Alphand Aventures | FR | Corvette C5-R |
| 40 | 72 | Luc Alphand Aventures | FR | Corvette C6-R |
| 39 | 100 | Aston Martin Racing BMS | IT | Aston Martin DBR9 |
| 38 | 98 | Risi Competizione | US | Ferrari F430 GT |
| 37 | 97 | Risi Competizione | US | Ferrari F430 GT |
| 36 | 67 | Convers Menx Team | RU | Ferrari 550 Maranello |
| 35 | 64 | Corvette Racing | US | Corvette C6-R |
| 34 | 63 | Corvette Racing | US | Corvette C6-R |
| 33 | 008 | A.M.R. Larbre Competition | FR | Aston Martin DBR9 |
| 32 | 006 | A.M.R. Larbre Competition | FR | Aston Martin DBR9 |
| 31 | 009 | Aston Martin Racing | UK | Aston Martin DBR9 |
| 30 | 007 | Aston Martin Racing | UK | Aston Martin DBR9 |
| 29 | 25 | RML - Ray Mallock Limited | UK | Lola AER B05-40 |
| 28 | 40 | Quifel ASM | PT | Lola AER B05-40 |
| 27 | 19 | Chamberlain-Synergy | UK | Lola AER B06-10 |
| 26 | 59 | Team Modena | UK | Aston Martin DBR9 |
| 25 | 8 | Team Peugeot Total | FR | Peugeot 908 |
| 24 | 7 | Team Peugeot Total | FR | Peugeot 908 |
| 23 | 20 | Pierre Bruneau | FR | Pilbeam Judd MP93 |
| 22 | 24 | Noel del Bello | FR | Courage AER LC75 |
| 21 | 10 | Arena International Motorsport | UK | Zytek 07S |
| 20 | 35 | Saulnier Racing | ES | Courage AER LC75 |
| 19 | 33 | Barazi Epsilon | FR | Zytek 07S/2 |
| 18 | 32 | Barazi Epsilon | FR | Zytek 07S/2 |
| 17 | 93 | Autorlando Sport | IT | Porsche 997 GT3 RSR |
| 16 | 13 | Courage Competition | FR | Courage AER LC70 |
| 15 | 12 | Courage Competition | FR | Courage AER LC70 |
| 14 | 5 | Swiss Spirit | CH | Lola Audi B07-10 |
| 13 | 82 | Team LNT | UK | Panoz Esperante |
| 12 | 81 | Team LNT | UK | Panoz Esperante |
| 11 | 86 | Spyker Squadron b.v. | NL | Spyker C8 Spyder |
| 10 | 85 | Spyker Squadron b.v. | NL | Spyker C8 Spyder |
| 9 | 76 | IMSA Performance Matmut | FR | Porsche 997 GT3 RSR |
| 8 | 55 | Team Oreca | FR | Saleen S7R |
| 7 | 54 | Team Oreca | FR | Saleen S7R |
| 6 | 78 | AF Corse | IT | Ferrari F430 GT |
| 5 | 15 | Charouz Racing System | CZ | Lola Judd B07-17 |
| 4 | 18 | Rollcentre Racing | UK | Pescarolo Judd |
| 3 | 44 | Kruse Motorsport | DE | Pescarolo Judd |
| 2 | 17 | Pescarolo Sport | FR | Pescarolo Judd |
| 1 | 16 | Pescarolo Sport | FR | Pescarolo Judd |

Administrative Checking & Scrutineering

Le Mans lasts much longer than just 24 hours, from a spectator's point of view it is actually a full week which offers events worth to watch. Traditional opening of the race week is Monday prior to the race when the administrative checking & scrutineering starts, this is already an events of its own. Some people see this scrutineering, which is basically a technical inspection of the cars, driver's suits and helmets, more as a ceremony than a function.

It is held in down-town Le Mans on the „Quinconce des Jacobins“, which is the area across the street from the city's old cathedral, giving race fans an ideal opportunity to see the drivers and the cars at close range. It is this unique event that gets everyone in the mood, ok, some team bosses and drivers are probably not happy that they have to drag everything including themselves to downtown Le Mans, see Stefan Johansson's point of view on this in another chapter of this guide, but for the race fans it is well worth a visit, at least once. One after another, the teams are certified to run according to the A.C.O.'s regulations, see below for a detailed schedule when each team is being checked:

Monday, 11th June 2007, 2:30 pm – 6.00 pm at the „Quinconce des Jacobins“, Le Mans centre

| Aministrative Checking | Technical Scrutineering | Car No. | Team / Class / Vehicle |
|------------------------|-------------------------|---------|---|
| 2:30 PM | 3:00 PM | 7 | TEAM PEUGEOT TOTAL LM P1 PEUGEOT 908 |
| 2:45 PM | 3:15 PM | 8 | TEAM PEUGEOT TOTAL LM P1 PEUGEOT 908 |
| 3:00 PM | 3:30 PM | 63 | CORVETTE RACING LM GT1 CORVETTE C6.R |
| 3:15 PM | 3:45 PM | 64 | CORVETTE RACING LM GT1 CORVETTE C6.R |
| 3:30 PM | 4:00 PM | 70 | PSI EXPERIENCE LM GT1 CORVETTE C6-R |
| 3:45 PM | 4:15 PM | 72 | LUC ALPHAND AVENTURES LM GT1 CORVETTE C6.R |
| 4:00 PM | 4:30 PM | 73 | LUC ALPHAND AVENTURES LM GT1 CORVETTE C5-R |
| 4:10 PM | 4:40 PM | 18 | ROLLCENTRE RACING LM P1 PESCAROLO JUDD |
| 4:20 PM | 4:50 PM | 5 | SWISS SPIRIT LM P1 LOLA AUDI B07 - 10 |
| 4:30 PM | 5:00 PM | 15 | CHAROUZ RACING SYSTEM LM P1 LOLA JUDD B07 - 17 |
| 4:40 PM | 5:10 PM | 19 | CHAMBERLAIN - SYNERGY MOTORSPORT LM P1 LOLA AER B06 - 10 |
| 4:50 PM | 5:20 PM | 80 | FLYING LIZARD MOTORSPORT LM GT2 PORSCHE 911 GT3 RSR (997) |
| 5:00 PM | 5:30 PM | 71 | SEIKEL MOTORSPORT LM GT2 PORSCHE 911 GT3 RSR (997) |
| 5:10 PM | 5:40 PM | 76 | IMSA PERFORMANCE MATMUT LM GT2 PORSCHE 911 GT3 RSR (997) |
| 5:20 PM | 5:50 PM | 93 | AUTORLANDO SPORT LM GT2 PORSCHE 911 GT3 RSR (997) |
| 5:30 PM | 6:00 PM | 35 | SAULNIER RACING LM P2 COURAGE AER LC75 |
| 5:40 PM | 6:10 PM | 24 | NOEL DEL BELLO LM P2 COURAGE - AER LC75 |



Scrutineering 2005 at the "Quinconce des Jacobins"

Tuesday, 12th June 2007 8:30 am – 5:00 pm at the “„Quinconce des Jacobins“”, Le Mans centre

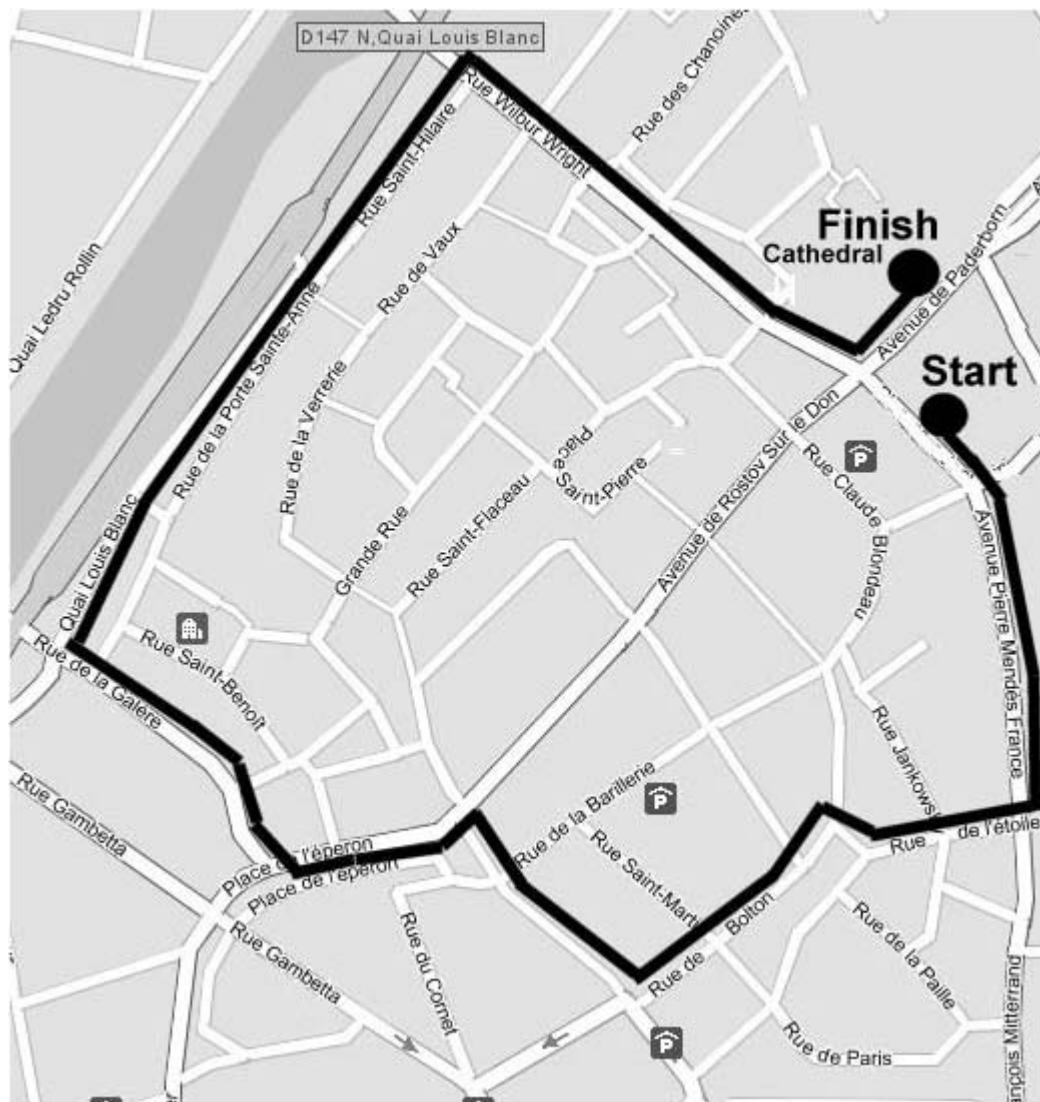
| Aministrative Checking | Technical Scrutineering | Car No. | Team / Class / Vehicle |
|------------------------|-------------------------|---------|--|
| 8:45 AM | 9:15 AM | 17 | PESCAROLO SPORT LM P1 PESCAROLO JUDD |
| 9:00 AM | 9:30 AM | 81 | TEAM LNT LM GT2 PANOZ ESPERANTE |
| 9:15 AM | 9:45 AM | 82 | TEAM LNT LM GT2 PANOZ ESPERANTE |
| 9:30 AM | 10:00 AM | 85 | SPYKER SQUADRON b.v. LM GT2 SPYKER C8 SPYDER |
| 9:40 AM | 10:10 AM | 86 | SPYKER SQUADRON b.v. LM GT2 SPYKER C8 SPYDER |
| 9:50 AM | 10:20 AM | 20 | PIERRE BRUNEAU LM P2 PILBEAM JUDD MP93 |
| 10:00 AM | 10:30 AM | 31 | BINNIE MOTORSPORTS LM P2 LOLA ZYTEK B05 - 40 |
| 10:10 AM | 10:40 AM | 9 | CREATION AUTOSPORTIF LTD LM P1 CREATION JUDD CA07 |
| 10:20 AM | 10:50 AM | 14 | RACING FOR HOLLAND BV LM P1 DOME JUDD S101 |
| 10:30 AM | 11:00 AM | 67 | CONVERS MENX TEAM LM GT1 FERRARI 550 MARANELLO |
| 10:40 AM | 11:10 AM | 006 | A.M.R. LARBRE COMPETITION LM GT1 ASTON MARTIN DBR9 |
| 10:50 AM | 11:20 AM | 007 | ASTON MARTIN RACING LM GT1 ASTON MARTIN DBR9 |
| 11:00 AM | 11:30 AM | 008 | A.M.R. LARBRE COMPETITION LM GT1 ASTON MARTIN DBR9 |
| 11:10 AM | 11:40 AM | 009 | ASTON MARTIN RACING LM GT1 ASTON MARTIN DBR9 |
| 11:20 AM | 11:50 AM | 10 | ARENA INTERNATIONAL MOTORSPORT LM P1 ZYTEK 07S |
| 11:30 AM | 12:00 PM | 32 | BARAZI EPSILON LM P2 ZYTEK 07S/2 |
| 11:40 AM | 12:10 PM | 33 | BARAZI EPSILON LM P2 ZYTEK 07S/2 |
| 11:50 AM | 1:10 PM | 12 | COURAGE COMPETITION LM P1 COURAGE AER LC70 |
| 12:00 PM | 1:20 PM | 13 | COURAGE COMPETITION LM P1 COURAGE AER LC70 |
| 12:10 PM | 1:30 PM | 25 | RML LM P2 LM GT2 LOLA AER B05 - 40 |
| 1:10 PM | 1:40 PM | 78 | AF CORSE FERRARI F 430 GT |
| 1:20 PM | 1:50 PM | 83 | GPC SPORT SRL LM GT2 FERRARI F 430 GT |
| 1:30 PM | 2:00 PM | 87 | SCUDERIA ECOSSE LM GT2 FERRARI F 430 GT |
| 1:40 PM | 2:10 PM | 97 | RISI COMPETIZIONE LM GT2 FERRARI F 430 GT |
| 1:50 PM | 2:20 PM | 99 | RISI COMPETIZIONE LM GT2 FERRARI F 430 GT |
| 2:00 PM | 2:30 PM | 1 | AUDI SPORT NORTH AMERICA LM P1 AUDI R10 |
| 2:10 PM | 2:40 PM | 2 | AUDI SPORT NORTH AMERICA LM P1 AUDI R10 |
| 2:20 PM | 2:50 PM | 3 | AUDI SPORT TEAM JOEST LM P1 AUDI R10 |
| 2:30 PM | 3:00 PM | 53 | JLOC ISAO NORITAKE LM GT1 LAMBORGHINI MURCIELAGO |
| 2:40 PM | 3:10 PM | 54 | TEAM ORECA LM GT1 SALEEN S7R |
| 2:50 PM | 3:20 PM | 55 | TEAM ORECA LM GT1 SALEEN S7R |
| 3:00 PM | 3:30 PM | 59 | TEAM MODENA LM GT1 ASTON MARTIN DBR9 |
| 3:10 PM | 3:40 PM | 100 | ASTON MARTIN RACING BMS LM GT1 ASTON MARTIN DBR9 |
| 3:20 PM | 3:50 PM | 21 | TEAM BRUICHLADDICH RADICAL LM P2 RADICAL AER SR9 |
| 3:30 PM | 4:00 PM | 29 | T2M MOTORSPORT LM P2 DOME MADER S101-5 |
| 3:40 PM | 4:10 PM | 40 | QUIFEL - ASM TEAM LM P2 LOLA AER B05 - 40 |
| 3:50 PM | 4:20 PM | 44 | KRUSE MOTORSPORT LM P2 PESCAROLO JUDD |



Scutineering 2005: Aston Martin No. 59



Scrutineering 2005: Vanina Ickx and Joao Barbosa



The support race

(Text and pictures courtesy of www.motorracinglegends.com)

Motor Racing Legends is responsible for the historic support races at the modern Le Mans 24 Hours. The races are exclusively for Le Mans and Le Mans-type cars. In front of the vast Le Mans crowd, and basking in the unrivalled atmosphere of the greatest endurance race in the world, legendary battles of the past are fought again on the full 8.5-mile circuit. These are serious races - not parades - ; with classes based on engine size and age of car. The inaugural Le Mans Legend in 2001 accepted cars which ran between 1949 and 1965; in 2003 the eligible years were 1959 to 1971. In 2004 the fabulous Group C, GTP and IMSA sports cars of the 1980s and 90s raced again at their spiritual home, while 2005 covered the 1935 to 1955 era. In celebration of the Centenary of the Automobile Club de l'Ouest, 2006 saw two historic support races: 1923-1939, and post-War cars up to 1954. For 2007, the race will cover 1956-1968 and the start of the great Ferrari vs. Ford battles. This historic support race to the Le Mans 24 Hours is run on the full 8.5-mile circuit and starts with the traditional 'ear of corn' formation, in which drivers run across the track to their cars. It has become a vital part of the Le Mans experience, and is tremendously popular with the 230,000 spectators who flock to the 24 Hours race weekend.

Le Mans 1956-1968: Return of the Ford vs Ferrari Battles

This year's Le Mans Legend, the historic support race at the Le Mans 24 Hours, will see 61 of the greatest sports-racing cars of all time lining up on the grid on the morning of Saturday 16th June. The eligible years chosen for this year's race, 1956 to 1968, have fired the imaginations of historic race car owners and drivers from Europe and beyond, and the variety of genuine Le Mans and Le Mans-type cars is unsurpassed.

"This year, it has proved harder than ever before to select the 61 cars to race, from the 100-plus top-quality entries we've received," says Duncan Wiltshire, Chairman of Motor Racing Legends. "The final list reflects the real icons from one of the most emotive eras of endurance sportscar racing, and it's hard to predict which will be first past the chequered flag. But it's not just the fastest, most powerful cars which draw such enthusiasm from the vast Le Mans crowds. Take, for the example, the two Aston Martin DBR1s pitted against each other in Class Two... these are the actual cars which came first and second overall at Le Mans in 1959, and we're delighted to say that Aston Martin's Chief Executive, Dr Ulrich Bez, will be piloting the '59 winner." **Latest news: Dr. Ulrich Bez will share the car with Sir Stirling Moss.**



AC Cobra of Grahame and Oliver Bryant



The 1959 Le Mans winner – Aston Martin DBR1

Some of the potential front-runners to look out for are the Ford GT40s, always tremendously quick on the high-speed 8.5-mile circuit, plus the Ferrari P3/4 entered by Tim Samways Sporting & Historic Cars and driven by Peter Hardman. We could once again be seeing a Ford vs Ferrari battle for victory at La Sarthe. But the Lola T70 of Andre and Thomas Bailly promises to be another fearsomely quick contender, while the sheer brute power of the 7-litre Corvette Stingray of David Cooke and Joe Twyman will no doubt be put to good use on the long Mulsanne Straight.

Earlier cars include the Jaguar E-type Lightweight of Richard Attwood and Stephen Markey, the Ferrari 330LMB of Tony Dron, and the AC Cobra of Grahame and Oliver Bryant. Plus there are at least three cars which raced at Le Mans in 1962: the famous Morgan Plus 4, an Austin-Healey 3000 and a TVR Grantura.

2007 schedule:

| | | |
|--|---------------------|--|
| Thursday 14th June | 9.00 am - 1.00 pm | Sporting checks and scrutineering "Le Mans Legends" in the paddock |
| | 3.00 pm | Drivers' briefing "Le Mans Legends" |
| | 5.30 pm - 6.30 pm | Timed practice session "Le Mans Legends" |
| Saturday 16th June | 10.15 am - 11:15 am | "Le Mans Legends" support race |

Class 1 - 1956-1960 - 2000cc and Below

| Car No. | Year | Make | Model | Colour | Cubic capacity |
|---------|------|----------|-------------|--------------|----------------|
| 36 | 1959 | Lotus | 15 | Silver | 1998 |
| 43 | 1956 | Ferrari | 500 TRC | Yellow/Black | 1991 |
| 44 | 1958 | Peerless | GT Phase 1 | Green | 1991 |
| 56 | 1957 | AC | Ace | Red | 1971 |
| 57 | 1956 | AC | Ace Bristol | Green | 1971 |

Class 2 - 1956-1960 - 2001cc and Above

| Car No. | Year | Make | Model | Colour | Cubic capacity |
|---------|------|---------------|------------------|--------------|----------------|
| 1 | 1959 | Costin | Lister Jaguar | Green/Yellow | 3800 |
| 5 | 1957 | Aston Martin | DBR1 | Green | 2992 |
| 6 | 1958 | Aston Martin | DBR1 | Green | 2992 |
| 8 | 1959 | Jaguar | Tojeiro | Blue | 3800 |
| 20 | 1960 | Aston Martin | DB4 GT | Green | 3670 |
| 23 | 1960 | Austin-Healey | 3000 Mk1 - DD300 | Green | 2966 |
| 25 | 1959 | Maserati | T61 Birdcage | Red | 2900 |
| 32 | 1959 | Aston Martin | DB4GT | White | 3670 |
| 34 | 1956 | Maserati | 200S | Red | 2489 |
| 49 | 1955 | Jaguar | D-type | Green/Orange | 3442 |
| 60 | 1960 | Chevrolet | Corvette | Gold/Red | 4700 |

Class 3 - 1961-1964 - 2000cc and Below

| Car No. | Year | Make | Model | Colour | Cubic capacity |
|---------|--------|------------|----------------|------------|----------------|
| 31 | 1962 | TVR | Grantura MKIII | White | 1840 |
| 33 | 1964 | Porsche | 904 | Orange | 2000 |
| 37 | 1963 | MG | B Roadster | Red-White | 1840 |
| 39 | 1964/5 | MG | B | Red/White | 1840 |
| 41 | 1963 | Alfa Romeo | TZ 1 | White | 1570 |
| 42 | 1964 | Elva | GT 160 | Blue | 1991 |
| 45 | 1964 | Lotus | Elan 26R | Gold/Green | 1600 |

Class 4 - 1961-1964 - 2001cc and Above

| Car No. | Year | Make | Model | Colour | Cubic capacity |
|---------|------|---------------|--------------------|------------|----------------|
| 2 | 1961 | Aston Martin | DB4 GT Zagato | Silver | 3670 |
| 3 | 1964 | AC | Cobra | Red/Gold | 4700 |
| 11 | 1963 | AC | Coupe Daytona | Blue/White | 4700 |
| 12 | 1963 | Ferrari | 330 LMB | Red | 3960 |
| 16 | 1961 | Jaguar | E-type | Blue | 3781 |
| 18 | 1963 | Aston Martin | Project Car DP214 | Green | 4 ltr |
| 19 | 1964 | AC | Cobra | Orange | 4700 |
| 29 | 1956 | Morgan | Plus4 | Green | 2138 |
| 61 | 1956 | Austin-Healey | 100/6 | Red | 2912 |
| 70 | 1962 | Morgan | Plus 4 Supersports | Green | 2138 |

Class 5 - 1965-1968 - 2000cc and Below

| Car No. | Year | Make | Model | Colour | Cubic capacity |
|---------|------|------------|---------------------|--------|----------------|
| 27 | 1965 | Alfa Romeo | Giulia TZ1 | Red | 1570 |
| 38 | 1968 | Alfa Romeo | Tipo 33/2 "Daytona" | Red | 1995 |
| 40 | 1964 | Ferrari | 206 Dino | Red | 1986 |
| 47 | 1968 | Lotus | Type 47 | Red | 1468 |
| 58 | 1966 | Renault | A210 | Blue | 1500 |
| 121 | 1966 | Porsche | 911 | White | 1991 |

Class 6 - 1965-1968 - 2001cc and Above

| Car No. | Year | Make | Model | Colour | Cubic capacity |
|----------------|-------------|-------------|-----------------------------|---------------|-----------------------|
| 4 | 1965 | Bizzarrini | 5300 GT | Red | 5360 |
| 7 | 1965 | Corvette | Stingray | Red | 7000 |
| 9 | 1964 | Ford | GT40/105 | White/Blue | 4700 |
| 10 | 1967 | Lola | T70 MK III | Blue | 5000 |
| 14 | 1965 | Ford | GT40 | Blue | 4700 |
| 15 | 1965 | Ford | GT40 | Red | 4700 |
| 17 | 1965 | Ford | Shelby GT350 | White | 4700 |
| 21 | 1964 | Ferrari | 275 LM | Green | 3285 |
| 22 | 1966 | Ferrari | P3 | Red | 3960 |
| 24 | 1967 | Porsche | Carrera 910 | Silver | 2300 |
| 26 | 1965 | Ferrari | 250LM | Red | 3285 |
| 28 | 1966 | Ferrari | 275 GTB/C | Red | 3286 |
| 30 | 1968 | Renault | A220 | Blue | 3000 |
| 59 | 1965 | Ferrari | 275 GTB/C "Competizione" | Red | 3300 |

Class 7 - 1956 - 1962 - 1500cc and Below

| Car No. | Year | Make | Model | Colour | Cubic capacity |
|----------------|-------------|----------------|-------------------|---------------|-----------------------|
| 35 | 1957 | Lotus | Eleven S2 Le Mans | Blue | 1460 |
| 46 | 1960 | Austin-Healey | Sebring Sprite | Silver | 1300 |
| 48 | 1958 | DB | HBR 5 | Blue | 851 |
| 52 | 1956 | Panhard M'cale | X86 | Blue | 850 |
| 55 | 1957 | Lotus | XI Series 2 | Yellow | 1498 |
| 92 | 1960 | Lola | Mk I | Blue | 1216 |

The trackside campsites



General information

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 ACO campsites. The following section provides details of most campsites, where they can be found, the atmosphere of each and some pro's and cons.

In the official documents of the ACO, most campsites are described as "Lay By", which is a French way of saying campsite without permanent facilities or marked pitches - usually a field(s) with portable toilets / showers. The only exception to this is Camping Houx, for which you receive a designated marked and numbered pitch with electricity. On all other sites you can arrive and choose any place you want, although there are rumors that all campsites will have marked pitches in the near future. The current rule is that you need one ticket for each vehicle 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 meters, but this was rarely enforced in the past except in Camping Houx. It looks like the situation is about to change, as the 2007 ticket confirmation letters show individually marked (but not numbered) pitches and also show the Maison Blanche and Bleu sites divided into large zones. Rumors are that all pitches might be numbered sometime in the future.

Campsite tickets: These should be booked well in advance; please have a look at the chapter "Tickets" in this guide for the booking procedure. Campsite ticket prices in 2007 were in the range from 25 € to 154 €, depending on campsite location, facilities and services offered. **The campsite tickets are officially valid during race week from Wednesday 9:00 am to Sunday evening**, but many people stay until Monday morning - or *have to stay*, depending on their alcohol level after the race! For early arrivals most of the campsites open on Monday morning – for this there is an extra charge in the range of 8-15 € per night. Tickets have been windscreen stickers previously, but are now mirror hanger type.

Each campsite has areas 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. It's also a good idea not to set your tent too close to trees or you'll have loads of people walking past to go for a slash. So, if you're picky, and need some shade or access to water supply nearby, it's best to arrive Wednesday or Thursday at the latest.

Security: Generally Le Mans campsites are pretty safe and campers tend to keep an eye out for one another. However, people have had their valuables stolen, even from their tents while asleep in them. Passports, wallets & cameras should be locked in the car or van and never left in your tents. Keep your tickets and small amounts of cash with you 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 use a heavy-duty motorcycle chain & lock to secure it. Store it in the boot or van when not in use. But **don't get paranoid**, it's not really as bad as the above may sound - 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 and a supply of your own toilet paper is a good idea.

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

Advice concerning your arrival time: To secure the best camping area, it is best to arrive early in race week, as some sites fill up quickly and seem to be “overbooked” – the only exception from this rule is the Houx campsite which has marked pitches. Quite often, people arriving after about Thursday lunchtime could not find any space even though they had a valid ticket (especially on Maison Blanche). They were then diverted by the organizers to other campsites, mostly to the Beausejour campsite which usually has spare space and which is probably the best bet if you arrive without any campsite ticket at all. Some reports from CA members about the 2006 situation:

- **Bleu Nord campsite:** *“This year we were in Bleu Nord. We arrived Thursday evening at about 9pm and whilst it was filling up, we had no problems. Awoke the following morning to find it nearly full, anyone arriving after about 10am would probably have found it full”*
- **Maison Blanche campsite:** *“Monday: Choose your spot, Tuesday: Choose your spot. Best ones will have gone, Wednesday: Some large areas left, Thursday: Hardly any room left, Friday: Forget MB unless you have mates keeping you room, Saturday: You must be joking”*
- **Beausejour campsite:** *“...was crowded this year. No problem arriving Thursday, by Friday they were telling you where to camp. On Saturday they had opened a reserve field with no toilets or water.”*

Campsite etiquette:

- Have a chat with your campsite neighbors before setting up a noisy generator alongside their pitch – offering cold beer or some electricity for their cooling devices will usually ensure acceptance.
- Setting up your tent close to a generator is entirely your fault - you have no reason to complain about noise if the genny was there first!
- It has happened that people couldn't find space on a campsite despite having a ticket - this was often caused by groups fencing off inappropriately large areas! Setting up a fence to keep some room for your mates is OK but this should be within the limits of the campsite passes your group has bought. A campsite pass gives you 35 square meters, so if you think you'll need an area of 700 square meters just buy 20 tickets!
- Please collect your garbage. If the trash bins are full – no problem, just stuff it in a bag and put it beside the bin, it will be collected.
- OK, its party time, but the volume of your stereo should still be reasonable. No one in his right mind can seriously complain about loud music at the Le Mans campsites, say until 1 or 2 am, but playing the national anthem full throttle at 5 am in the morning is not cool!
- Be careful with your fireworks, and especially take care that your rockets don't detonate in other people's tents.
- Any time CA members show up at your site you should offer them cold beer immediately!



Swimming pool ban:

Due to a record low rainfall, water restrictions were in force in this part of France in 2006, e.g. a hosepipe ban for private households. Quite understandably the A.C.O. had to ban the use of swimming pools on the campsites as a consequence. For 2007 the organizers decided to ban swimming pools again, so please leave your paddling pools at home.

Motor home area – private spaces in the paddock

New for 2007: For those who want to be really close to the action, the A.C.O. offers an exclusive area only reserved for campers and motor homes in the paddock. You can rent an empty space and show up with your own vehicle; another option is to hire a space including the rental of a camper for 4 or 6 people. Be prepared to get rid of some cash, price tags for 2007 are:

- Space only (minimum 20 m²): 75 € per m², so minimum total is 1.500 €
- Camper with 4 places (1 double and 2 single beds): 2.300 € before tax
- Camper with 6 places (2 double and 2 single beds): 2.600 € before tax

This comes with 2 scooter passes, 3.5 KW electricity, water and sewage.

Campsite 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. It's just a 10 minute walk from the Village via a footbridge over the permanent Bugatti circuit - this will bring you out in the western corner of the site. Camping is in numbered plots, which prevents 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 provide a degree of protection from the sun (or rain!). The western side of the site is open fields and is more exposed. The site tends to attract a quieter, more mature crowd. One major downside of Houx is that the size of the pitches is strictly 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 motor home. There is a good covering of grass across the site and the ground will take a tent peg easily. The big advantage is that you don't need to worry about finding a place when arriving late, e.g. on Saturday, as you have a reserved pitch. The quickest walking route from Houx to the circuit is back up to the village and onto the pit straight or Dunlop Chicane. Alternatively, exit the campsite via its North Easterly gate and stride out across and beyond Houx Annexe. You will find yourself at the Esses or Tertre Rouge within 15 minutes.



CA member's comments on Houx:

- *"We stayed on Houx a couple of years back as we couldn't arrive until Friday so it was good to know we had a guaranteed pitch. The showers and loos are excellent. With only an AH Sprite and a two man tent the pitch size was more than enough. My only beef was that some people spilled off their pitches and blocked the 'alleys' between pitches so you couldn't get your car out / in if you wanted to."*
- *"lots of the pitches have trees in them and if you get one it's very difficult to get a car and your tent on the pitch"*

Access by car: Houx is easy to navigate to and from by car, as it is served by the roads that make up the circuit's infrastructure. As such they won't be clogged up with through traffic. The only issue is during Friday afternoon and evening when the Houx Annexe roundabout that lies on one of Houx's main access routes becomes swamped with inebriated race fans baying for burning rubber and tyre smoke. There is an alternative route out via Karting Nord.

- Ticket: 81 €, 15 € for extra nights
- 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, located in the centre of the site

Campsite 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. This site is a 15 minute walk from the Village via the northern loop of the Bugatti circuit or the Esses corner. The corner at Tertre Rouge can be reached in 10 minutes, with the Esses complex accessible in only 5. The Mulsanne straight stretches out beyond the trees to the East of the site and although concealed from view it provides a cacophony of noise! This is arguably the most noisy and rowdy campsite for would be campers. If fireworks, sound systems and general party time is what you want, then Houx 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 truer on 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 - see the "Mad Friday" chapter of this guide for more details about this. Houx Annexe is

crossed by two lines of trees that effectively split the site into three fields. The best pitches are those that lie within close proximity of the trees as they offer shade and some protection from the dust kicked up by all the vehicle traffic across the site. The ground consists of patchy grass that will take a sturdy tent peg without any trouble. Avoid the lake area, it may look nice camping pond-side, but in heavy rain it will flood and the midges are hell!!

CA member's comments on Houx Annexe:

- *"It's inside the circuit and close to the 'village', grandstands, Tertre Rouge / Stella Bar, museum, Esses, fun fair, there's decent toilets, water standpipes and we have great bonfires!"*
- *"Houx Annexe for us, clean bogs, good showers, numbered spaces, electric hook up, shop / bar and if you're lucky to get a pitch amongst the trees you get shade as well."*
- *"...there is one small drawback. Those bloody great pine cones (they are about the size of a cola can) have the habit of falling out of the trees quite regularly at that time of year, and the trees are quite high (no, not from the strange tobacco some people smoke, I mean high as in tall). So, if you have a decent motor or value your paintwork, be VERY careful where you actually park it."*

Access by car: This site is easy to navigate to and from by car as it is served by the roads that make up the circuit's infrastructure. As such they won't be clogged up with through traffic.

- Ticket: 51 €, 8 € for extra nights
- 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.

Campsite Tertre Rouge



Situated high above the circuit to the North East of the village Tertre 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 Tertre Rouge is a very noisy campsite with the 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.

- Ticket: 81 €, 15 € for extra nights
- Track view
- Showers & Toilets

Campsite Hunaudieres

Located in the Tertre Rouge curve inside the track, this is a brand new campsite for 2007, so no reports are available yet. This site seems to have a new concept with pre-pitched tents with the ACO 24 hours logo on them included in the ticket, and is significantly more expensive than all other campsites. At the end of your stay you can take your tent home with you. The tents are described as suitable for 2 persons, on a 30 m² pitch. If someone plans to stay there pictures and a brief report about this site for the next edition of this guide would be highly appreciated!

- Ticket: 154 €, 15 € for extra nights.
- Electricity
- Toilets and showers
- Track view

Campsites Arnage and Mulsanne

Both sites are located quite a distance from the grandstands and the village, which is probably the reason why they are the cheapest campsites. Reports about these campsites are not available, so if you stay there, some input for next year's edition of this guide would be appreciated.

- Ticket: 46 €, no extra nights possible
- Toilets

Campsite 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. Motor home owners often get to the site on the Monday to ensure a prime spot so that they can watch the race from their deckchairs on top of their vehicles while sipping beer. Ear plugs are obligatory! A lot of organized bus tours from Denmark have used this site in recent years. It is a 20 minute walk from the Village via a tunnel that takes you underneath the permanent Bugatti Circuit. The site lies on the circuit infield at the exit of the Porsche Curves. The ground on Karting Nord is of variable quality; the few areas under the shade of the trees will take a tent peg easily but the majority of the site is made up slightly harder soil meaning hardened tent pegs and a substantial mallet are a benefit.

CA member's comments about Karting Nord:

- *"...is full of 'organized' Danes, but you can camp close to the track if you have a small tent and vehicle and can then get amongst the trees and camper homes."*
- *"Good shade under the trees and just a short walk to the track at Porsche Curves (there is also a small section where you can film / photograph without bloody catch fencing, its also interesting to note that at this point you do not have to have a ticket to view the circuit if on foot, just head towards Karting Alan Prost and watch from the car park, so take note all you cheapskates!). Lacks the atmosphere of other sites, but plenty of space.... Ground is as hard as nails, heavy duty tent pegs are required and putting up your fences will be hard work. Was easy to get in and out of during race."*
- *"... is a campsite that is near the exit to the Porsche curves as you head down towards the pits. Hence you can see the cars from your campsite. Makes finding out who is still in the race on the Sunday easy (i.e. if you are too hung over to work a radio.). The toilets and showers are the same as on any other site, usually a queue, normally not much hot water, reasonably clean ... It is quite an international site with a good mix of Danes / Brits and others."*



Access by car: Access in and out of the site is easy as the site is served by one of the roads that make up the circuit's infrastructure meaning it won't get clogged with through traffic. The quickest way to leave the circuit is by heading south and under the track but as this route can get clogged at busy times you may want to consider heading north via Houx Annexe.

- Ticket: 65 €, 10 € for extra nights
- Some power points
- Temporary shower and toilet blocks.
- Permanent covered outside wash basins.
- Track view
- Campsite café serving hot and cold food as well as alcohol and soft drinks

Campsite Maison Blanche

A large site opposite the Ford chicanes, which many CA members have chosen as their favourite. From Maison Blanche, the Village may be reached on foot in only 5 minutes via a pedestrian underpass that comes out under the shadow of the media centre and the first of the pit lane buildings. The eastern edge of the campsite actually borders the circuit at the exit of the Porsche Curves, and runs along the circuit's final straight and down to the Ford Chicane. This means that the racing (and associated noise!) is only a stone's throw away and, from the prime spots, and can be viewable from the comfort of your pitch. Some fans have set up large installations there in the past, e.g. the "Drinking for Holland" megacentre in 2006. There are well maintained tarmac roads criss-crossing Maison Blanche, providing good access to the large grassy areas that make up the rest of the site. The ground is flat and well suited for pitching tents, gazebos and anything else. This site has a lot of early arrivals, so showing up there any later than the Thursday might be a serious problem, even if you have a camping pass.



Access by car: Getting around by car can sometimes be problematic as, at peak times, such as Saturday morning when the traffic often comes to a standstill outside the narrow entrance to the site. Also, due to the limited space on the site, you may find your parking space occupied on your return.



New for 2007: The 5 zones of the Maison Blanche campsite, just check your campsite pass for your allocation

This site is technically inside the track so you have to show your entry ticket to get out and back in. If you walk in via the main gate you can walk all the way down the grandstands and into Maison Blanche without showing your ticket again.

- Ticket: 81 €, 15 € for extra nights
- A permanent toilet block at the vehicular entrance as well as a number of temporary toilet and shower blocks
- Track view

Campsite Expo

This is one of the smaller sites, and is outside the circuit but just a few minutes walk to the main entrance and the automobile museum. On first view this place does not look very charming, but it has definitely a few advantages. There are lots of cattle sheds on this field, in which many people pitch and which can be a big bonus when it rains heavily (dry dining area, dry tents) or when it is extremely hot (shade). Another bonus is that there are high fences all around and no pedestrian through traffic, therefore security can be rated higher than at other campsites. 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 access by car, as it's near the main entrance, but you can expect some traffic jams around the entrance during the weekend. Facilities like toilets and showers are sufficient and generally kept very clean. Water supply is good and it's worth taking some cable and French adapters with you, as with a little bit of luck you might be able to tap some electricity.



CA member's comments about Expo:

- *"We like it as it is close to the pub, not far from main gate, close to the fair etc. We normally try and get a run of the pens. The big advantage being is you can put a ruddy great padlock on them and feel your kit is slightly more secure than in a tent. Also good for keeping dry. We even rigged a shower up in one of them. After the first time, we left the tent pegs at home and brought a pack of 6 inch nails and a lump hammer & never looked back."*
- *"The other good thing about its location –it's just a 2 minute walk from the bus stop to the town centre."*
- *"You could always try to shoot down one of those low flying aircraft flying into the airport with your fireworks"*

In the last couple of years the largest part of it – the field between the 2 cowshed blocks - see the aerial view above - was booked by a Danish tour group with several hundred people, lots of noise and their own, grim looking security force. Opposite this campsite there is the bar/restaurant "Aux Portes du Circuit" (also known as "Janine's" to some CA members), a popular hang-out for many race fans who sip their cold beer on the outside terrace and watch the burnouts on the street in front of the restaurant..

- Ticket: 51 €, 8 € for extra nights
- Power points - designed only for organized and pre-arranged group tours but many people just hijack them
- Permanent toilet block.
- Permanent covered outside wash basins.

Campsite Beausejour

Beausejour is one of the largest sites and is a bit of a trek from the main village, at least 20-30 min. walk. It is near the Porsche Curves so for viewing 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. The perimeter is surrounded by woodland making for a pleasant place to pitch your tent. The entrance is on the D92 very close to the point where the first of the Porsche Curves bridges the road and the site stretches out across the fields and trees towards Arnage corner.

There is a complimentary bus that runs from the site 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 buses finish pretty soon after the practice and race, so you can't really hang about unless you don't mind the walk. For the last few years, this site was the only option for people who arrived without any campsite pass, because it wasn't fully booked.

Access by car: due to Beausejour's distance to the circuit's main entrance the traffic flow in and out of the site is fairly good, with the main access route that passes underneath the circuit only becoming clogged during Saturday afternoon. Even then an alternative route to the north via Houx and Houx Annexe may be sought.

CA member's comments about Beausejour:

- *"Been on BSJ the last coupe of years, bought tickets on day of arrival with no problem at all. Good viewing for Porsche curves and well positioned for visits to Arnage. Would advise a bicycle to get about on though unless you like walking. Site can be reasonably quiet compared to others, ideal for families."*
- *"Over there we can go all the way to the back, and make as much noise and use as much space as we want... We had fun there in '04..."*



- Ticket: 46 €, 8 € for extra nights
- Temporary shower & toilet blocks

New for 2007: There seems to be an extra area within Beausejour reserved for larger parties, e.g. people arriving in a large coach. Ticket price for this is 150 €, 8 € for extra nights, allocation is 105 square meters, allowing 3 cars or 2 campervans or 1 large coach.

Campsites Bleu Sud and Bleu Nord

Bleu is opposite Maison Blanche, and is divided into 2 areas. The main area is along the road, and is grass with a track running through it. It can get very dusty if dry. The second area is an overflow field behind, which usually opens on Wednesday. It's about a 10 minute walk to the Tribunes, and compared to other sites it is described as quiet, although recently it has been getting noisier. Its big advantage is that there is space to set up, especially in the 2nd field, until Friday, when it starts getting crowded. The place has a cosmopolitan mix of campers: UK/Dutch/Danes, and 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 from the road. The site is very handy for 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.

CA member's comments about Bleu Nord and Bleu Sud:

- *"... An overpopulated sandy field far too close to the extremely busy airport with no facilities and even less appeal than camping down stream from a cow byre. But that's only my opinion and I don't want to influence anyone."*
- *"Bleu Nord isn't too bad. Stayed on there last year. its getting better"*
- *"Stayed at BN last year and really struggled to get a tent peg in the ground"*
- *"Bleu Sud, we've been on there for the last 3 years. We have had no problems finding a good sized pitch on the overflow, arriving on Thursday afternoon, Friday is a different matter. Security wise we have had no problems apart from the Sunday evening pikey invasion, but the benefit of Blue is that you can be down the back roads and away straight after the champers. We have never had a traffic jam yet! Getting in and out during the race is a doddle too. It's a longer walk back to the tribunes etc. but a walk through the white car park is no hardship, loads of tasty motors to keep you happy... The site has a good atmosphere, not too rowdy, just right and getting a bit of kip is just about possible without earplugs"*



- Ticket: 46 €, 8 € for extra nights
- Temporary showers (Bleu Nord only) & toilet blocks

Campsite La Chapelle



Convenient as it is inside the circuit, but that seems to be the only bonus of this campsite. The majority of comments on many forums were quite negative, only a few people seem to like it. There are a few taps dotted around and a toilet block with showers, all relatively small compared to the other campsites. It's very close to the action, not far away from the Dunlop Bridge. On the upper part there are trees which provide some shade. Most of it is not level ground, so you might find you roll out of your tent on some of the more precipitous ground, and when it rains you might get water running through your tent - best to dig some drainage when the weather is questionable. Another drawback is the noise, but that always comes with being close to the race action.

Most people from Houx Annexe campsite will walk through Chapelle en route to the action, so get there early for a spot that's out of the way.

Some comments about La Chapelle:

- *"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."*
- *"We used Chappelle for a few years. It's kinda OK if you have a motorhome, as we did - but a couple of points to consider. Most of it is not level ground, so you might find you roll out of your tent on some of the more precipitous ground. It's f**k*ng loud! Being so close to the track, it's very noisy. It's a main thoroughfare for folks trekking from Garage Vert, Houx and Houx Annexe, many of whom stop for a convenient piss in and amongst all your gear - so don't set up camp anywhere near the Dunlop bridge and the foot bridge over the Bugatti circuit. There are stand pipes and unpleasant bogs. I don't remember any showers and deffo no electrical hook-up. Upside is that it is super-convenient for a stumble to track-side. Entrance is right next to Garage Vert entrance."*

Access by car is not so easy. One CA 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..."*

- Ticket: 60 €, 10 € for extra nights
- Temporary shower & toilet blocks

Campsite Interieur Musee



Interieur Musee is the strip which runs inside the 'Bugatti Loop' i.e. on the side of the unused (during the 24 hour race) Bugatti circuit. Originally there were 2 bridges which crossed the circuit and Interieur Musee lies between. These bridges were replaced in 2005 by 2 tunnels when a great deal of earth moving took place. It seems that future works will see Interieur Musee disappear from the available camping in 2008. Indeed for 2007 some CA members booked camping there only to be told later that there would be no camping available in 2007. After much protesting, a limited number of camping spots were made available. Advantages of this site are being very close to the action; you can be trackside within 1 minute, in the village within 5

minutes or in the pits within 10 minutes and you are able to get in and out of circuit by car pretty easily. This site has a good bunch of regulars and has been described a very free and easy going, with no allocated spaces. There's room for your party tent and you can always meet others who pass by/stop for a chat on their way to the circuit. Drawbacks are the dust - better to camp away from the vehicle/pedestrian thoroughfares - the noise - it bothers some, but others find it a part of the fun, and it's not as loud as at La Chapelle or some of the other sites. As in many other places the ground is very hard, 6 inch nails as tent pegs have been recommended.

CA member's comments about Interior Musee:

- *"I think it's a great spot providing you pitch up at the far end. To do this you need to get there by Wednesday. People generally turn off to go over the bridge before they get anywhere near our tent. One year we pitched closer to the entrance and hated it. Loads of people walking past and our tent got raided."*
- *"Great to be near the action, but lots of "passers by" are all seemingly quite happy to barge past your cars and walk through your gazebo to cut the corner"*
- *"The atmosphere is great. As for the "visitors", it depends where you pitch. If you can get right up the far end (as we always try to do), you generally are left alone."*

Facilities: Used to be just a couple of taps and a portacabin with 'squat and thrusts' and washbasins. These are now defunct and since 2006, new good quality portacabin showers, washbasins and toilets are within 1 minute in La Chapelle (under the tunnel and close to Dunlop Bridge). Also the new toilet/shower facilities within the village are only a short stroll.

- Ticket: 65 €, 10 € for extra nights

Alternative campsites

In case you don't get any tickets for the trackside campsites or you want to camp away from the noise and are willing to commute a little bit, there are some alternative sites not too far from the circuit. For a complete overview a look at www.lescampsdefrance.com could be useful. The following campsites have been used by some CA members in the past:

Camping du Houssay – The "Spay" campsite

F-72700 Spay

Phone: +33-(0)2 43 21 16 58 or 33

Fax: +33-(0)2 43 21 69 95

Website: www.ville-spay.fr (in French, follow the link to „camping“)

92 places open from 1st April – 31st October

Getting there: It's about 15 km away from the circuit. To get to the Spay campsite from the circuit pass by the entrance to Maison Blanche heading towards Arnage. At the roundabout turn right, follow the road across the railway line and into the centre of Arnage coming out at the "fountain roundabout". Turn left at the "fountain roundabout" and follow this road out of the village crossing over two more roundabouts. Continue out of the village for a couple of kilometres to a big crossroads with a signpost indicating a right turn to Spay. Turn right; follow this road under the motorway bridge then a sharp right turn then a narrow single lane bridge over the river. After the bridge you will see a sports centre on the right, the entrance to the campsite is immediately after the sports centre on the right.



As you pull into the campsite, stop at the building on the right which is reception. The manageress speaks no English or other languages, only French, but she is very friendly and tries very hard to help. You will need your passport, a means of paying and a deposit in cash (app. 20 €) for the electronic passkey which operates the vehicle gate at the entrance to the campsite. The price per night is app. 7 – 8 € per person and 2 – 3 € for electricity. The site varies as to whether they allocate you a pitch or let you go off and choose. It is understood that an overflow field is used for the 24 hour car race. The main campsite is a horseshoe shape around the lake in the middle. Pitches are of a good size, and the site is very peaceful although there is some road noise from the adjacent main road.

Facilities: Main Campsite – there is an electricity supply to each pitch which takes a standard camping "blue" Euro plug (not a two pin plug as is used on Houx). Power is usually within four or five metres of each pitch. It is not known whether there is an electricity supply to the overflow field. There is a fairly new central block that provides toilets, showers, washing up sinks and laundry sinks. There is no toilet roll provided so take your own. The facilities were all cleaned regularly to a very good standard. There is plenty of hot water in the showers, the washing up sinks and the laundry sinks. There is very little shade, there are a couple of trees but they do not provide much effective shade.

Local village – it is a nice walk (around a kilometre) to Spay village where you will find a bakery (nice chocolate croissants), butchers, pharmacy, bar, café and a small supermarket which has most things you might need.

Booking: In previous years the advertised telephone numbers and fax numbers have been for the Mayor's office and messages left do not appear to get through. It is also difficult to phone unless your French is pretty good!

From experience it has not been necessary to book in advance, however for the 24 Hours it would be sensible to try to book.



Le Val de Sarthe

Rue Abreuvoir
F-72170 Beaumont sur Sarthe
Phone +33(0)2 43 97 01 93
E-Mail: beaumont-sur-sarthe@wanadoo.fr



A pleasant municipal site in the centre of the small town of Beaumont sur Sarthe, located about 20 kilometres from the northern edge of Le Mans along the N138 (D338). The pitches are a good size and marked out with hedges. Some of the pitches are well shaded, others in the open. The sanitary facilities are reportedly the best encountered anywhere. The site is adjacent to the River Sarthe, and is very tranquil.

There is a municipal swimming pool located at the entrance to the site, and the centre of the village with cafés, bars and small supermarket is only a few minutes walk. Access for large campers is a bit tricky but manageable (one CA member got in with a car and 7m caravan). A reservation is recommended.

- 73 pitches, hot and cold water, electricity, washing machines, reception open from 10.00 am – 8.00 pm
- Fees (2006): Car, large caravan, one person, electric hook-up -6.35 € per night.

Camping Municipal Le Porte Liberge

Rue du Port Liberge
F-72500 Vaas
Phone: +33-(0)2 43 46 70 29
Fax +33-(0)2 43 46 17 75
E-mail: mairie.vaas@wanadoo.fr

A small campsite located in a village at the banks of a river, 33 pitches, electricity, children's playground It's approximately 20 km away from the circuit.

Camping Municipal Écommoy

F-72220 Écommoy

Phone: +33(0)2 43 42 14 14

E-mail: mairieecommoy@wanadoo.fr

Écommoy is situated 10 kilometres south of Mulsanne on the N138 (the Tours road). The campsite is a municipal site well signposted to the left as you enter Écommoy (going south). The site has 60 pitches, is on slightly rising ground, but the pitches are level. The ground is mainly grassed but with slightly sandy areas. Part of the site has marked pitches bound by hedges, whilst other areas are free-format. Most of the pitches are well-shaded. There is a barrier across the entrance operated by a card-key, which you are supplied with after paying. The sanitary block has everything you would wish for, and although it is not new, is kept very clean and tidy. There is also a swimming pool (open air in summer) opposite the site entrance. The site is only a short walk to the centre of the village which has all the usual offerings of a French village – shops, bars etc. Some Le Mans regulars use this site for the duration rather than the ACO sites – it is only a short hop from there to the circuit, and the fees are very cheap. One CA member reported that they do not take reservations.

Camping Le Vieux Moulin

F-72190 Neuville-sur-Sarthe

Phone: +33 (0)2 43 25 31 82

Fax: +33 (0)2 43 25 38 11

E-mail: christopher.dean@tiscali.fr

Website: www.lemanscamping.net

This is a large campsite just 8 miles north of Le Mans. Reports on the web say that this campsite is managed by some Brits and comments found were very positive. Reportedly they are running their own shuttle bus to and from the circuit. There are approximately 100 pitches, some chalets to rent and the usual facilities like water, electricity, sanitary blocks and laundry. They've also got an outdoor swimming pool, mini golf and a children's playground. If you plan to stay there, it's worth having a closer look at their website (in English and French language); there's a detailed access map, prices, a lot of other information and an online booking form.

How to get there: It is 8 miles north of Le Mans on the N138 at "Saint Saturnin". By motorway via A11/A81 and A28 take exit N°7, direction Sillé le Guillaume. At the Saint Saturnin traffic lights, just follow the road signs.

Le Bounty

Etang des Cheres

F-72220 Teloche

Phone: +33 (0)1444 473335

E-mail: info@bountylemans.com

Website: www.bountylemans.com

Just off the N158, app. 4 km south of Mulsanne. Their website states that they have lakeside camping as well as 6 caravan pitches with power hook ups and ample space for parking with campervans. There's also a 40 seat lakeside restaurant and bar, the camping rates (20 € per person per night) include full English breakfast. It's under English ownership, and they also cater for fishermen. The restaurant offers prodigious English breakfasts at app. £10 with as much tea as you can drink and in the evening either a BBQ or restaurant choice. Good down to earth British cooking.



Chateau de Chanteloup

F-72460 Sille-Le-Philippe

Phone: +33 (0)2 43 27 51 07

Fax: +33 (0)2 43 89 05 05

E-mail: chanteloup.souffront@wanadoo.fr

Website: www.chateau-de-chanteloup.com

They offer lodging in an old French castle and a campsite at reasonable rates, have a look at their website for detailed information and online booking.

How to get there: It's about 25 km away from the circuit, by the A11 motorway take the gate N°6 "Le Mans Centre Tours", then direction "Le Mans Centre" and "Savigné l'Évêque" (D 301); from "Le Mans", direction "Bonnetable" (D 301).

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 basic with just a small tent and a sleeping bag, but the trend in the last years was more towards luxury setups with mobile bars, fridges, swimming pools, draught beer equipment and others. This chapter is a collection of what some CA Members have taken with them in the past and it can help you to compile your own equipment list. The list is by no means complete, essentials like underwear and trousers are not listed and the food & drinks of course will depend entirely 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 10-15 degrees at night and plenty of rain, sometimes both within just a couple of days.

Take it easy, if you've forgotten something at home you can still stock up using the local supermarkets and shops, see the respective chapter of this guide for addresses.

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, high visibility vest

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, 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 guns, have some fun with your campsite neighbors
- 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 tire - 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 Arnage

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 2007 the following special services of the local transport company SETRAM have been announced:

Bus service from the circuit to the town centre on Wednesday, 13th June and Thursday, 14th June

Departure times from the circuit (main entrance) to the town centre (Republique station, Avenue Mitterand):

| | | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|--|
| 17h10 | 18h00 | 19h00 | 20h00 | 21h00 | 22h00 | 23h10 | 00h10 | |
| 17h30 | 18h20 | 19h20 | 20h20 | 21h20 | 22h20 | 23h30 | 00h30 | |
| | 18h40 | 19h40 | 20h40 | 21h40 | 22h30 | 23h50 | | |
| | | | | | 22h50 | | | |

Departure times from the town centre (Republique station, Avenue Mitterand) to the circuit (main entrance):

| | | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 16h40 | 17h00 | 18h00 | 19h00 | 20h00 | 21h00 | 22h00 | 23h00 | 00h00 |
| | 17h20 | 18h20 | 19h20 | 20h20 | 21h20 | 22h20 | 23h20 | |
| | 17h40 | 18h40 | 19h40 | 20h40 | 21h40 | 22h40 | 23.40 | |
| | | | | | | | | |

Bus service from the circuit to the Drivers' Parade on Friday, 15th June

On Friday 15th of June there will be a special bus shuttle service between the circuit, the railway station and the town centre for visitors of the "parade des pilotes".

Departure times from the circuit (main entrance) to the town centre (Republique station):

| | | | | | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| 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 the town centre (Republique station) to the circuit (main entrance):

| | | | | | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|
| 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 center on Saturday, 16th June and Sunday, 17th June

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 railway 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://cmssetramcms.images-creations.fr/sites/setramcms/Docs/24h2007.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 on Saturday and Sunday, but nothing specific for 2007 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

Alternative: 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.

Left 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.

All the supermarkets mentioned here have cash machines so they are a good place to get enough readyies to keep you going at the circuit, which is a notoriously difficult place to get cash. Some of them have petrol stations on their premises and are also a good place to top up on fuel as they are undoubtedly the cheapest places for petrol. But beware, your **non-French plastic will not work** at the 24/24 pumps, you will have to pay at the booths which are only open when the shops are.

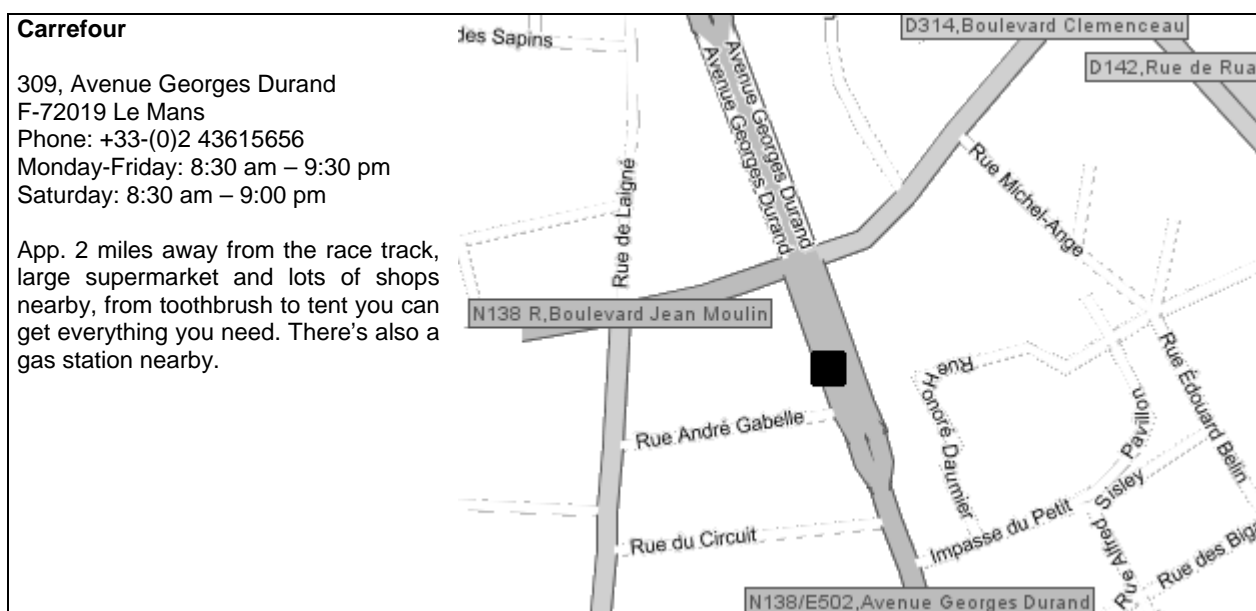
In most of the large supermarkets in France now, when you use plastic, you will be offered the option to pay for your goods in either "Livres Sterling" or Euros. Unless you pay with a nationwide debit card (whose exchange rates are better than the shops will give you) – it is better to opt to pay in Sterling as you won't be charged by your bank for the exchange.

If you are planning to take wine back to the UK with you, it is best to stock up early as some supermarkets run out of the most popular brands (such as JP Chenet) by the Monday after the race. These branded wines are nothing like as popular amongst the locals as they are with the Brits, so they don't carry such large stocks as you may find at their counterparts at the channel ports. If you haven't got enough room in your car, you can ask at the "Acceuil" (Help) desk, if they would be willing to reserve some for you ("Je peux le reserver?").

Buying cold Beer: Just be aware that due to extremely high turnover some supermarkets will run out of beer and ice at some point during race week, this has happened regularly in the past, some comments about this:

- *"Auchan ..., as when I arrived Monday morning on the way home, there was virtually no beer left."*
- *...the same with Carrefour - I went in on the monday before the race to find none of my usual brew..."*
- *"...from Tuesday on, Carrefour had big loads of beer right at the entrance. So don't got here on mondays, but it's ok later on in the week."*

Another thing to be aware of is that French supermarkets don't give out carrier bags, so it's a good idea to take some shopping bags or boxes with you.



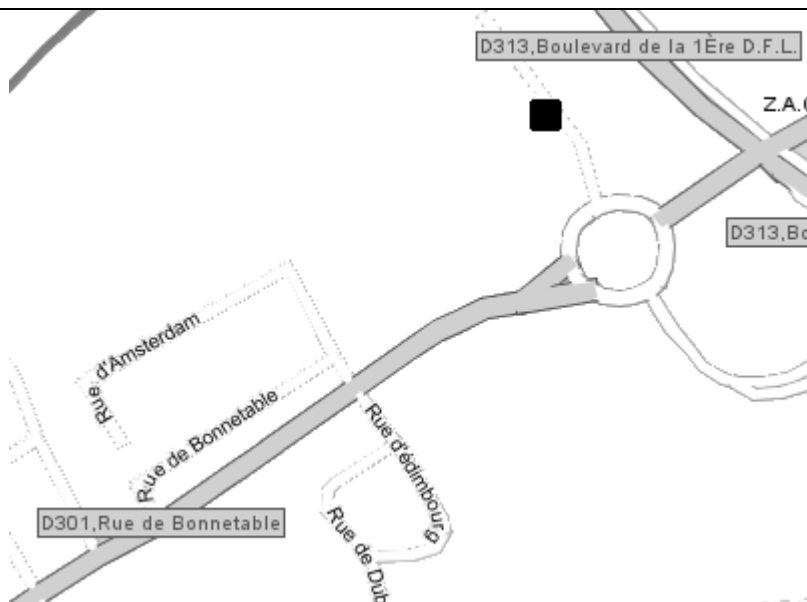
How to get there:

- 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.

LeClerc

Route de Bonnetable
F-72016 Le Mans Cedex
Phone: +33-(0)2 43746000
Monday-Friday: 9:00 am – 9:00 pm
Saturday: 8:30 am – 9:00 pm

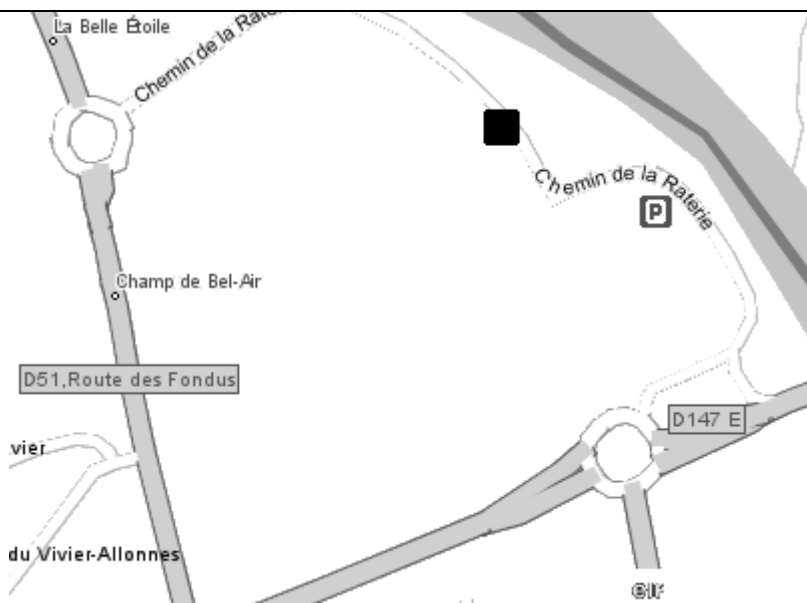
Large French supermarket chain, also good for cheap garden furniture and pool and camping equipment, app 10 km away from the circuit



LeClerc

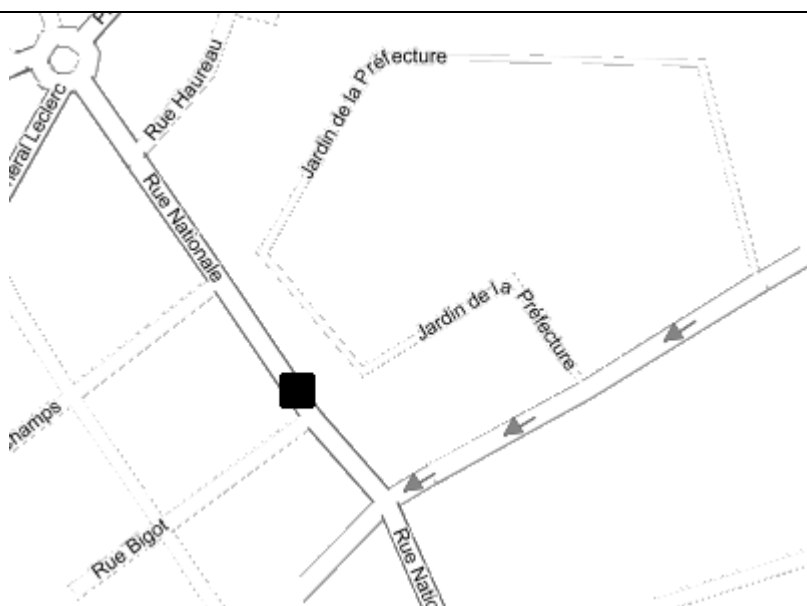
Route de la Souze
F-72700 Allonnes
Phone: +33-(0)2 43394041
Monday-Friday: 9:00 am – 9:00 pm
Saturday: 8:30 am – 9:00 pm

Large French supermarket chain, app 8 km away from the circuit



Forgot to bring **fireworks** with you?

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

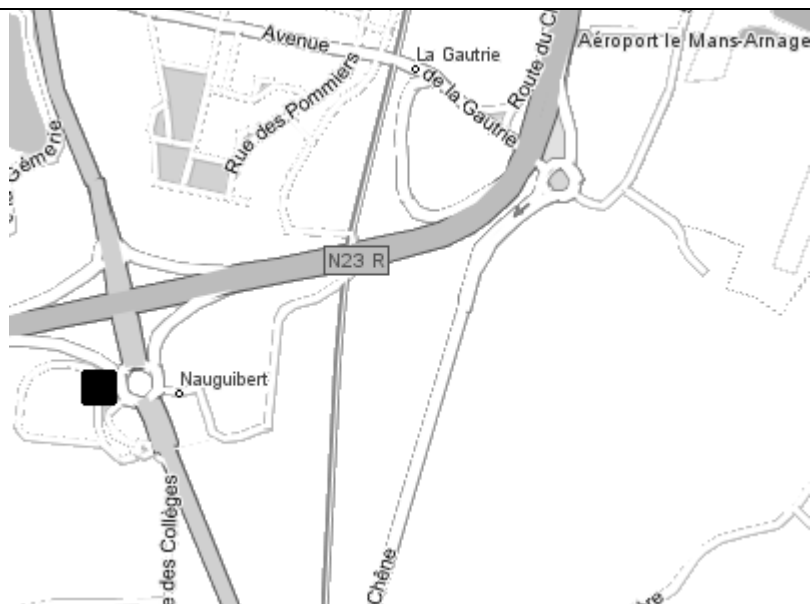


Super U at Arnage

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

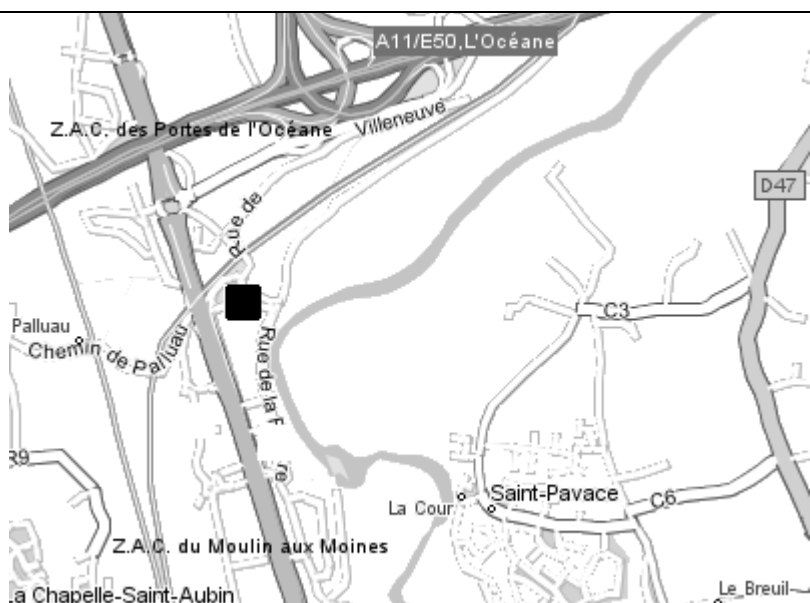
According to reports from CA members they have more than 200 sorts of beer for sale. Someone spoke to them in August 2005 "... appears around 93 for a 30l barrel and all the kit" It's next to the big Leclerc Superstore, and another 100 m further up you'll find a Brico Depot warehouse with stuff you might 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

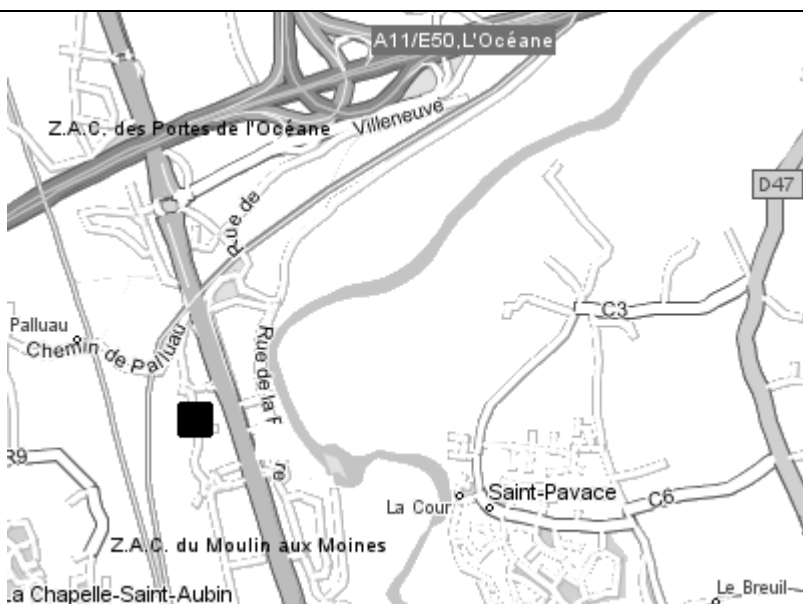
Supermarket, one CA member wrote: "We tend to use the Auchan on the other side of town as its a meeting place en route, and we buy samples of wine which if we like we stock up on. ... with simple carparks and no magical mystery tour to get in or out"



Decathlon

Zon d'activités Auchan Nord
Route Nationale 138
La Chapelle Saint Aubin
F-72650 La Chapelle Saint Aubin
Phone : +33-(0)2 43 77 08 08
Fax: +33-(0)2 43 87 05 55
Monday-Saturday: 9:00 am – 8:00 pm

Bicycles, sports gear, camping gear
This is on the west side of N138, app
12 km away from the circuit



Decathlon

Parc d'activité des Hunaudières
F-72230 Ruaudin
Phone: +33-(0)2 43 50 05 50
Fax: +33-(0)2 43 50 05 59
Monday-Saturday: 9:00 am – 8:00 pm

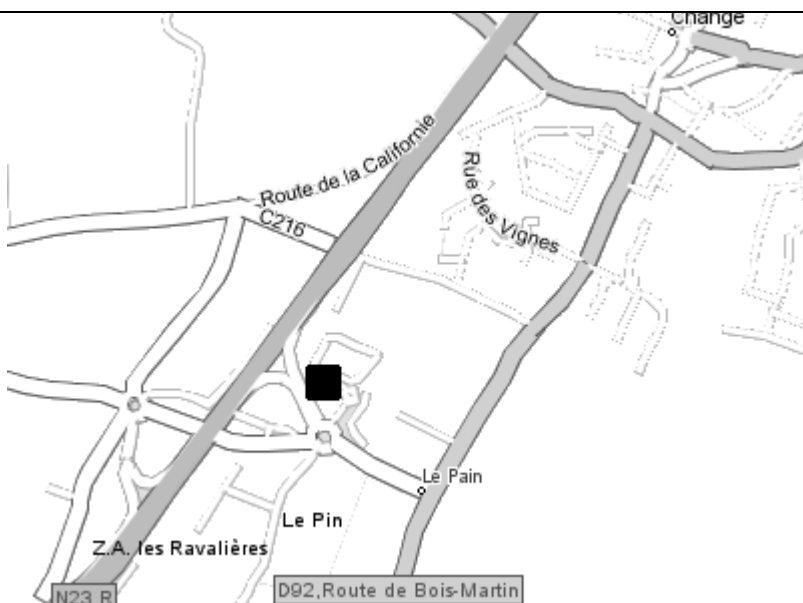
Bicycles, sports gear, camping gear,
app 3 km away from the circuit on the
N138



Super-U

F-72560 Change
Phone: +33-(0)2 43 78 30 10

Monday-Thursday & Saturday:
9:00 am – 7:30 pm
Friday: 9:00 am – 8:00 pm
Take the N23, it's app. 8 km away from
the circuit and relatively easy to get to
from camp sites like Maison Blanche
and Expo.



New shopping centre at Mulsanne straight

Latest news from a CA member: *"For those of you who come but once a year (as the saying goes) you'll be surprised to learn that half way down the Mulsanne straight on the left (opposite Leroy Merlin) they have built a new shopping centre similar to that at Auchan north of Le Mans. It isn't open yet but will be for the race and there are 88 new shops there. I don't know what yet since they are still building it but it might be worth a look if you are looking for things. There are certainly several new restaurants in there though. For the moment though, although there are rumours, Carrefour are staying where they are. From Maison Blanche turn left to the roundabout and left again, straight on until the Mulsanne straight and it's opposite."*

Information for vegetarians

Don't bother looking for "vegetarian society approved" logos on food. There won't be any. British brands will have it removed if normally present. Probably they don't want to lose French sales by indicating that there may not be any animal product in the item!

You will not find Quorn or Soya based meat substitute items. I'm sure we did once, but not for the last few years. Cheese will not say if it has animal or vegetable rennet in it. So if you are really strict on that then cheese is out too!

You can usually find out the ingredients on items as many are multi-language. However some are not - learn French!

You can find pre-packed Salads in Auchan and Carrefour and probably Leclerc and Champion as well. These can be pretty good - with cheese and egg options. Also there are usually other pre-pack salad ingredients that you can make a meal of. Of course there is French bread. You can just fill up on a baguette and cream cheese. It has been reported that Super U does have a specialist food section that has Soya Milk.

Portable BBQs are plentiful in the supermarkets - if you can find anything to cook. If you are bringing your stuff with you, be aware how hot it can be at that time of year. Without a fridge, food might NOT last, even with portable car-fridges.

Opening times

Monday to Saturday is the norm; details for the shops mentioned above are given there. **Do not count on open supermarkets on Sunday**, some comments:

- *"Carrefour, Super U, Auchan etc are very rarely open on Sundays. The only supermarkets you will find open (usually from 9.30 to 12.00) are in the small villages - Shopi in Savigne l'Eveque is the nearest that I know of - and they are generally closed on Monday mornings to compensate. It's still a proper day off here, don't you know!"*
- *"Can confirm that Carrefour and Super U were both closed on the Sunday. The petrol station opposite Carrefour was open on Sunday as was the one in Arnage village. Both sell bread, water, crisps etc. Don't think they stay open late though."*
- *"The Champion at Moncé en Belin - not far south of Arnage - is open every Sunday morning."*

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 he'll let you sample it first) It is a good place for a short stop and is 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. The biggest problem with both of these is that they interrupt the serious business of scrutineering. The usual big street markets in Le Mans (Jacobins) tend to get interrupted by something else that's going on there...

Other market days in the Sarthe are: Mondays: La Ferté Bernard, Mamers. Tuesdays : Beaumont, Bonnétable, Bouloire, Ecommoy, Loué. Wednesdays: Ballon, Le Grand Lucé, Sillé le Guillaume. Thursdays: Conlie, Le Lude, Marolles le Braults, La Suze sur Sarthe, Tuffé. Fridays: Malicorne, Pontvallée, Vibraye. Saturdays (well, if you're around the previous weekend): Allonnes, Brulon, Fresnay sur Sarthe and Montfort le Gésnois.

If you are looking for something with a real local flavour, try the famous "Rillettes du Mans" – available in most supermarkets but best bought from a butcher in the town or one of the local villages. This dish, which is a kind of cross between pâté and potted pork, can be a little off-putting to look at as it tends to be preserved by a thick layer of fat – but don't worry, just scrape this off and enjoy the delicious stuff underneath!

If you're looking for something to take back with you to appease families and partners back home, Rillettes are also often sold in nice decorated pots which make a lovely present for carnivores. Other things worth looking out for are "Confit de Canard" (preserved duck legs, in tins), cheese of course (try Liverot, Chaumes and Munster if you're into truly smelly delights) and Saumur for the drinkers, a great-value sparkling wine from the Loire Valley.

Your mum or a favourite aunty might also appreciate some Alençon lace. Also, try Malicorne, the centre of the Sarthe's pottery industry. And of course, there are always loads of shops at the circuit for petrolheads.

For those wanting a day out away from Le Mans, there is also an excellent shop at the Manoir de Courboyer, the headquarters of the Perche National Park which sells a large range of local and regional products. It also boasts a nice restaurant, good walking, and a typical local manor house to look around.

For UK visitors: Cigarettes are cheaper in France but don't forget, you cannot buy these in supermarkets (or their surrounding malls). They should be purchased at a Tabac (often attached to a bar) - these are distinguished by their famous red lozenge sign with white writing. After a huge increase in tax in recent years, the government has recently seen fit to reduce the price slightly and they're still cheaper than the UK.



During race week the whole city of Le Mans joins in – and many shop windows are decorated. There is even a prize for the shopkeeper with the best display.

Bars & Restaurants

Aux Portes du Circuit: This can be found 300 yards into town from the main entrance, directly opposite Expo campsite. It is also known as “Jeannine's” to some CA members as the place is managed by the lovely lady Mme. Jeannine Belnou. 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. This is unfortunately often interrupted by the police. Although this is a bar and restaurant, it has been reported that there will be no food served during the race, just drinks.



Restaurant Auberge des 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 Auberge des Hunaudieres



Restaurant Shanghai des 24 Heures

Restaurant Shanghai des 24 Heures: This Chinese restaurant, owned by Mr. and Mrs. Cheung is open throughout the race week and serves affordable food of a decent standard, like Lemon Chicken, Pork with satay sauce, Shrimps with black mushroom and of course the inevitable spring rolls. A typical main course is about 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 has 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. Capacity is about 120 seats in 3 rooms. To get there see the directions to Restaurant Les Hunaudieres, it is app. 50 yards down from there. Phone: +33-(0)2-43 84 14 72

Bar au Bugatti: This is a typical French Sports bar that serves light food throughout the day, it has also been described as a "good watering hole". 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 1 mile down the road on your right, within close proximity of the Expo campsite, on the same road as the restaurant "Aux Portes du Circuit".



Bar Brasserie La Borne 24H, this is not so well known but has been highly recommended by one CA member. How to get there: Half way down the Mulsanne straight is the big hardware store, Do-It-All style called Leroy Merlin, on the right at the big roundabout. There are signs to this restaurant if you turn in and it is in an industrial unit. From the circuit entrance go past Maison Blanche to the roundabout, left towards the Karting circuit, straight on under the circuit until you come to a roundabout and left and left again. The food has been described as good value for money, they also have inexpensive wine. Please note: This place is probably closed during practice and the race itself, as it is in one of the one of the inaccessible areas then, so it is just an option for the rest of the race week.

Bar Restaurant "Le Tertre Rouge", also called **Stella Bar** by many CA members: 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.



Restaurant La Boule d'Or
41 Avenue François Mitterrand
F- 72230 Mulsanne
Phone: +33-(0)2 43 42 00 45
Fax: +33-(0)2 43 42 54 90
Website: <http://labouledor.com>

To get there, turn in the direction of Tours (south) at Mulsanne roundabout, overall it is about 500 metres away from Mulsanne corner at the racetrack. Excellent food, good beer, this has been highly recommended. As a specialty they promote their "choucroute de la mer", a mixed seafood plate. There is also a bar and a tobacco shop included. One CA member persuaded them to put fish & chips on the menu for raceweek, comments on the quality of this for next years edition would be nice...



Arnage

Next to the fountain in the middle of the roundabout (which is normally turned off during race week) is a bar/cigarette shop with plenty of tables outside. Well known already to many since lots of people have been soaked enough times as they pass! Dead opposite on the corner is the Harlequin, a very good place to eat especially lunch times. Not expensive with the usual fixed price menu and a few tables to sit outside and a big outside eatery behind.



Le Mans City Centre

Just in case you want to combine a visit at the Drivers' Parade on Friday with a pub crawl – rumours say that some CA members do so – here's a fine collection of bars, all within walking distance from the Place de la République.



1. Brasserie Le Berry
2. Café Le Moderne
3. Café Leffe
4. Brasserie Le Scarron
5. Bar Le Venezia
6. The Pub Crawl
7. Le Mini Bar
8. Bar Le Zoo
9. Rey Gin's Bar



Café Leffe
11 Place de la République
Phone +33 (0) 2 43 28 08 35



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



Rey Gin's Bar
40 Rue du Port
Phone: +33 (0)2 43 24 08 29



Le Mini Bar
32 Rue du Port
Phone: +33 (0)2 43 28 25 99



Café Le Moderne
36 Place de la République
Phone: +33 (0)2 43 28 40 88



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



Bar Le Venezia
41 Place de la République
Phone: +33 (0)2 43 93 55 34



Bar Le Zoo
38 Rue du Port
Phone +33 (0) 2 43 24 15 89



The Pub Crawl
9 Rue Victor Bonhommet
Phone +33 (0)2 43 87 02 84

Information for vegetarians

Tricky! This is France - so you will not have much luck trying to find anything marked as "Veggie option" on the menu at restaurants. Announcing you are vegetarian and asking what they have will normally result in the waiters throwing their hands up in the air, asking "You don't eat meat? How do you eat?" and *if* you are lucky, a green salad for starter, followed by a green salad for main course (and they are *not* imaginative with green salads...)

If you go for one of the usual safe bets in the UK (Curry and Chinese) you will find in France they have added extras such as bacon bits added which were not mentioned on the menu!

So, eating out in France, what you *can* do...

Pizza/Italian places are good. There are a couple in Le Mans which we go to almost every year. We were joined in an Italian restaurant one year by the (sadly now departed) Michele Alboreto, which was rather nice. We've gone back every year since - but no more (recognizable) drivers yet. **Crepe's** are also a reasonable place to be able to get veggie fare without actually offending anyone by announcing you are veggie.

Asking for a veggie dish ("repas vegetarian" or "sans viande"), and explaining you are *vegetarien* will normally get you the dish you require, even if you do get a sad shake of the head from the waiter... It *is* worth saying you are veggie, as otherwise you are likely to get the thing turn up with some other meat instead - e.g. they think you just did not want the pork so they substituted beef!

Vegetarian food at the circuit: There are restaurants, but only one has a pizza, and you will wonder why you are paying so much for a frozen pizza. In the ACO Members enclosure you can sometimes find cheese pizzas as well, but not often; and you have to be a member, or a guest of one to get in. Cheese baguettes are available, but often they are gone almost straight away. Of course no-one buys them as there is no meat in them. So they sell out of the stock they have really quickly...

Hot items around the track are normally limited to Frites, and Chevre-chaud which is a half baguette with melted goats cheese on it - rather nice. Sometimes this comes as a panini style thing. So the options for veggies are rather limited, you might end up on a bit of a cheese-fest, but it's only for a few days.

Other useful stuff

The A.C.O. village

With its numerous bars, food outlets and shops the A.C.O. village represents the hub of the circuit. 'Le Village' sprawls from the Dunlop Chicane and furthest reaches of the Interior Musee campsite down towards the pit straight where it peters out into a maze of team hospitality tents that fill the paddock area behind the pit lane. At its centre is the main square that is served by a giant TV screen showing live streaming of the race. Here you will find the majority of the modern permanent structures that house toilet facilities, retailers and hospitality suites. Food and drink is expensive wherever you go around the circuit but not extortionate. The Village is no exception and you will find a good variety including fast food, basic sit down meals, crepe stalls and bars that serve beer, brandy and champagne in abundance. This place really comes alive during the race and at night the atmosphere is friendly and inviting, encouraging you to stay up to the wee hours and follow the race for as long as you can keep your eyes open!



The automobile museum

Just a short hop away from the main entrance of the track this museum is well worth a visit. It was founded in 1961; a new building was constructed in 1991 with app. 4.000 m² of exhibition space, a restaurant with about 100 places and a souvenir shop. There are about 200 cars on display, not surprisingly with a focus on former Le Mans participants but also some other interesting historic automobiles. Some people use a rainy day to visit it but it can be also very attractive on a very hot day; it's air-conditioned and has proper toilets.

Some examples of cars which are on display are: A Martini colored Porsche 917 Langheck from 1971, a Bentley Speed 8 from 2003, the 1924 winning Bentley 3 Litre, the 1974 winning Matra 670 B, a group C Mazda and a Silk Cut Jaguar.



Address:

Musée Automobile de la Sarthe
Circuit des 24 heures du Mans
B.P. 29254
F-72009 Le Mans Cedex 1

Phone : +33-(0)2- 43 72 72 24
Fax : +33-(0)2- 43 85 38 96
E-mail : museumauto@sarthe.com
Website (only in French language):
www.museeauto24h.sarthe.com

Opening hours

June – September:
10.00 am – 7.00 pm
October – May:
10.00 am – 6.00 pm

Extended opening hours during
the race week

Tickets

Adults: 8 €
Adolescents (12-18 years): 5 €
Children (7-11 years): 2 €
Children up to 6 years are free
Discounts for groups and for
A.C.O. members are available

Wi-Fi Hotspots

Free wireless internet access points were not available in the past, so if you stumble across one this year, please drop us a mail. A commercial hotspot seems to be available at the racetrack, a search on the internet found this company: Neuf Telecom, Rue des Raineries, Le Mans, Phone +33-(0)2- 43402510.

Karting

The kart track or 'Circuit de 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 free racing. Opening times vary year to year but generally it operates from 10:00 – 17:00 Friday through to Sunday.

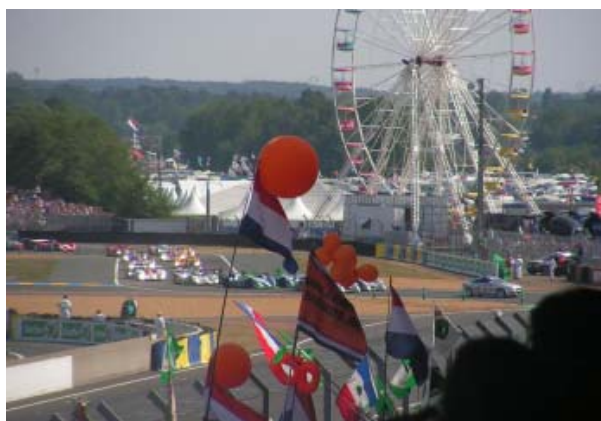
They use various track iterations but even the smallest circuit offers an exciting challenge. The standard varies wildly which lends itself to many a racing incident! This is definitely worth a visit and surprisingly quiet; sometimes you don't have to wait more than 20 minutes to get a race.



Circuit "Alain Prost"
Route du chemin aux boeufs
F-72100 Le Mans
Phone: +33 (0)2 43 21 32 97
Fax: +33 (0) 2 43 21 32 99
Website: <http://www.circuitalainprost.com>

Funfair

The funfair has been a permanent fixture at Le Mans for many years. In particular, the big wheel at night is an iconic image. It used to be found sprawling across the infield and outfield between the Dunlop Chicane and the Esses but in recent years it has inexplicably down sized and relocated in part to the south of the pit lane heading out towards the Maison Blanche campsite. It may have moved again this year. The big wheel at least seems to have survived and is worth a ride during Saturday night when you will have a panoramic view of the race.



Golf Course

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.

Golf des 24 Heures
Phone: +33 (0)2 43 42 00 36, +33-(0)2-43 42 00 10 (Clubhouse),
Fax: +33 (0)2 43 42 21 31
E-Mail: golfdes24heures.lemans@club-internet.fr
Website: <http://golfdes24heures.free.fr>

First aid – the Medical Center

Sometimes bad luck hits and you might be in need of a doctor. The Medical Center is near to the old Motor Museum building. Plenty of doctors and nurses are on duty there and usually you will find someone who speaks also English or German. The author of these lines brought a mate of him there last year and these people did a great job. They were very friendly and helpful and I guess there is also a lot of volunteer work involved, so full kudos to these people!

Visitors with physical disabilities

From the A.C.O. website: "People with a physical handicap of 80% or above will be granted free entrance to the circuit on the presentation of their disability certificate. The accompanying person must normally pay for their 'General Enclosure' ticket. A 'disabled reception' has been put in place near to the 'Conciergerie' and the 'Porte des Italiens' (In the stands area), 'Tribune Dunlop', 'Musée' and 'P5' (Village). These points have been added to the permanent buildings: 'P16', the stands situated above the team garages, the race control centre, the A.C.O stand, 'Houx' and 'Maison Blanche.'" Most of the newer pedestrian tunnels, e.g. the one at Tertre Rouge are suitable for people with wheelchairs.

Banking services / ATMs at the circuit

There is one ATM fixed in the village during the 24hours, located near the center of the village, next to the Racing Legends stand, as you come from the new tunnel it is on the left as you enter the new village area.

The “Ceremony of Hands”

Le Mans is a city which is proud of its racing heritage and its rightful place at the centre of Sports Car Racing throughout the world. No visitor to the city can fail to miss the monument to the 24-hour- race in the Place St Nicholas in the centre of town, and its surrounding bronze paving slabs commemorating all the recent LM winning teams – plus individual ones for Le Mans legends like Jacky Ickx, Derek Bell and Henri Pescarolo. Each year, at eleven o'clock on the morning of the day before the race, the three winning drivers from the previous year, gather along with members of the press and public, and local luminaries, for the “Ceremony of Hands”. A bronze plaque is unveiled with the names of all three drivers and an impression of their hands. One of the lower-key, and least well-publicised events of the week, it is nevertheless a “must visit” for anybody who has not done it before as it gives a good opportunity to get up close and personal with the top three drivers, and to join the city in celebrating its place at the centre of the sport.



Helicopter flights

Le Mans Airport is directly opposite the circuit, so not surprisingly there is the option of booking a helicopter flight around the circuit. One of the companies operating there is “Jet Systems”, phone: +33- (0)2 43 72 07 70, E-mail: contact@jet-systems.fr, website: www.jet-systems.fr. Reservations don't seem to be necessary, several CA members reported that they just walked up, paid their money and got their flight without having to wait. They charge about 80 for a flight. Some CA member's comments:

- *“In effect you get 1½ laps of the circuit, one full lap and then the top halves of the circuit again, fly over all the campsites etc and get a great view of the event. Personally I think it is a bargain”*
- *“I thoughtfully recommend it, great value at £50. First time I did it was 2 years ago. The pilot picked up a Vette at Tetre Rouge and stuck with it the length of the Mulsanne, bloody awesome. One complete lap and then cut across from the first chicane to Porsche curves on the second.”*
- *“A tip ---- Don't mess about when you are told it is your turn, be the first out to the chopper then you can grab the seat in the front beside the pilot, the best place to get photos”*



How to get tickets

General information

There are basically two ways to book tickets – either at the A.C.O. directly or through a ticket agency. For campsite tickets and for grandstand tickets the rule is to book as early as possible! Most people make their booking immediately after returning from Le Mans for the next year and most campsites are sold out months, sometimes a full year in advance.

Booking tickets with the ACO

You can order tickets direct from the A.C.O. either by phone, fax, e-mail or letter. The best way is to download a copy of the ticket order form [here](http://www.lemans.org/sport/sport/calendrier/pdf/bon_commande_gb.pdf)

- http://www.lemans.org/sport/sport/calendrier/pdf/bon_commande_gb.pdf

then post, fax or e-mail it to them. Don't worry that this is this year's form – just cross out the year and write in 2008 – nobody minds!

Automobile Club de l'Ouest - Service Réservations
Circuit des 24 heures du Mans
72019 Le Mans Cedex 2 France
Phone: +33 (0)892 69 72 24
Fax : +33 (0)2 43 84 47 13
E-mail : ticket@lemans.org

The A.C.O. also has an online-ticket-shop at <http://ticket.lemans.org>; unfortunately it has been next to useless in the past because it only opened up a couple of weeks prior to the race, when most campsites and tribunes were already sold out. It seems that they first handle their reservations which they received throughout the year by fax, letter, e-mail or phone before they sell the remaining tickets on the web.

Booking for the following year

By now, most grandstand tickets and those for the more popular grandstands will be sold. To avoid the same thing happening to you in the next year, the best thing to do is to reserve these as soon as you arrive at LM. Do this at the ticket office 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 in the booking form, no pre-payment is necessary. Don't be too alarmed if your form just gets thrown into a box – the system usually works and you will get a confirmation of receipt within a few weeks of returning home.



The A.C.O. is a bit of a law unto itself with regard to the pre-booking of tickets, mainly because it can never really confirm the existence of next years' race until the end of the current year, as so much of it is held on public roads and therefore requires the co-operation of the local authority, police etc. Your confirmation letter will only acknowledge receipt of your request; you will not get confirmation until the end of December 2007 as to your allocation for 2008. At this stage, you will be asked to confirm your request by sending them payment details, e.g. your credit card number. The best thing is to keep an eye on the CA forum throughout the off season, as other members will soon start posting when their own confirmations come through the post. If yours doesn't turn up at this time, get onto the A.C.O., and quick!

If you get to LM before the Rotunda is open, you can still book next year's tickets but do so at the ticket office inside the circuit (under the members' grandstand) during normal office hours on weekdays – don't forget French lunch-times of 12.00 – 14.00 though. The barrier will be down, but you will be allowed in if you just say "Billetterie" (Beeyeturee) to the person in the little booth. Turn right as you go through the barrier and keep going 'til you spot the

office car park. The ticket office window is on the far right hand side of the ACO shop. You can also take this opportunity to buy your LM goodies to save you carting them around on race day.

Ticket Agencies

There are also a number of agencies who sell race, travel and package tickets. The prices are generally heavily inflated and you'll probably have to buy their highly-priced general entrance tickets as well. But they do have the advantage of guaranteeing you a grandstand seat. So, if you are just after "Enceinte Generale" tickets, avoid the agencies, it is much cheaper to buy on the gate and they are never sold out.

- www.justtickets.co.uk
- www.1st-tickets.co.uk
- www.pageandmoy.com
- www.selectmotorracing.com
- www.ticket-finders.com
- www.airtrack.co.uk
- www.continentalcartours.co.uk
- www.ticketplus.com (Netherlands)

Types of tickets

The pictures below show some 2007 tickets, but also tickets from previous years. The A.C.O. has changed the design of the tickets several times in the past, so don't be confused if the ones you have bought look different.

| | |
|--|---|
| | <p>"Enceinte Generale" (General Entrance)</p> <p>Really all you need, everything else is an optional add-on. These are available on the gate and the price of tickets bought in advance includes entry to pre-qualifying, scrutineering, both practice days and the big one, so at around 60 euros they are undoubtedly the best value motor race event tickets on the planet (The example left shows a reduced price for A.C.O. members). Take a bivvy and a sleeping bag and you can kip anywhere on the circuit</p> |
| | <p>Tribunes (Grandstands)</p> <p>These resemble the "Enceinte Generale" tickets so be careful not to mix them up. The contremarque system applies here too so don't forget to get your piece of card each time you leave your grandstand. All the grandstands are open to all comers during practice (except the members' where you will need a membership card). Seat numbers: All the grandstands on the outside of the circuit are lowest numbers on your left as you face them; the pits grandstand (inside) is numbered with the lowest on your right as you face it.</p> |
| | <p>"Aire d'Accueil" - Campsite ticket</p> <p>These should be self-explanatory. A new type of campsite pass has been introduced this year in the form of a hanger to be put on your rear view mirror – don't ask us what motorcycle-riders are supposed to do.... These are bar-coded and will be scanned as you enter and exit your site. You will probably also be asked to show your Enceinte Generale ticket when you enter some campsites, typically those with direct access to the circuit, such as Maison Blanche.</p> |



Campsite Supplement

If you arrive on a campsite before Wednesday, you will also be asked to pay a supplement for each extra night, 2007 it is in the range of 8-15 Euros per night, depending on the campsite. These supplements have to be bought upon your arrival, you cannot book them in advance



Parking

As per camping, these are in the form of a hanger, for the pay car parks close to the circuit



Contremarque - Important!

The slightly bizarre "contremarque" system operates at Le Mans. The first time you enter the circuit, the appropriate strip will be torn off your ticket, according to which day you arrive. If you exit the circuit that day and want to come back in, it is important that you get a "contremarque" – typically a garish piece of card - which you hand back when you re-enter.

Latest news: Not yet 100% confirmed at the time of writing, but it may well be, that this system will be abolished in 2007. Instead they might scan the barcode of each ticket to track who has already entered the circuit, parking lot or campsite.

Ticket holders and lanyards

Because of the number of contremarques you can assemble over the weekend (particularly if you go out to Mulsanne and Arnage etc), some sort of ticket holder with a lanyard to hang it round your neck is a must at LM. Tickets are 130x75mm with the tear-off strips folded over. You can buy these at the A.C.O. shop, but they are also often a "freebie" with LM's local newspapers – Le Maine and Ouest France.

Members

Members get a useful 10% discount on all tickets. They also get entry to the bar below the members' grandstand and the large welcome area in the village. To gain entry to these, you should show your membership card at the members' grandstand (every day until Saturday), and at the Welcome area in the village from Saturday onwards. You will then be given a wristband which will allow you into all the members' areas throughout the race. You can also get a free wristband for your partner, and four more at 5 euros each for guests. These can pay for themselves quite quickly as drinks and food are a noticeably cheaper in the members' areas.

Getting rid of excess tickets

In case you have booked too many tickets – maybe someone in your group has dropped out – there are two options to get rid of them:

Post on the Club Arnage forum: The CA forum has a "Sell or Swap" area where you can post your tickets. This is not a site for profiteering; you are expected to sell your tickets at face value + postage. The forum is moderated, so anybody who violates the terms and conditions of selling on the forum will be quickly dealt with and will not be welcome back.

Giving back excess tickets at the A.C.O. booking office in the "Rotunda:" You can go there, 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.

A.C.O. Membership

“Is It Worth It??” - Every year this question is asked on CA regarding the membership of the A.C.O. This section provides details of the benefits of membership. It is worth mentioning at the outset the main item that you do not get with membership:

Membership does not give any priority with the ticket office in ordering tickets.

There are two levels of membership which are relevant to race-goers: Club 24 and Club 24 Collector. There are other breakdown options similar to those offered by the RAC and other motoring organisations, but these are not really relevant to non-French residents. Most people will have arranged their own breakdown insurance which includes repatriation of the broken vehicle to their country of origin.

Club 24

1. Up to 6 General Admission tickets at 25% discount (2006: 45 € instead of 60 €)
2. Up to 6 Camping tickets at 10% discount (approx) – Actual discount amount depends on the camp site
3. The official program – the same as the one you pay for anywhere on the circuit
4. The official poster - 40 x 60 cm
5. Entry list – This is a tome edited for the media and competitors. Two-page spread per team giving all the technical details of the cars and profiles of each of the drivers. In black & white, with photos and in French, but quite a useful document. Not available anywhere else
6. The official results – a complete package of the hour-by-hour results as issued by the ACO during the race. It also provides a list with an entry for each time a car enters the pits, what happens in the pits (driver change, refuelling etc), and the times the car entered/left the pits. Obviously, all this is history by the time you get it.
7. Photo poster of the winners – with pictures of the winning car and drivers. These are 30 x 22.5 cm on gloss, heavy paper, and are quite nice – it is these posters that I personally keep, rather than the ‘official poster’ which is on thin paper and is usually too bent and battered to use by the time I get home.
8. Use of the ACO Grandstand. Two tickets per member for Tribune 18. This stand is half-way down the pit straight and provides an excellent view. It also boasts the best toilet and shower facilities on the circuit which can be used any time up to race day, when it is only (officially) available to people with ACO stand tickets
9. Free access to the ACO Members Area – where there are giant TV screens, up-to-date race information, a bar and food (cheaper than those on the circuit) and a fairly comfortable place to sit. Gets very busy when the weather is bad. Members can take guests in at a cost of about 5 €.
10. Cheap shopping – a 10% discount is given to any and all products on sale in the ACO shop
11. Special members enclosure at scrutineering - a special members bar, with a (admittedly tiny) viewing point next to the press stand - good for taking pictures.
12. Members car parks - "parking blanc" (at the back of the grandstands) is reserved for members during the 24 hours
13. Discount on tickets at other events held at the circuit – e.g. a 10% discount was available in 2006 for the DTM meeting. Free tickets are also available for some meetings e.g. World Series by Renault. Museum entry tickets are also discounted.
14. Roadside emergency assistance throughout France 24/7. This is limited to **one** (per year) free breakdown/tow truck intervention, and the loan of a replacement vehicle for **one day in France** if your own vehicle is immobilised for more than 24 hours or necessitating at least 5 hours work. Spare parts will be at the members cost. This is fairly limited cover, and for most non-French residents, it would be better to take out additional cover to include repatriation of the vehicle in the event of a major breakdown/accident.



Items 3, 4 and 5 can be collected anytime race week from the ACO. Items 6 and 7 (together with 3, 4 and 5 if you haven't collected them) are sent by post 3 months or so after the race.

Club 24 Collector

All the benefits of Club 24 membership PLUS:

1. The official book of the 24 Hours of Le Mans, updated every year. "A luxury work of reference" – includes some 800 photos and over 250 pages in full colour. It recounts the whole story of the race: entrants, technical, practices, detailed results
2. The official film of the race – on DVD
3. Photo report of the race – unpublished photos from the ACO taken by professionals – on CD-ROM

What Does It Cost?

In 2006, the costs of membership were:

| | |
|-------------------|------|
| Club 24 | € 93 |
| Club 24 Collector | €195 |

Is it worth it? From the writer's perspective – yes, for the Club 24 package. In 2006, on 9 General Admission tickets and 4 campsite tickets, I made a saving of € 122, against the membership cost of € 93, and then had all the other benefits as well.

A race-goer may feel that the other benefits make membership worthwhile, even if full use of the ticket discount is not taken. I make no recommendations, just stating the facts. It's your choice!

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 railway 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 railway 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 railway 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 online 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 ("Composter") 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 is undergoing major changes and the North side is completely closed at present due to tramway works. Pick up a bus or a taxi at the South side of the station. 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, RTE (suburban service), 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 begun. 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.
- High visibility vest

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.
- Under 18s cannot drive in France, regardless of their UK license
- 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. There is now a reciprocal agreement between all European countries, that points and driving will be applied even to licenses from other EU member states; also, speeding offences captured on cameras will be applied across borders now, so be extra vigilant when you spot these!

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 |

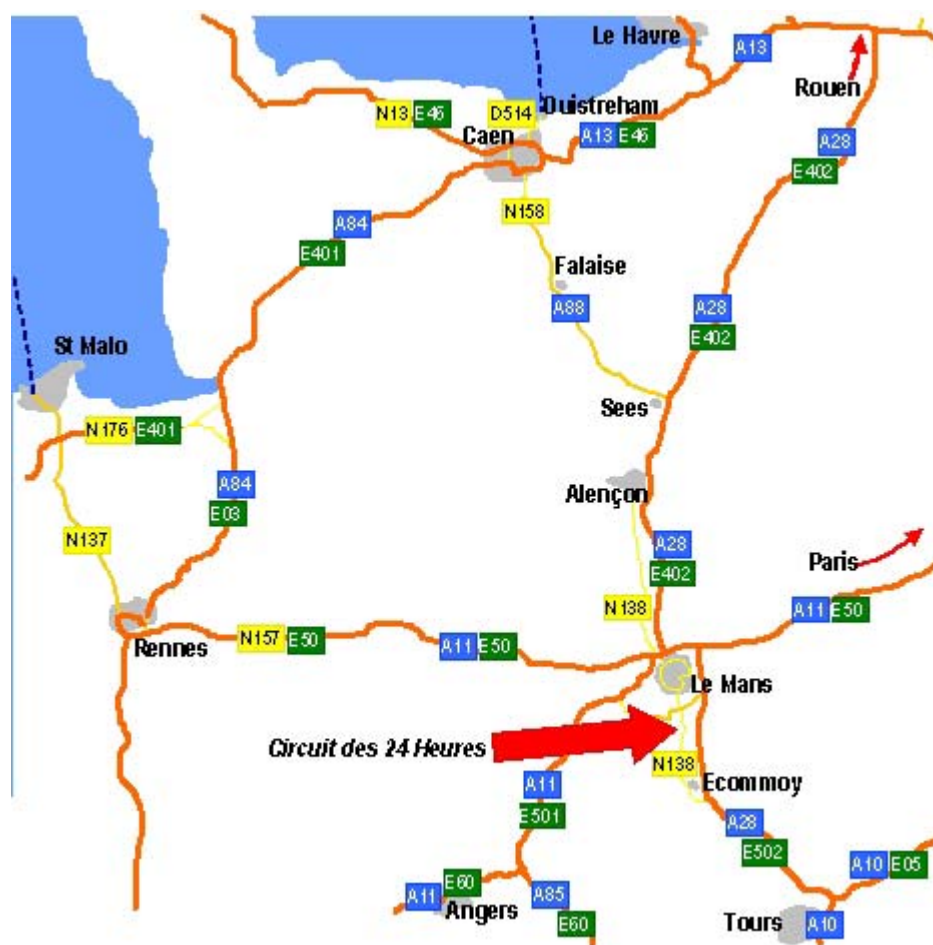
Route Directions to the 24 Le Mans Circuit

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 following table 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 in 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 | |

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 | |

En route – pit stop strategy

Lads,

I've been giving a bit of thought of how we all get down to Le Mans. For me, it has to be as quick as possible. Not just because we're in a hurry to get there, but that's just the way it is. Stopping is 'down time'. It follows therefore, that you have to treat your stops like pit stops; stop, get it done, get out. Some stops however, seem unavoidable.

If you walk along the verge of any A-road in the UK, you'll find quite a lot of little 'golden surprises' in the hedgerows. Plastic drink bottles full of p**s. Now you don't have to be Einstein to work this one out (or that eejit from Who Wants to be a Millionaire), our van and lorry drivers have deadlines to meet, and widgets and shite furniture to deliver, so like us, stopping is not an option. An empty bottle in the cab, you get caught short, you fill it up, you chuck it out the window. This is great news for our trucker and his deadlines, but not such good news for the sociology student hitching his way up the A1 towards Leicester University. A 70 mile an hour bottle of exploding urine on the back of his head will really take the sunshine out of his day, and probably the eyeballs out of his sockets.

Maybe we can learn a thing or two here.

Hammering down the N138, you're busting for a leak. No problemo! Get out the 2 litre drinks bottle; put your knob in it, instant relief and no down time. Mind you, this is Le Mans weekend, you could have been sitting on the vinyl seats in your 70's classic now, for three or four hours, and the Chalfonts are sure to be giving you a bit of jip. So while there's a bit of action going on down south, nows the time to rub a handful of cream on the little mothers, or, if your bumhole is in tip-top shape, maybe just check for a few winnets. Picture the scene: the classic motor is weaving all over the road, engine screaming, the chassis is on the limit and your attempting to snatch a gear, any gear, with an oily left hand. Your knob's in a bottle. Now is not the time for the Gendarmes. Also, and we're all men of the world here, your pride and joy might like it in there, after all, it's a tight neck and slightly moist. And if it likes it, you know what happens next! Before you can say Englebert Humperdink we have an escalating constriction problem (there is a medical term for this, but a family publication like this is not the place to quote it). In a matter of minutes your policemen's helmet is looking like a Golden Delicious in jam jar and flapping around in a bottle. Except it's neither golden nor delicious.

It would seem a stop is now inevitable, pulling in to a service area, exiting the car in a frog marching position, one slimey hand white and dripping with winnets or sharks liver oil, Germaloid tube behind one ear, shorts round your ankles and your tadger wedged in a bottle of Tizer.

On second thoughts, I'd recommend a short stop in Bernay....

H.

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 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-BRULÉE, 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 |

France and the French – Instructions for use

The Le Mans 24 hours may seem like a home from home to Brits but there's no getting away from the fact that it's a different country and that the race is organised and run by the French. To some this is a major irritation, but it all adds to the holiday flavour and a few tips about how to get along with the local populace never go amiss.

Remember, contrary to some beliefs, the French are by their very nature, an incredibly polite nation (outside Paris, that is). It is, for instance, considered incredibly rude not to say "hello" when you enter a French shop, go up to a bar, arrive at the circuit ticket barrier, pay your Autoroute toll at the booth or even to the concierges outside the loos! This is probably the root of so many misconceptions which some Brits hold about their counterparts across the channel. If you don't say hello, they think *you* are the rude one and will respond appropriately. Those in the service industry consider themselves to be in an important business and do not take well to being ignored or treated like imbeciles.



So, a few basic rules when you meet a French person for the first time: Smile, say "bonjour" (this can be changed to "bon après-midi" after lunch or "bonsoir" in the evenings) and look them in the eye when you talk to them, and if you don't speak French, say so (Pardon, je ne parle pas français) don't just speak English and hope that they do. And don't forget to say goodbye when you leave. It's also customary to greet fellow shoppers/drinkers when you enter and leave, with a quick "bonjour/ au revoir messieurs, dames" (depending on their sex!)

You will be amazed at how much more pleasant the French seem if you do this!

Shaking hands

The French shake hands with everybody they meet. Should you break down, for instance, it is customary to shake the hand of the guy who turns up with the tow truck. If some kind person stops to offer you help, shake their hand. If you bump into somebody you've met before and who recognises you, shake their hand. You will be amazed what dividends this can pay!

If you know somebody well enough to "bisou" (peck on the cheek) then remember the custom is *four* in the Sarthe – 2 on each side. This can make encounters with very large groups of friends extremely long-winded!

| English | French |
|-----------------------|--------------------------|
| Good day, hello | Bonjour |
| Good afternoon | Bon après-midi |
| Good evening | Bonsoir |
| Have a good evening | Bonne soirée |
| Goodnight/ sleep well | Bonne nuit |
| Goodbye | Au revoir |
| Sir | Monsieur |
| Sirs | Messieurs |
| Madam | Madame |
| Ladies | Mesdames |
| Ladies and gentlemen | Messieurs, dames |
| Enjoy your meal | Bon appétit |
| Cheers | Santé (a vôtre santé) |
| I don't speak French | Je ne parle pas français |
| Sorry | Pardon |
| Please | S'il vous plait |
| Can you help me? | Vous pouvez m'aider ? |

Note: NEVER use Mademoiselle to somebody you don't know, this is considered rude, no matter how old you think she is, except for children and then "petit" (for a boy) or "petite" for a girl is better.

In the bar or café

Say hello and greet other drinkers when you come in! There are two types of service in French bars. If you buy at the bar, you will pay less but you should then remain standing up or at a bar stool (if there are any!) When you sit at a table you can expect to be served. Do not be tempted to refer to male staff as "garçon" – this literally means boy and is as derogatory in French these days as it is in English, refer to them as "monsieur" or "madame" according to their sex.

| English | French |
|--|--|
| A beer | Une bière (grande for large, demi for 33cl and galopat for 25 cl – the latter probably isn't of much interest here!) |
| Draught – as in beer, not a cold wind! | Pression |
| Wine | Vin |
| Glass | Un verre |
| A glass of wine | Un verre de vin |
| The bill | L'addition |
| Water | L'eau (plat = still; gazeuse = fizzy) |
| Jug | Un pichet |
| Ashtray | Un cendrier |
| Bottle | Une bouteille |
| To eat | Manger |
| Black coffee | Un café |
| Large coffee with milk | Un grand crème |
| A light (for smokers) | Du feu |

You will probably be asked which beer you want, as most bars sell several, they invariably then turn up in the correct "corporate" glass with a matching coaster! If you don't mind just say "n'importe" – it's not important.

Beverages: The French just cannot make tea, and that's a fact. A tea bag on a string and a cup of luke warm water is the best you can expect, so avoid it like the plague. If you are desperate, thé citron (lemon tea) is by far your best bet. When ordering coffee, you will get black unless you specify. The closest thing to a cup of coffee with milk is "le

grand crème”, which in fact rarely turns up with cream as its name might suggest – more often it's milk, probably in a little jug.

You will normally pay for your drinks all together just before you leave, except when it's really busy such as on Mad Friday or during scrutineering. The bill is “l'addition”, so just say “l'addition s'il vous plaît” when you are about to go. A 10% tip is a good idea, even if the bill says it is “service compris.” Emptying your pockets of the little bronze “centimes” – as the French still refer to them - (1c,2c and 5c coins) is also considered an insult – round up to the nearest 10 cents. It's quite OK just to leave the correct money on the table and leave, but be sure to say goodbye, so that nobody thinks you are trying to leave without paying; or you can pay at the bar – you are not expected to wait until your server turns up again.

Most bars sell a small range of snacks and sandwiches but by no means all. You can ask “on peut manger ici?” (Can one eat here?) Many bars not selling food allow you to eat your own, but do buy all your drinks there if you try this, and take any resulting litter with you. Say goodbye when you leave – *please* do not leave the French with a poor impression of the English abroad – especially if you are wearing a Club Arnage T-shirt!

A note on smoking: A new law was introduced in the March, banning smoking from all enclosed public places. This will extend to bars and tabacs from 1st January 2008. However, bars and cafes in shopping centres are already affected by this blanket ban.

In the restaurant

Self-service restaurants are rare in France – apart from the big chains like Flunch. When you arrive, wait to be seated by the owner/manager/waiter. You should explain how many there are in your party by saying : Je suis seul (I am on my own) or, “nous sommes deux, trois, quatre, cinq, six, sept, huit, neuf, dix “and so on – literally, we are two, three, four, etc. Specify if you want a smoking or non-smoking table – eg “nous sommes deux fumeurs” (we are two smokers) or “nous sommes deux non-fumeurs” (two non smokers).



A Mexican restaurant and a Pizza restaurant can be found in the new Family Village on the left of the Mulsanne straight on the other side to Leroy Merlin. They are open up to the race but not during the race.

Do not expect the world's fastest service when you dine in France. Eating is the be-all and end-all of life here and meals are expected to be lingered over and savoured. They are the centre of France's culture and its social and family life. Enjoy it –try not to get too uptight if things seem slow. If you *are* in a hurry, then go to Flunch or another self-service eatery such as La Brioche D'Orée. If you have no choice, then explain to the waiter at the beginning of the meal, that you are in a hurry “je suis (I am) “nous sommes” (we are) “pressés” (pushed for time).

In Le Mans itself, you will usually find that menus are provided in English as well as French during the race season and even so, there is not enough space here to translate the names of all the dishes you might come across. If you're concerned about what you might end up eating, the best thing is to carry a small pocket dictionary. If you are not fussy, then as a general rule it is best to go for the “plat du jour” (dish of the day) the “suggestion du chef” (chef's suggestion) or “specialité de la maison” (the speciality of the house.) The first two will invariably provide the best value. The “menu du jour” (menu of the day) usually includes a starter – often of the help yourself variety from a cold buffet – and a pudding, and quite often a cheaper option where you can chose one or the other.

If you order steak, you will be asked how you like it cooked – “comme cuisson?” Bleu = blue, saignante = rare (literally – bleeding); à point = medium; bien cuit = well cooked. Be warned – the French (quite rightly, imho,) believe that an overcooked steak is a ruined steak, so you're best advised to go for a more cooked option than you would in the UK. Equally, with duck and lamb, you may be asked how you like it cooked – the options here are “rosé” (pink) or bien cuit, as for steaks. And for omelettes – “baveuse” means runny!

In cheaper restaurants, it is customary to re-use the same cutlery for you starter (entrée) and main course (le plat) – if you're having cheese, you should hang onto it for this too. In France, cheese is always served between the main and

dessert courses – as they believe it is better to eat all the savoury courses together before moving on to something sweet. When you have eaten enough, you should place your cutlery apart, with the knife and fork on opposite sides of the plate – if you leave them together - as is done in the UK – they will not think you have finished! You might be asked “vous avez terminé?” which means “have you finished?”

A word about bread. This turns up with every meal, regardless; the French do not see the necessity for butter, so just put it on the mat or tablecloth alongside their meal, which is why you won't get a side plate. If you do want butter, you have to ask for it. “Du beurre, s'il vous plaît”.

You should also be able to assume that you will automatically get a jug of tap water with any meal. If you don't and you want some, just ask for a “pichet” or “carafe d'eau” and it will be provided, free of charge. It's customary to leave a tip of between 10 and 15%, even if it is specified that service is included. You can usually pay with a UK credit or debit card these days in most restaurants – but don't forget your PIN number – you will need it.

Loos: Most public loos are looked after by a concierge whose responsibility it is to keep them clean. At the circuit, they also keep the stash of loo paper on the table outside with them – so don't forget to help yourself *before* you go in or things could get unpleasant! They expect to be tipped (30 cents) but on the up-side also expect to be told if there is a problem. So, if you find that the previous occupant has left his or her dinner behind, then you will cause no offence by mentioning this!

Breaking down

No matter how well prepared your car is, this happens! Be aware, that roadside assistance, per se, does not really exist in France. Even if you are covered by a European breakdown policy, the chances are that you will be towed to the nearest garage, rather than having the problem (however minor) sorted on the roadside. Although the cost of the tow itself will probably be covered under your policy, be aware that some smaller local garages may ask you to pay, and claim the costs back once you return to the UK (this has happened to the writer!)

| English | French |
|-----------------------|--|
| Car | La voiture; l'auto; la bagnole (slang) |
| Broken down | En panne |
| My car is broken down | Ma voiture est en panne |
| Engine | Le moteur |
| Gearbox | La boîte de vitesse |
| Tyre | Le pneu |
| Clutch | L'embrayage |
| Brakes | Les freins |
| Hose | Le tuyau |
| Oil | L'huile |
| Petrol | Essence |
| Diesel | Gazole |
| 4* fuel | Super |
| Exhaust | L'échappement |
| Exhaust pipe | Le pot d'échappement |
| Steering | La direction |
| Headlight | Le phare |
| Windscreen | Le pare-brise |

La bureaucratie!

Bureaucracy is a way of life in France and you'll encounter it wherever you go; it's hard to get away from!

The supposed idea that the French don't queue, is a very bizarre one. In fact, why queue once, when you could do it twice? Even in supposed quick service places (Flunch is a good example), you will be expected to line up once at the till to order your meal, and again in a line to pick up your chosen dish.

Anybody who has booked tickets for LM via the ACO will understand this well. First apply for your tickets, then wait to see if your form has been received. Then after your acknowledgement has arrived, wait a few months to see if you've been allocated tickets. Wait again to see if your confirmation has been received, then hang around again for a few months in the hope that your tickets have finally arrived. Simple, eh?

It's easier to do than to say, but the only way to deal with it is with a lot of patience. There is just no future in getting annoyed; you just have to go with the flow. The locals are on the receiving end of this every day of their lives and have been brought up with it so just cannot understand the impatient foreigner who gets hot under the collar about it. Be polite, smile, and get over it. Then have a good moan about it to your mates afterwards.

The Saint Saturnin Classic British Welcome

(Courtesy of John Curtis, www.classicbw.org)

For their sixth successive year the Organisers of the now familiar and very popular St Saturnin Classic British Welcome are pleased to have as their Partners and Theme for 2007 "Healeys at Le Mans".

The village of Saint Saturnin is situated on the main Northern entry to Le Mans, about fifteen minutes from the Circuit. Because of the tremendous popularity of the Le Mans 24 Hour Race with the British and other Nationalities arriving in classic and sports cars, the event, held in the grounds of the "Val de Vray" has become a highlight of the Le Mans week.

The objective of the St Saturnin Classic British Welcome is to provide a rendezvous and relaxing welcome point for those arriving, or those already in Le Mans, to take a breather from the Circuit and or the City.

Each year the event is themed on a specific marque, former years have included Jaguar, Porsche, Lotus, Aston Martin and Guests of Honour have included Jan Lammers, Derek Bell, Sir Stirling Moss, Johnny Herbert, Paul Frère, Michael Salmon and Jean Bloxham and for 2007 the Event Organisers are in the process of inviting other personalities.

Within the site there is an air-conditioned cinema showing non-stop English language motor sport films, various artists and exhibitions including a selection of the Theme Marque in the Exhibition Salon. There are plenty of restaurants, terrace bars and other points of interest as well as an ACO General Entrance Ticket Office, information desk, New Orleans Jazz Band, free car wash, picnic area and lots more!

The event, **with free entrance and parking**, is held **all day Friday 15th June and the Saturday morning 16th June 2007**. Average figures for visitors are about 4,000 and classic and sports cars around 1000. Friday afternoon sees the departure under Gendarme Motor Cycle Escort of some 60 officially registered cars for the Grande Parade in the City Centre, including this year a selection of Warwick built Healeys, and a selection of Bentleys (by courtesy of Motoring Adventures) other makes to be confirmed in due course.

Saturday morning, after a light French Breakfast, Motor Racing Legends "Classic Cavalcade" departs under the same Gendarme Escort for their official laps of the 24h Full Circuit – an opportunity to capture some close up photographs of these rare and spectacular ex Le Mans and Le Mans type cars.

Remember a warm and friendly welcome is extended to all classic and classic sports cars and their occupants all day Friday 15th and Saturday morning 16th June 2007. For further information see the website www.classicbw.org.

Contacts and further information:

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E-mail: info@classicbw.org
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Or contact direct:
John Curtis (Public Relations UK)
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Please note: There will be a Club Arnage cavalcade from the circuit to St. Saturnin on Friday, 15th June, start app. 2:00 pm, return to the circuit app. 6.00 pm.

Mad Friday

The Friday before race day is traditionally known as “Mad Friday”

Various activities take place in the Le Mans area on the Friday, such as the Ceremony of Hands in the Place St Nicholas at 11am, the Classic British Welcome at lunchtime in St. Saturnin, the open pitlane and the Drivers Parade through Le Mans town centre on Friday evening, starting at the Place des Jacobins. It is however, the day when there are no practice or qualifying sessions on the track, and so the parts of the track that are made up of public roads are open all day and exotic cars, as well as vans, push bikes and all sorts of home made contraptions, including a motorised bed and a pirate ship, can be seen driving around the area.



Areas such as the Hunaudières straight and Indianapolis are lined with spectators all hoping to catch a glimpse of a Ferrari Enzo, McLaren F1 or Lamborghini Murcielago speeding past. It is a unique experience that should not be missed. Where else can you see so many exotic cars for free?

For those looking to drive their own cars around the public roads, you should be aware that the Gendarmes are not particularly happy about this, and very often will have speed traps set up to catch you. If you want to put your foot down, your best chance might be to do so in the very early hours of the morning, but even then it can't be guaranteed that you won't get caught.

In years gone by, the road between the Maison Blanche and Bleu camp sites has been used as an unofficial drag strip, with many cars performing wheel spins on demand and spinning doughnuts. In the last few years however the local police have also cut down on this. As one of the moderators of the Club Arnage forum can testify, they will even confiscate your bottle of water if they see you pouring it under the wheels of a car to create some tyre smoke! Of course, a certain amount of it does still go on, and the roads will be lined on Friday afternoon and evening by people encouraging the drivers to show what their cars can do. It has also become common practice for the spectators to arm themselves with high powered water pistols and any cars that don't “perform” for the crowd are likely to get sprayed with water.

Similar activities take place at the roundabout near the back end of Houx Annexe campsite. This generally consists of cars driving round the roundabout several times at high speed, sliding round the corners before shooting off on one of the exit roads. Again, large crowds gather around, and on, the roundabout armed with Super Soakers.

Whilst most of this is carried out in a friendly manner, there is (as with any large gathering of people these days) an unfortunate yob element who now frequent the festivities. For some reason, these morons think it is “fun” to put beer, or indeed urine, into their water pistols and spray the cars with it. They also seem to think that if a car doesn't perform a burn out for them even though they have a police car in front of them that it is acceptable to empty the contents of their super soaker all over the leather interior of a Ferrari Spider, or indeed any other car that had its roof down or windows open. Others think it is fun to spray the windscreen of a car while it is sliding on two wheels around the Houx Annex roundabout to obscure the driver's vision. On other occasions things have been thrown at cars, including stones and bottles, and people have been seen to punch or kick vehicles as they pass.

Mad Friday is a day that should be enjoyed by everyone, whether driving their pride and joy around the circuit, or simply sitting in a café watching the cars go by while enjoying a cold drink. It shouldn't be allowed to be ruined by the minority who think vandalising and abusing someone else's property is acceptable.

If you do participate as a driver, enjoy the French roads, drive within your limits, respect other road users and spectators and watch out for those speeding fines; but be aware that there may unfortunately be a minor element who think that your pride and joy is nothing more than a target for



their stupidity and that you may need to protect it accordingly. If you go to watch the cars, please show them and their drivers some respect, keep a safe distance from where the vehicles are likely to speed/slide, cheer and clap the cars that entertain you and make it obvious to any hooligan elements you may see that their behaviour is not acceptable.

Most of all enjoy yourself and don't ruin the enjoyment of others!

Please Note: In 2006, the local Police were seen to drive along the line of spectators spraying CS gas out of a slightly open door to disperse the crowd when they believed things had got out of hand. They will probably be ready to do the same again this year if things go too far and this could simply ruin it for everyone.

Waving the flags and so much more – The marshals

Little is known to many visitors about the marshals at Le Mans and their work, although there wouldn't be any race at all without them. Marshalling is a hobby done by volunteers with a passion for motor sport. These men and women spend their free time and their own money to train in the many aspects of marshalling. They act as flag marshals, chief track marshals, pit lane marshals and there are many other roles. Their skills are crucial for the success of a race, because an exciting race can be destroyed by bad marshalling but it can also be made better and safer by good work from the marshals, even saving a driver's life. The set of skills which is required is large and the willingness to attend trainings on a regular basis is an important prerequisite. Training covers fire fighting, flagging, observing, radio communication and many other topics.



There are many types of jobs to be done at any race meeting, and Le Mans is no different. The one thing which is noticeable is that, obviously, officials can't be working for the whole 24 hours race plus the support event on the Saturday morning etc, so there would be enough for a minimum of 2 shifts, and the number is amazing, when you consider that the British Grand Prix at it's height required approximately 1500 people for the weekend (that's ALL jobs) so imagine how many for a circuit 3 times the size and a race meeting 4 times the length.

Some of the roles performed by the officials are:

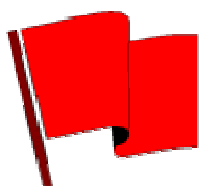
Course/Flag/Observer, these are effectively the Race Directors 'ground troops'. These three will work together on a post, the Course Marshal is the

one you'll see going out to an incident and working trackside, and reporting back to the Observer, who will report to Race Control what has happened. This is rather basic, as the Flaggie will be there waving the Blue, and reacting to what is required at that moment.

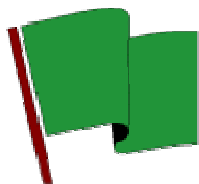
Pits, these Marshals will observe and report on all pit lane behavior and stops. To do that requires a knowledge of the rules and regulations, no mean feat when you consider that they need eyes everywhere and will need to react quickly, nimble feet are needed in the lane to see all, but avoid being in the way.

From the information flowing into Race Control from all the Marshal's post's it is then up to the Control room people to filter out any important information that the Race Director may need to know and act upon, for example the release of the Safety Car (there are 2 or 3 around the track) who will be informed where the Race leader is and will try to pick him up (sometimes easier said) and if the leader is mired in the SC pack, when to 'release' the cars between the SC and leader. To do that, the SC that has the Race Leader behind will 'wave by' any cars between him and the Leader, these cars will then proceed to the tail of the next queue. Once the cars are ordered, everyone is happy, the SC's will pull off, Green Flag will be shown to the Race Lead at the start line, and racing will re-commence

Following are the flags you'll see over the race weekend and their meaning.



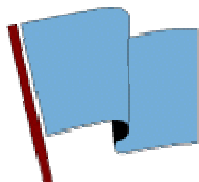
Red flags can only be waived upon instruction of the race director. When a race or a practice session is "red flagged" it is stopped due to some condition that has made the track unraceable. Typical conditions are accidents, weather problems or surface problems like too much oil or debris on the track. As soon as a red flag is shown, drivers must slow down and either stop or come back to the pits, overtaking is not permitted.



The green flag is quite similar to green traffic light and simply means "Go!". It can be waved by the starter to indicate the beginning of a race or practice session. Most typically it will be waved after a caution to tell the drivers that the race has been restarted and to indicate that the racetrack is clear of any obstacles or debris.



The yellow / red flag is commonly known as the "oil flag", this flag indicates that there is a problem with, or change in, the surface ahead, like oil or water on the track.

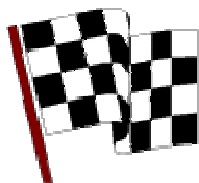


The blue flag indicates to the driver that there is a quicker car following and about to pass him:

- When held motionless, this is an indication to a driver that there is a faster car following closely behind, but not yet close enough for a pass.
- A waved blue flag indicates that the driver is about to be overtaken and should take care to permit the following vehicle a safe pass.



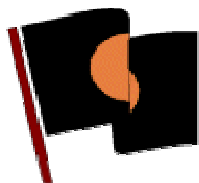
The black flag generally means that there has been an infraction of the rules and the driver, to whom that flag is shown must bring the car to the pits. It is usually displayed along with a pit board listing the driver's car number



Without doubt the best know race flag, it is waved for all cars to indicate the finish of the race or a practice session.



Last warning to a driver before a black flag is shown to him, similar to the yellow card in football. It is usually displayed along with a pit board listing the driver's car number.



Black with an orange circle: information to a driver that his/her vehicle has a problem and that a pit stop must be made, is usually displayed along with a pit board listing the driver's car number.



Slow Vehicle on the track ahead, be it a car limping back to the pits, or during a caution period it could mean there is a breakdown truck on the track



Not a flag, it's a board which will be shown together with the yellow flag to inform the drivers that a safety car is on the track

“We also want to have fun”... The Kruse Motorsport Campaign

“Our vision is to run a professional, committed and winning unit based on the ethos of team-spirit and camaraderie. We also want to have fun, and along with our sponsors, supporters and fellow competitors, hope to achieve this safely and within the spirit of international endurance racing.”

Source: www.krusemotorsport.com

On the basis of this very spirited “corporate” guideline, Kruse Motorsport was founded in mid 2004, when Kai Kruse and Ian Mitchell ran one car in the German long-distance championship. The team is based in Cologne, Germany, and is managed by Kai Kruse. Kai is a technical vehicle engineer and a race driver since 1998, driving Porsches and BMWs; between 1999 and 2003 he participated in the 24h of Nürburgring. Team owner and driver Ian Mitchell raced a wide variety of cars since 1990, including a TVR Tuscan V8, Cosworth Turbo Sierra and BMW M3's.

The team made the step to prototype sports car racing in 2005 with a Judd powered Courage C65. After a tough start the Team achieved a 2nd place at their debut in the 12hrs of Sebring, USA, a 4th place at the 24 hours of Le Mans and enjoyed success in the “Le Mans Series”. In 2006 Kruse Motorsport continued in the LMP2 class in the Le Mans Series and achieved 6th place out of 14 in the Team Championship. The highlight was a fantastic 2nd place at the final 1000km race in Jarama, Spain.

2005 – First time at Le Mans: After finishing second at Sebring the team received an invitation to the 24 hours of Le Mans for the same year. Kai Kruse at the age of 27 was probably the youngest team manager in the pit lane – and probably will be again this year.

The team got some attention at Le Mans prior to the race when they collected donations in the pit lane for the victims of the Boxing Day Tsunami. Furthermore Ian Mitchell, entrepreneur and property developer promoted the Tsunami-affected Thai island Phuket on the car to help win back tourists, the slogan “Visit Phuket Tropical Paradise” being highly visible on both sides of the black Courage. The race itself saw the team finishing in 4th position in its class with an all British driver line-up: Ian Mitchell, Tim Mullen and Phil Bennett. They led in their class for a couple of hours before they ran into trouble during the night. Massive problems with the quality of the chassis delivered by Courage led to lengthy repair stops and prevented a better result.



Pit stop at the 24 Hours of Le Mans 2005

The team missed the 24 hours of Le Mans in 2006; when the organizer A.C.O. compiled their entries, Kruse ended up 7th on the reserve list. However, competing for the third year in the Le Mans Series, the team was awarded an entry for 2007 and Team Manager Kai Kruse sighed with relief: *“I am extremely happy with this announcement as the traditional 24 Hours are definitely the ultimate goal for every endurance team. We are looking forward to a fascinating battle in the LMP2 class with a variety of different chassis, engines and tyres. The entire team has put a lot of effort into this project and the partnership with Pescarolo Sport shows that we are ready to open the throttle.”*



April 2007: Working on the new Pescarolo chassis



LMS 2006: The Kruse Courage C65 Judd

The car

The most visible change for 2007 is the new chassis: The old Courage C65 chassis was dumped in favor of a brand new Pescarolo LMP2 chassis designed by Andre de Cortanze:

- Chassis: Carbon fibre & aluminium honeycomb monocoque.
- Body: Carbon fibre with aeronautical mounts.
- Length: 4650 mm, width: 2000 mm, 2773 mm wheelbase, 775 kgs weight, 90 litres tank capacity
- Judd V8 engine prepared by Engine Developments Limited. Type: XV, 3400cc, 4 valves per cylinder, Torque: ~600NM. Power: ~550bhp, Traction Control
- Hewland type TLS-E transmission, 6 speed sequential powershift
- Double wishbone front/rear suspension with Bilstein MDS shock absorbers
- BBS 18" x 11" front wheels, BBS 18" x 13" rear wheels
- Kumho 270-650-18" front tyres and 310-710-18" rear tyres
- Brembo 6 piston front brakes 4 piston rear brakes, disc: Carbon Brembo



The 2007 driver crew from left to right: Jean de Portales (France), Anthony Burgess (Canada) and Norbert Siedler (Austria)



LMS 2007: First outing at the 1000 km race in Monza with the new Pescarolo Judd LMP2

At present Kruse is the only team to run this chassis in LMP2 class, the bodywork is a slightly modified version of the 2006 Pescarolo LMP1 bodywork. Looking around in their workshop in Cologne you will see a rather exotic mixture of cars: The LMP2 Pescarolo and a BMW Z4 GTR, which Kruse is developing for the team's activities in the German "BF Goodrich Long Distance Championship". A fixed event for the 2007 schedule will be the participation in one of the toughest races for touring cars; the 24hr race at the very famous Nürburgring Nordschleife. In addition the team plans to compete in the 24hr race at Silverstone. Their plans for this year are quite ambitious; just look at the 5 weeks from end of May until end of June, some people might call this a busy month...:

- 26. May: Germany, Nürburgring, VLN – German Endurance Series
- 2.-3. June: France, Test Day in Le Mans
- 7.-10 June: Germany, 24 hours at the Nürburgring
- 11. – 17. June: France, 24 hours of le Mans
- 29. June-1.July: 1000 km Nürburgring, LMS

As far as the livery for his 2007 cars is concerned, Kai Kruse went a different way from most of his competitors: Instead of contracting a designer or drawing something by himself he organized a public design competition on the internet. More than 40 different suggestions were sent and the winner got a free weekend working as a helper for the Kruse Motorsport team at the 1000 km Nürburgring...

Team results - overview

- 2004** 2nd Place at Britcar Nightrace in Brands Hatch, UK
- 2005** 2nd Place 12h Sebring, USA
4th Place 24h Le Mans / France
2nd Place 1000 km Silverstone, UK
- 2006** Class victory DMV 4h race at Nürburgring
5th Place 24h Nürburgring
5th Place 1000 km Donington, UK
2nd Place 1000 km Jarama, Spain
- 2007** 5th Place 1000 km Monza, Italy
5th Place 1000 km Valencia, Spain

The people

At a standard LMS 1000 km race Kruse Motorsport usually turns up with just 14-15 people: 2-3 engineers, 3-4 mechanics, 2-3 helpers, 2 caterers and of course the 3 race drivers. Add 2 more people for the 24 hours of Le Mans, that's it! Think about the more than 30 pit stops at Le Mans, the scrutineering, the driver parade and a total of 8 hours of qualifying sessions it becomes clear that sleep will be in extremely short supply during race week.

| | | | |
|---|---|---|---|
|  | Ian Mitchell - Team Director & Driver Racing since 1990, in 2005: 2nd at Sebring, 4th at Le Mans, 6th in class 24hr Nürburgring |  | Kai Kruse - Team Manager Technical Vehicle Engineer, Racing since 1988; Karting, VLN, Porsche, BMW, 5 x 24h Nürburgring, |
|  | Tony Burgess – Driver Racing since 1970, in 2006 a GT3RSR Porsche for Seikel and the Kruse Courage C65 |  | Norbert Siedler – Driver Racing since 1995, Formula 1 test-drive in 2003, 2006: 2 nd place for Kruse Motorsport in Jarama, Spain |
|  | Jean de Pourtales – Driver Racing since 1995, experienced single seater racer in F3000, Formula Renault and Formula Vauxhall junior. |  | Leonhard "Hardy" Schiller - Driver Racing since 1983, in 2006 German Long Distance Championship, 24 h Nürburgring on Kruse BMW M3 GTR |
|  | Kate & Judy Mitchell Team Management & Administration |  | Sean Thompson - Chief Engineer Experience from GP-2, Formula-3, Formel-3000. Joined Kruse Motorsport in 2006. |
|  | Stephan Siepler - Data Engineer ITC in the '90s. 2 times German F-3 champion and FIA GT World Champion with Gardel / Lamy) in 2005 |  | Dennis Layher - Engineer Experienced from Formula Renault, Formula BMW, Le Mans Series and FIA GT. Joined Kruse in 2007. |
|  | Walter Ohlert – No. 1 Mechanic Experience: DTM, FIA-GT, Le Mans, STW, V8 Star, VLN and 24h races. Joined Kruse Motorsport in 2007. |  | Guido Pitzen – Mechanic Experience: German Long Distance Championship and LMS. Joined Kruse Motorsport in 2006. |
|  | Klaus Wilhelm – Mechanic Experienced from VLN, 24h Nürburgring, FIA GT and Le Mans Series. Joined Kruse Motorsport 2007 |  | Jeroen Liebens – Mechanic Experienced from VdV, Belcar, Le Mans Series and 24h Le Mans. Joined Kruse Motorsport in 2006 |
|  | Andre Heidel – Mechanic Experienced from German Long Distance Championship and LMS. Joined Kruse Motorsport in 2006. |  | Torsten Stephan - Truck / Tyres Experienced Motorbike racer, German Long Distance Championship, LMS. Joined Kruse in 2006 |
|  | Lars Günther – Truck / Tyres Experienced from the German Long Distance Championship as driver and team manager. Joined Kruse in 2006. |  | Michael Augustin – Tyres Experienced from VLN and 24h Nürburgring. Joined Kruse Motorsport in 2007. |
|  | Max Wagner – Trainee An active driver; joined Kruse Motorsport in 2007. |  | Oliver Wegen - Webmaster & Team Photographer Experienced photographer: VLN, 24h Nürburgring, LMS, historic events |

Monza and Valencia 2007: The first championship points of the new season

The new Pescarolo chassis arrived very late and with less than 3 weeks to build up the car, just 3 laps shakedown at the Nürburgring and a 250 km test at Dijon the team had to focus more on reliability than on speed for the 1000 km in Monza. The car finished in 5th place, collecting the first 4 LMS points in the first race. This was not easy to achieve – problems during practice with the brake system and the gear shift prevented quick qualifying laps and a better grid position. During the race they suffered a tyre puncture which caused some damage to the underbody, and some discussions with A.C.O. officials about a malfunctioning rear light and the ensuing repair caused significant delays. However, the chassis and the engine performed absolutely trouble-free and, without all the problems mentioned above, a podium could have been reached. The car ran trouble free 3 weeks later in Spain and without an excursion into the gravel a podium was again within reach. In the end the team scored another 5th position at the Valencia racetrack and collected more championship points.



Monza 2007 – In the pits



Monza 2007 – On the track



Valencia 2007 – The new livery



Valencia 2007 - Norbert Siedler at the wheel

Team owner Ian Mitchell commended the team's progress and said *"for such a new program, it's a tremendous result to be in the Top 5 in the first race of the season."* Team Manager Kai Kruse added: *"To be honest, this result is in fact more than we expected after having experienced many little obstacles during the tests. To gain points at the beginning of the season is always important. We're reasonably pleased with the outcome and our progress."*

Outlook

Kai Kruse: *"We have learnt a lot in the last two years with some ups and downs, but overall with some brilliant results. We finished every single race in 2006, proving that we have established a reliable package and reached a high level with respect to construction and preparation of our race car. For this I have to thank my crew and all our technology partners. Our investment in the new Pescarolo Judd LMP2, our driver line-up and the recruitment of experienced team members will help us to push forward to the top of the class. I think we are all set for it."*

Ian Mitchell: *"We have established ourselves in the Le Mans Series in the last two years and we have improved substantially. The team did a great job, always making progress, which is absolutely necessary as we all know: if you don't go forward, you go backwards. The Le Mans Series itself has also emerged in a positive way as an important marketing platform for our sponsors from the financial service and real estate business. This platform will be enhanced by a 6th event in Brazil, which we really appreciate. The team has put a lot of effort into preparations for the 2007 season."*

So, when you see car no. 44 passing by this year, keep your fingers crossed for a good race and a successful season for this small but very ambitious team from Cologne.

Racing for Holland's road to Le Mans

How does a small, privately owned team like Racing for Holland prepare itself for Le Mans? Pieter van der Veer, commercial manager and Club Arnage regular, reports.

Although finishing the 24 hours of Le Mans is considered a major challenge by all competing teams, being able to start the race in the first place is a challenge of its own. Preparation in all aspects of the team is an ongoing thing the whole year round from both a technical and business point of view. Racing for Holland enters the number 14 Dome S101.5 LMP1 car in both the 24 Hours of Le Mans and the Le Mans Series.

The car

From 2001 on, Racing for Holland has made use of the Japanese Dome cars. Jan Lammers, team owner and driver, has a very good relationship with them, going back to the days he drove Formula 3000 cars for them in the Japanese championship. Nowadays, the relationship has grown into a technical partnership, providing both parties a solid base for race car development. The Dome car currently can't match the Audi or Peugeot speed, but has an impressive straight line speed and has a satisfying reliability record, both of course very usable features when entering Le Mans.

In the LMS races in Monza and Valencia, the car suffered from overheating, causing retirement in both races. The problems seem to have been solved and the latest Spa-Francorchamps test shows massive improvement in the straight line speed, which somehow had been lost in the first two races. At the team we really look forward to the effect of the modifications that have been made overnight. We shall see this weekend at Le Mans!

Business

This is more my line of work. I've joined the team only recently, since April 1st. Jan Lammers has always been my racing hero. As a kid I used to skip school, get a fellow skipper with a driving license to get me to the Zandvoort track to watch Jan train his Rothmans Renault 5 Turbo. It was a brilliant display of how that particular car should be driven. That was in the early 80s.

I had followed his career since he became F3 champion in 1978. Saw his struggle in F1, always getting in the wrong team, always lack of finance and just sheer bad luck. Did you know that he was to replace Gilles Villeneuve at Ferrari after his tragic accident but broke his thumb causing the deal to be cancelled? Talk about a major bummer!

Saw him race in the Group C Porsches, Toyota and of course winning Le Mans in 1988 in the Silk Cut Jaguar. The man's a legend and, by the way, will enter his 20th Le Mans this year!

That all being said, you can imagine what it's like to be offered a position like that, being a race fan myself. My job, in short, is to develop a healthy commercial structure for the team. Attract bigger sponsor names and add value for team, sponsors and fans alike.

This year, the business part was troubled by a fairly late made deal assuring the Dome partnership in the team. This deal was finalized in January, so pretty late to start getting sponsors in for the team and also running both the A1GP Team Netherlands and the BMW 130i team for the national series.

That's why the car isn't as eye catching as in previous years; it just takes too much time to run three teams, develop an eye catching livery and sell it to both private and corporate sponsors, hence my appointment. We will be eye catching next year again, but this year we're running a black car. Looks classy though, doesn't it?



The 2006 Racing for Holland Dome-Judd in its "football-livery"

© Marius van Herpen

For those who can't be with us at Le Mans, we provide online services, like live timing and a chat box and I will personally shoot some handycam footage from the pits, do some interviews with the drivers and fans and upload it during the race. After the race I will have all the footage professionally edited and put it online and/or make a DVD out of it. So if you're interested, go to www.racingforholland.com when you're back home and register yourself. Once it's available we will send an e-mail to all our fans.

In conclusion, I would like to wish you all a very pleasant stay at Le Mans and hope to meet you, time permitting, at the Poo Bar meeting on Saturday night.

Stefan Johansson's Le Mans 2006 experience – an inside view

(Courtesy of www.sjvaxjo.com)

Vive la France....NOT!

So, time for Le Mans again, the race everyone loves to hate!!

What is it that makes this race so special and wanting you to come back year after year? No doubt the track has something to do with it, the ultra high speed straights and corners, the challenge of the Porsche curves and Indianapolis corners in particular. But in my opinion it is the atmosphere of the place that makes it the most special race on the calendar, along with the Indianapolis 500 and Monaco GP.

Having been absent for a couple of years it was interesting to note how quickly one forgets the routine of this event, what I mean by that is the routine of the FRENCH in particular!! Nothing is ever easy with these guys it seems. It starts the moment you drive through the gate into the track, on a Monday morning, obviously without any form of credentials as most teams are still in the process of picking them up and getting organized in general, yet the same guard who's been there for as long as I can remember will have a lengthy discussion with every single car that is trying to get through, everyone is trying to explain the same thing, "I don't have my passes yet, they are with my team inside the track"...or an abbreviated version of that but with a French accent, hoping he will understand you better.. not a chance of course. So eventually everyone gets through anyway, but not without knowing that this is the last time without a pass...



About the author:

For over two decades Stefan Johansson has been one of the top drivers in the world of international motorsports. He has been successful in Formula One, IndyCar and Le Mans style sports cars, winning both the 1997 12 hours of Sebring (Ferrari) and the 24 Hours of Le Mans (Porsche). More about him and his career on his website www.sjvaxjo.com.

The following day it is scrutineering of the cars. This always takes place in an area called Jacobin Square, which is in the middle of the town. This means all the teams have to drag the cars and transporters down there for this thing which has now become an event in itself with grandstands for people to sit and watch a race car being pushed by a bunch of people through various tents for inspections of some sort...the excitement is unbearable!!

The drivers have to drag their helmets and driving suits down there for the scrutineers to check that they comply with the FIA standards. I always wondered why any manufacturer would ever think of making a suit that would not comply with the rules, just for Le Mans.. hmmm

Anyway, think positive!!

This event is now such a part of the procedure and history of Le Mans that it would not be the same if they changed it, so it has gotten better and better through the year, the crowd is huge and the drivers spend several hours signing autographs for the fans, who are hanging over the fencing in every area, the drivers are being interviewed for TV etc at three of four different stations and it's all very friendly and nice.

Back to the track, time to get down to business and get yourself organized for the week to come. Each driver normally have a trailer assigned to him, where he can go and get some rest during the race, which also serves as a place for him to put away all his gear such as helmets, shoes, underwear, visors etc.

Next thing on the agenda, tickets...every year there is a mad scramble to get enough tickets for the guests that wants to come and watch the race. There is a lady in the main office that is in charge of this area, especially when it comes to dealing with the drivers. Each driver is assigned an additional two passes plus an extra car pass, so as always you head down there to get your allocation. This lady has been there since I can remember, and I did my first race there in 1983, so it's been a while...yet, in this time span I have still to see her lips move to what could be even remotely mistaken for a smile...This time, for unknown reasons they were out of car passes... on the Tuesday before the race... My question was that surely they must know the amount of drivers entered and therefore have a fixed allocation of car passes. The answer...Sorry, we are out...hmmm "But how am I going to park my car then"? Sorry, we are already out... This conversation by the way is three way, as I am talking to a young girl who is interpreting as "the lady" does not speak a word of English, or at least she will not converse in any other language than French. But really, it's the shrug of the shoulders that seals it...

So no luck on that one, I guess it's off to the nearest Xerox machine and borrow a pass from someone else, surely they must know this is going on with EVERY single team...

Next, time to ask for the extra passes. This time I decided to try and give them a little sob story of how my Daughter that lives in Belgium with her mother wants to come and visit, I only get to see her a few times every year and it would really mean a lot to me if I could get an extra pass or two in order to invite her and a friend that would drive her there, upon which "the lady" managed to pull out a box of tissues from underneath her desk...Brilliant!!!! So, might as well put a couple of regular passes in the Xerox too then....but again, it's the shrug that makes it a formal no...

Already exhausted, and we haven't even started practice yet.

The practice is always run at night at Le Mans, the first session starting at 7pm, and finishing at midnight, which makes for a very long day. If you are jetlagged like I was coming all the way from California it works out better as you have to start changing your schedule from Wednesday on to make it work. After debriefs etc you are normally in bed by about 2am, waking up around 10-11 am. Unless there are any PR activities or other work for the team you are normally back at the track around 1pm and basically spending the rest of day before practice starts killing time. Checking emails, if you can get a signal anywhere, maybe a seat fitting if you are not entirely happy with the way your seat fits, then back to the same routine of a 7pm start of practice, then to bed around 2am.

Friday is a day off, apart from the parade. THE PARADE!!! This is another tradition that now has become a huge event. It starts at 6pm at the Jacobin Square again, and goes through the entire downtown area of the city, with probably more than 100.000 people lined along the fences on the road.

Each driver team is being driven by a chauffeur in an open top historic car of some description. The start of the run is from a podium and there's generally a long wait as each team is being interviewed at the podium. So, as you can imagine, a 1920's shitbox with an open top on idle is not necessarily the most efficient thing when it comes to emissions so most drivers are close to passing out at this stage...The good thing is that we have another three hours of this to look forward to...Seriously, most of the drivers including myself are completely nacios by the end of the parade. But just to make you feel a bit better they decided this year to stop the parade about ½ mile from the starting point and then have the drivers walk in their racing suits among a very enthusiastic crowd back to where we started...three hours later we are finally on our way back to the track...

After having gotten into the 2am bedtime routine it's now time for the kicker...Warm-up is at 9am, which means with the race-day traffic we have to leave our hotel around 6am in order to make it to the track in time for this final practice session, so wake up at 5.30 am of to the track, warm up for 45 minutes, and then...Wait until 5pm for the start of the race...So by the time the race is finished, provided you make it all the way, you have been awake for approximately 36 hours, as you never really get to sleep during the race, maybe the odd nod of, but not proper sleep. Good that this thing called Adrenaline works...

Our race ended at 6am unfortunately, so I decided to try and get an earlier flight out of Paris back to London where I was going that evening. I called American Express in France and the lady on the other end told me that indeed there was a flight leaving at 5pm instead of the original time of 8.30, so I decided to take this one instead. I had to go to the ticket counter and make the necessary changes once I got to Orly. I was pleased to know that there were flights between London City and Orly as it meant a much easier run t1o Le Mans from Orly than from Charles de Gaulle, from which you have to go through the entire city in order to get to the road leading to Le Mans. Once I got to Orly I returned my rental car and went to make the changes to my ticket, only to be told that, yes there is a flight to London City, but it's from Charles de Gaulle, not Orly...Grrrrrr, seemingly the lady on the other end somehow forgot to mention this (should I have asked?) , but not to worry, "there is a shuttle bus outside that takes you directly to the terminal at CDG".

So I get on the bus, nod off for a while as I have been up for a good 34 hours by now, finally get to CDG. The bus stops at one terminal before the one I am getting off at. Once I am off the bus I go to get my luggage only to find that my bag is gone!!! Now my adrenalin is going like I am ready to do a qualifying lap...running around like a maniac looking for my bag, but it's gone...someone must have taken it from the first terminal the bus stopped at. I find some officials who are supposed to be in charge of the security, from which I get absolutely no help whatsoever. I decide to check my remaining bag in first and then go and find the right person to talk to in order to file a claim or missing luggage document so I can at least put a trace on the bag and hopefully file an insurance claim. After no less than 6 different stations, all with the standard issue shrug to confirm that they have nothing or want nothing to do with my bag I finally get told to go downstairs to the luggage arrivals hall, where they can file the claim for my bag and put a trace on it. So off I go, time is now starting to run short before my flight is boarding, I take the elevator downstairs and are walking down the hall when all of a sudden I am met by some French police men, turns out there is a bomb-scare so no one can move from where they are...I feel like I have now entered the twilight zone...I can't go back upstairs, can't go anywhere in fact...this lasts for about 20 minutes, now I am running really tight to make my flight, I finally get inside the arrivals hall into the office for missing luggage, explain my problem, bla bla bla, and guess what, THE SHRUG!!!! This motherfucker want nothing to do with my bag either!!!

I am now running back upstairs, through passport control, where I notice there is a police office, I ask them and believe it or not, these guys actually helped me file a report to bring with me, I made the flight, just, got in my seat and crashed into a coma before arriving in London.

So yet another Le Mans gone, my 12th., and I can't wait for next years race to come along...

I love this race more than any other, and in some perverse way I even love the people involved with it, without them it just would not be the same.

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| <i>Stefan Johansson will be driving again this year in Le Mans, his 13th participation. He will be at the wheel of the No. 10 Arena Motorsports International Zytek LMP1, together with Tom Chilton (UK) and Hayanari Shimoda (JP).</i> |
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Radio Le Mans – Tune in at 91.2 FM

Courtesy of www.radiolemans.com

As early as the mid 80s the benefit of reaching spectators who didn't normally listen to commentary, or who were away from the core 'track-activity' times, was becoming clear. There were those who realized that appetites could be whetted by playing pre-recorded driver interviews early on raceday morning, and traffic news and other sports news round-ups could be provided at the end of the day as spectators made their way home.

In 1986, Le Mans followed the trend and broadcast the public address commentary on FM airwaves. This was pretty unadulterated stuff, with long periods of silence and the announcer often having to speak over background music.

In 1987, backed by Jaguar and produced by Studio 6 Marketing a rather shabby caravan was brought from England and set up in the paddock with a radio transmitter and some dodgy phone lines to link the studio to the commentary booth in the tribune. Neville and Richard Hay provided the commentary assisted by Bob Constanduros from the pits. **It's worth remembering that during the night the whole show shut down while a music loop was played.**

Haymarket's Autosport Magazine recognized the potential and provided some advertising for the station in 1988, which enabled significantly more personnel to be brought on board

Over the years there have been numerous backers of the radio station with Chrysler and Audi perhaps the most prominent. Haymarket's decision to bow out in 2005 meant that a new management team took on the challenge of bringing the service to the public. Radio Show Ltd continues to hold true to the tradition of Radio le Mans whilst continuing to grow the audience and the fan base through new innovations (such as podcasts and the Christmas Day repeat of the whole race on the Sky satellite platform at Globecast 0157) and new media partnerships with Dennis publishing via EVO and AutoExpress magazine.

In essence the broadcast team remains very similar with regulars such as Paul Truswell, Graham Tyler and John Hindhaugh still providing their usual brand of passion mixed with informative insight. Paul, of course, is famous for putting his bodily functions on hold for upwards of 30 hours (covering the build up and the race itself) as he never moves from his eyrie in the tribunes from the moment he arrives on Saturday morning until the end of the race. He manages this armed only with finger food, a blank exercise book, lots of pens and his encyclopaedic knowledge.

In 2007 the Radio le Mans shop is back in the Village. Selling the same high quality radios offered in 2006 as well as magazines (including the EVO magazine Le Mans supplement) and merchandise from the Flying Lizards team (check out the now famous T shirt designs)

Of course in 2007 Radio le Mans is 21 years old. It's going to need a really big cake. As part of its coming of age the service has been extended over a record number of American le Mans races and, for the first time this year, the Nürburgring 24 hours (because one 24 hour race in a month is never enough, clearly)

Expect all the usual suspects: the campsite tour, Chuck and Champion's afternoon tea and of course full coverage of all the track action.



Test day 2007: Mika Salo and Jaime Melo

© Deborah Dudley



Test day 2007: Henri Pescarolo checking one of his cars

© Deborah Dudley

Why the hell do we go there every year? - Fan perspectives

Simon Lowes: A trip to Le Mans 1978

To start things off on an even keel, this is a general idea of what my early Le Mans trips were about. I first went in 1978 and have been most years since. I have unfortunately missed 1 Peugeot win, both the Joest New Man 956 wins and one Ickx/Bell win. It was quite close in 2006 but I did make it at the last minute. There is a little poetic licence here and there as well, but it is based on fact and could be well true had the brewers of Stella sold slightly weaker beer and I able to recall every detail, but then again it might not have been fun. I do recall..



It all started in about March 1978, a Page and Moy advert in either Autosport or Motorsport. "Attend Monaco/Spa/Nuremberg GP's" it screamed. Two days later the glossy brochure arrived. A quick scan of the prices and a bank balance check quickly ruled out Monaco, the other two were not that bad, then I saw the centre page spread....Le Mans !!!!F1, well I could see that at Brands or Silverstone. Renault's big attempt it said, they had to do it. I saw a stable of current and ex F1 drivers including Brit Derek Bell, a mega budget and a new guillotine being sharpened for the helpless team manager should he fail. Up against the best Porsche Stuttgart could offer driven by the legendary Ickx. The budget price of 19.00 also helped! Quicker than a Porsche pit stop, my cheque was in the post. This was the start of three Page and Moy visits.

I will say this quickly now as I might knock it but what they do for the money is great. 19.00 plus ticket, about 30.00 all in plus spending money. I

was earning 22.00 a week as a first job 18 year old trainee at the time, petrol was 79p per gallon and pint of beer 22p. Without them this would not be written. For an unknowing, unprepared virgin, this was a big one.... Thanks Page and Moy 1978 (or not).

Anyway, sooner than expected June arrived, suitcase packed (yes suitcase) and Dad took us to Newhaven for "Le Ferry". A quick check in and on board an almost empty ferry! This looks great, our own big yacht across the Channel! Twenty minutes later "Le Train" arrived from Victoria. The ferry held about 1,700 people, apart from the 50 or so early boarders, they were all on the train and now forming a beelike swarm towards the bar. About an hour later with a slurred rendition of "99 green bottles hanging on the wall" in the background I caught about 20 of the 40 winks.

On arrival in Dieppe there was a few stragerler's still clinging to the bar, they, same as me did not know about "Le dash to Le Coach"...Lesson no.1 More later. Finally boarded coach number 30. Not quite the last but defiantly not the first we took our seats. Five minutes past before a worried Page & Moy rep passed through counting heads, then another, then another. After a quick meeting they again done another head count before deciding to go back onto the ferry. fifteen minutes later a small group meandered off the gangplank, three where there should have been four. One poor lad, the closest he got to Le Mans was the gents urinal, not sure what Arbitrage Shanks is in French but I am guessing that was his nickname for a while. Now fully boarded, off we set !!! Ten minutes from Dieppe, a familiar voice started singing "100 green bottles".....followed by an assortment of rugby songs.

Bleary eyed arrival in a small town, Gace, great but it was shut. The one small shop selling bread had long since exhausted its supply. The contented owner sitting counting a very large wad of Franc's the first coach travellers contently munching on freshly baked baguettes. Us late arrivals could only queue for the one blocked toilet. Alas for a few in vain. Oh to be first off the ferry! A further 2 hour knee crossed buttock clenching ride followed. Never, and I mean never have I been so pleased to see a small shrub in the Houx campsite. This was quickly followed by lesson no.2: Bring a loo roll and string.

Almost forgot to mention the burst tyre, it went not far from Dieppe, the inner tyre of the twin rears. The burning rubber smell and blue smoke passing the driver by. Even pointing out the shredded rear end (Of the coach) in Gace and Houx brought the same Gaelic shrug and a cloud of Gitannes nonplussed, he joined the other drivers, in a card game that, thanks to a few dozen bottles of brandy and several hundred Gitannes lasted the whole weekend. It was fixed somehow by Sunday night.



Arrival mid morning, again the first coach loads were of and running, we were parked just outside what is now Houx. Following the partially drunken horde we fairly quickly arrived trackside, it was HOT, best we could get was half way up the start terrace, lesson no.3 arrive early. Of course no support race, they happened while we where still en route, but "Le Hawaiian Tropic" girls were proving a major alternative in their first year, along with many we all stood standing for a full five minutes afterwards. Despite being in the middle we had a great view over the 3ft high concrete wall, I wish I could have understood the manic French commentator, so excited was he, that he was either overlooking the "Tropic girls" changing rooms, or we were missing something on track. Of course the "British" cheer went for Bell of fame, closely followed by a curious Lola thing, piloted by a Mr De Cadanet, a French name but very British Racing Green was the car, red white and blue on the sides.

Come the start, the yellow Renaults power away, the French crowd cheering madly. Our Bell and De Cad getting support from the tourist's. Each time the British cars went around flags flew and the crowd cheered. Sadly for Bell it would all be over after 11 hours.

Fast forward for a few hours, the crowds have thinned, looks like the yellow cars are still leading. The number 2 car of Pironi/Jaussaud swapping 1st place with the sister car of Jabouille/Depailler but that Porsche 935/78 'moby dick' is very fast, in fact its second only to the number 1 Renault 443 thru all but one of the speed traps, clocking an impressive 222mph on the Mulsanne and its yet to fall out the top 10, but maybe too thirsty to be a real contender.

Did the De Cadenet stop for a lap or is he now up to eighth? Finally discover "Le Rosbif update" on the hour, huddled around a tiny speaker, hoping that one of the noisy V8's does not come passed, when it does, quick confer around the group, who was 5th? The Plum voiced commentator trying his best in a 3 min spot. Managed to make the well earned 5 min trek to the coach for the other 20 of the 40 winks I missed earlier somewhere in the night.

Unknowing who was in what position a short walk took us to the delights of the funfair, pah!, You French call that a big wheel ! It is when you are sharing the gondola with 4 very drunk other Brits who thought it fun to spin it around and hang over the side to be sick just missing the tent where the bearded lady was holding court for 1FF per person. Past the go kart track that was made famous in the Steve McQueen film and onwards to Terte Rouge via tunnels and bridges, what an awesome sight.

Fell in with a few other Brits who shared the same ferry, they had been "a few times" and said 'follow us'. Well we went and walked miles, but the walk was worth it, half way up the famous Mulsanne, peering from the safety of a slender pine tree at cars reaching 220 mph. Onwards we went to the "hump" before cutting back to Arrange then the safety of the pit straight, yes it was the famous singer from the ferry and coach who was our guide. All was now forgiven.

All to soon the end was in sight, 8 am in the morning, I had been awake most of the night, spent untold Francs in beer and food. Lesson 4, bring your own, and actually on the front row of the terraces, even the now familiar refrain of 100 green bottles (now 100 vert bottles) failed to contain my excitement, just 8 hours to go...

WHAT! 8 HOURS, that's 4 Grand Prix's, more than 10 beers, 16 Blue Peters, sex with um....umpteens girls. What could be better!



Problem who was winning, the French commentator was still manic and I was not convinced he was still oiling a few of the Tropic girls in the commentary box. But all the time, judging by the Tricolour's the yellow machines were there or thereabouts, a few garbled snippets on the Rosbif 5 minutes, the local rag, flogged merciless citing all the dead and disabled cars, a snip at 1 franc, all in French with a free French flag. Blimey, that French /English guy is still there limping home in 15th.

The end of the race and the Renault A442B of Pironi/Jaussaud has won by 5 laps with the Porsche 936 driven by Ickx 2nd and another 3rd, the partisan crowd went wild. The yellow car could not even get to the line, so dense was the patriotic crowd. Get to the coach in 30 min? yeah right, go against that tidal urge and there would be no return.

Union Jack concealed we limped sadly back to our now well tired coach, some wounded, all tired, some still drunk. Except one, then two, then three. Singing....10 Vert Renaults hanging on la wall... ..

Best wishes to all that I have met, all that I think I have met, to all that I hope to meet, give me a COLD beer, please.

Neil Smith: From California to France - Le Mans 1997

Sportscar racing fans are, in general, a loyal species. They'll stick by a series with the thinnest, weakest grids in the hope that some exciting new entries are just around the corner. That was how things stood in 1993, with Le Mans grids that were struggling for any quality whatsoever. It could be said that 1997 was the first year that truly turned out a quality field, due in no small part to the FIA GT championship regulations, the fledgling International Sports Racing Series, and the IMSA World Sportscar series in the US. From each of these three championships came a wide variety of solid entries.



To wit... three of Nissan's new GT1s, eight Porsche GT1s, six McLaren F1 GTRs, two Lotus Elise GT1s, two Lister Storms, three Panoz GTRs, four Vipers, two Mustangs, two Marcos', eight Porsche 911s, and eleven LMP cars.

This was clearly a year to go, and luckily my father and I had planned on it during the running of the 1996 event. We were sitting outside our home in Sunnyvale, CA, in the sunshine, both disappointed to not be there. We vowed to go the following year.

We arranged to fly to England, meet up with my Dad's friend Steve, and fly on to Paris the next day. We picked up a goofy little rental car and proceeded to get snarled in Parisian gridlock,

and get hopelessly lost in the process. Luckily we managed to get to the track in time for Thursday qualifying, which turned out to be a dry affair after unseasonably wet weather. Naturally we made sure to feast on *merguez et frites* (spicy lamb sausage and fries), an eye-opening affair for Le Mans rookie Steve. Here was an aspect of Le Mans that my Dad and I both knew and loved but had never actually shared; one of many such experiences that trip.

The closest hotel we could find was in Alençon, 50km north of Le Mans, which proved to be a bit of a pain in the ass. However, we made the best of it and enjoyed the more sedate atmosphere. It was easy to get tables at restaurants too. We hung out with folks from the TVR and Bentley owners clubs late into the night in the hotel bar every evening.

It was on this trip that we discovered the "empty day". Apart from a driver's parade in the town centre, nothing happens on Friday. So we headed out into the countryside and came across a small *auberge* in a tiny village that we would be unable to find again in 2004. This turned out to be one of those nearly unforgettable meals that come straight out of nowhere (I say nearly because I can't remember what I ate; only that it was awesome). Later that day, back in Alençon we had another slap-up meal at L'Escargot Doré (The Golden Snail). Meat was cooked in the middle of the restaurant on an open fire and carved to order. We were busy establishing traditions left, right and centre, and the Friday night gourmet meal was one of them.



Race day came, albeit damp, and we headed to the track. Lunch was taken at the Tertre Rouge Bar: soft white baguettes filled with cheese and ham. We listened in to Radio Le Mans' last-minute entry changes before scouting out a place for the start. We ended up at the bottom of the hill as the cars descend from the Dunlop Bridge. Not a bad spot to watch the Nissans attempt to assert early dominance. This year, we had grandstand tickets for the stands directly above pit lane. Unfortunately we only had 2, so couldn't use them whilst there were a lot of people in there.

As things calmed down a bit we were able to take 2 people in, have one come out with the second ticket and then bring in a third. Sneaky! It turned out to be a good place to watch from, as you can lean over the railing and watch cars in the pits directly beneath you. Another tradition established...

Dinner on Saturday was the roast chicken cooked on a spit, which provided good soakage for the beer at the Tertre Rouge Bar, our sunset / twilight destination. Again, my father and I were captivated by that magic time at Le Mans as the cooling air allows the sound of the cars to carry further than during the day. From Tertre Rouge, its hard acceleration all the way to the first Mulsanne chicane, which is nearly out of earshot. Every now and then, there's enough gap between cars to listen to one car do that whole section, 50mph up to 210 and back down again in about 25 seconds.



Night-time was spent in the grandstand, watching the "routine" series of pit stops, followed by a drive out to Mulsanne Corner and Arnage, both new experiences for me. Mulsanne is remarkable for the glowing disc brakes as the cars brake from 200mph, and then accelerate off into the night towards Indianapolis. Arnage, at the other end of Indianapolis has its own vibe - more mellow, but with a great grass banking that allows good views of the cars as they roar out of the forest and brake for the slowest corner on the circuit.

After a couple of hours sleep outside a farmhouse in the car, we headed back to the main area for some coffee and croissants and to catch up on the activities of the night. We spent

mid-morning back in the grandstand before it started to fill up, and then decided to watch the finish out at Arnage - we felt we could get a head start on traffic by being away from the start/finish area. By now the weather was lovely, and we relaxed on the grassy bank of Arnage as the LMP1 Porsche of Kristensen ticked down the laps. This was the year that the reliable old prototypes beat all the GT1 rabbits.

Back to the hotel, we slept for a couple of hours before hitting another great restaurant for a crab dinner, sitting next to members of one of the teams. Next day we returned to Paris to catch a heavily-delayed flight to London before returning to California on the Tuesday.

1997 was the year we laid the groundwork for future trips. We figured out what could be done better and what would make a visit to Le Mans easier and more fun. It was also the year that two separate Le Mans histories would become merged, as my father and I were able to put each other into our collective memories of Le Mans. That alone was worth the effort.

It happened to me

The Club Arnage forum has a section called "It happened to me" where members can post their most remarkable Le Mans moments. Read on and enjoy some incredible stories...

Mjit: We had a group of 9 last year, one of whom took their rechargeable electric hair clippers down and gave their #1 a trim on the Friday morning. Around 2AM, after a lot of beer before, during and after the Drivers Parade another member of the group decides to give his hair a trim too. He didn't ask if there was enough juice left in the clippers for a hair cut - there wasn't. Nor did it occur to him to check if the owner of the clippers had the charger with him - he didn't. Said team member wasn't seen without a baseball cap for the rest of the trip and traumatized a random hairdresser somewhere near Calais on the way back.

stevie43_uk: Just arrived back from a super Le Mans weekend. Had a bit of a run in with the local Gendarmerie, twice!! First occasion was on the Rouen to Le Mans N road just before Sees. It was a bit ironic really coz I was sticking to the speed limit when 3 guys in an A4 convertible with jesters hats on went flying past about 3 cars at warp factor 1. A few miles up the road they were pulled in by the old bill.... As me and my mate were laughing at their misfortune.....we got pulled too. Fortunately it was just a check of the license, and a friendly wave off. Second occasion was a bit more serious....We were on a camp site in the French section of the forest at Indianapolis, having lunch and a couple of beers before the start of the race, when we had a call from a friend who was trying to find us. He had his Dad and friend with him who were in the throes of the start of heatstroke. So as a good Samaritan, we popped out for the short 2 mile drive through the forest to pick them up. Coming back - two local motorbike cops decided to pull us and read the riot act. One was seriously p****d off and breathalyzers came out. I was not sure what the result was but after some frantic gesticulation between good cop and bad cop and my French host, they agreed on a 90 Euro fine. Those words 'you may go' sounded so sweet!! According to my French mate....the p****d off cop was so annoyed because he was trying to chase me along the dirt track and fell off his bike !!! I soon became a local hero with our French hosts.....

oldtimer: Picture the scene... typical post-race weather but in the days before air-conditioning in cars was common. The queue to exit the Green Car Park from the Bugatti circuit was getting longer and longer and tempers shorter and shorter. Eventually one poor race-goer could handle it no longer. The guy in a very expensive Mercedes sports pulled out of the rank and headed at speed for the exit gate in the corner. Clearly he was going to take a slightly unusual if he was to get to the head of the line of cars so a slight jink to the left put him... right into the gravel trap. Oh how the rest of the queue laughed. Neither the car-park attendants nor the rest of the spectators felt inclined to help the sod. The look of shame and embarrassment was there for thousands to see as we all filed past him. Priceless!

chrisbeatty: First time anyone I've traveled with got pulled this year, Driving slowly in a queue through Alencon the N138 a gendarme on a bike sailed by 10 cars & pulled over on the roundabout. He beckoned the Vectra in front of me to stop, our other 2 cars carried on. It turned out he'd spotted the co-pilot on the phone / walkie talkie & thought he was driving, to daft to notice the lack of a steering wheel!! Tapped on the window & realized the mistake he'd made, walked round the car & asked the driver for his license before sending them back off!! We all pi\$\$ed ourselves laughing when we opened our first beer!!



The famous "Hawaiian Tropic" Girls

© Steve Brown



Nice try, boys!

© Steve Brown

TonyT: There was one guy (in what looked like a caterham) did a burnout at Arnage on Friday lunch time and was chased 100 yards up the track. He managed to pull into the crowd and then 'disappeared'. A rather pi\$\$@d off policeman came to the car and took his camping ticket (Interior Musee) off the windscreen. The driver just sat on the fence watching (hiding). The police then set themselves up for a long wait near by. We left shortly after that but apparently he ended up driving through the woods (out of sight of the police). In the evening I saw his car 'under covers' back in the campsite. He 'borrowed' a ticket to get it in. Not sure if he got fined though.

chrisdhall: Was my first visit to le mans this year and was totally reliant on satnav to get there.. As a result I had the experience of a lifetime which just added to an absolutley brilliant weeked. Big thanks to the Drinking for Holland guys, you guys know how to party. If you taped qualy, have a look at it, when they show the standings at end, see if you can see a blue zara picasso following the pace car around! We arrived at Le Mans at 12:05AM, our sat nav was directing us to porsche curves campsite, I take a right, and we join the track at Tetre Rouge, ahead of us flashing yellows, behind us flashing bluse.. Then the pace car comes around and picks us up, as we pass the wreck of a GT car being collected by marshalls after Arnage. We sail thru indianapolis, collecting gravel as we go, before we finally pull into (just behind) pits as we approach the final chicanes... We done a lap of le mans, behind a pace car straight after qaulifying because our nav sent us wrong.. Don't ask us how we ended up on track to do a lap, but we did and in a crapy picasso.. An experience I'll never forget. (and yes we have video and photos) and wih race cars still on track and a pace car in front (Quote "don't pass the pace car chris" "I won't otherwise I'll get a black flag")

BOB U: Do any other CAers have a nick name that is only ever used at Le Mans? Here is the story of mine. It is usually left to me every year to plan the whole trip, book tickets and ferry, provide food and beer and generally get a bunch of reprobates there and back without any of them getting arrested or molested. I don't mind doing this. cos once I get there I can sit back get pissed and enjoy myself knowing that everything is taken care of. The one thing I do insist on doing is the cooking and even if I say so myself I am a bit of a mean cook. I start preparing food about a month before the off, making a curry, marinating all the BBQ stuff and bashing together a pasta sauce. This is all frozen ready for the tour. I also do the shopping for all the fresh stuff salad bread breakfast stuff etc the morning of departure. On this particular Saturday evening in 1999 I was busy preparing the meal while listening to Radio Le Mans on my earphones. I was just drizzling the dressing on the salad as Peter Dumbrecks flying Mercedes incident happened. I was so intent on listening to this that I didn't notice that I had drowned the salad in dressing. I thought, Oh well they are all pissed they won't notice. They all tucked into it and seemed to enjoy it all. After they had finished our very own pirotechnic moniter Semtex Stu was heard to say "Great meal sh**t salad" At that moment in time a nick name was born, and I have had to live with it for a week in June every year since. So if you see a bunch of guys wandering around wearing their "Pantyspider Tours" t-shirts the good looking one with sh**t SALAD BOB emblazoned across his back will be me. Please come over and say hello as it will make a change from talking to a bunch of ungrateful bastards that are my mates.

Kate Shaw: In 2001, I attended Le Mans with a group of boys and girls from Ten-Tenths Motor sport. We girls traveled in one car and the boys traveled in another, but we all camped together. We girls were members of the ACO and had looked over the tickets on offer carefully and had splashed out for the All Access (\$500 US) variety; the boys had gone for General Admission. We arrived on Thursday night and everyone had a nice day in the pit lane on Friday. However, Saturday morning when the crew showed up at the paddock gate, only the girls were admitted. As we were passing through the front entrance, attired in dusty jeans, t-shirts with Rothman Porsches on them, beat-up backpacks and BTCC ball caps, our attention was caught by an exceedingly well-dressed couple of Brits who were creating a disturbance nearby. Well, it was the woman who was creating the disturbance; her male companion looked as if he'd have helped out if only he could have got a word in anywhere. She caught sight of us looking at her and screamed, "Why are you letting in people like THAT, and not people like US?" We looked at each other and burst out laughing, and walked in with a certain swagger but without making the obvious comment: "Because WE have tickets and YOU don't." Later that day as I was walking past the Panoz garage, I noticed Jan Magnussen talking to some of his crew; as I caught his eye, he made a sudden downward motion with his hand followed by a stamp of one foot. It took me a few seconds to realize that he'd dropped his cigarette and stepped on it -- a gesture I had last seen in the schoolyard in Grade 8.

Robspot: 2002, the first and only time I have been so far (until this year that is) Friday, after watching the Republic of Ireland either win, lose or draw against Spain (or could be someone else, how the hell am I supposed to remember) myself and a friend took a dip in the fountain on the roundabout in Arnage (the one with the long bar on the corner). Apart from getting cut to shreds by the interesting metal sculpture, we received a tap on the shoulder from the local Gendarme who said in his best English "zat eez very funny but pleeez get out now or we weel arrest you". Okay mate, don't need asking twice. Can't wait for this year, shame there's no tournaments on!

Big Lad: Last year late Friday afternoon was spent in the finest of LM traditions of putting the world to rights whilst sat drinking at Karting Nord. There then followed a heated argument whether it was Jamiroquai warming up at the Audi stage. Despite being shouted down by our group I said I would prove them wrong in due course. Two hours later who should drive past past our tents on his quad bike but JK himself. I shout "JK- do you want a beer" and he stops, says yes, gets off his bike, walks over to us and spends the next the 30 mins chatting about cars. PS - contrary to his image portrayed in the papers he was a top bloke and committed petrol head

Ian...: In 2002 we camped in Blue car park - next to a bloke called John - a Stockbroker from London - driving a Testarossa. Got chatting and he opened the bonnet of the Testarossa to reveal 15 of the biggest fireworks you have ever seen!! and he had reputedly been doing 160 on the way down! About midnight on Friday night he decided that it was time for a firework so got a nice big rocket and headed off down to the road along side camping blue - the rest of us following at a safe distance. He planted said rocket discretely in the banking - but a bit to well - the fuse was quite long, as he retreated to a safe distance (there were a number of gendarme fairly close as they had cleared the burnout crowd) a couple for geordie lads - a bit worst for ware wandered past and sat down virtually beside said rocket. When this thing started to try and lift (it was too late to warn the Geordie's but they soon noticed it as the ground began to shake and were then possibly the fastest thing in le mans!) it was stuck in the bank and despite having the rocket power of an Apollo to a few seconds to wrench itself free. The result was that it only got about 20 feet before exploding - poor geordies having the best underside view, (but took it with good humour - when they got their hearing back) all beat a hasty retreat away from the advancing Gendarme who were not so amused!!



Le Mans campsite

© Steve Brown

Ian...: I'm sure many of the antics that we get up to at LM are seen by some as a bit out of the ordinary, but what's the most bizarre thing you have seen at LM. For me it was as we walked out of Karting Nord on the Friday night in 2005. I heard what I thought were Christmas carols in the distance, as I looked into a wooded area backing onto the track I could see Christmas lights and decorations hung from the trees, then I spotted the Christmas tree twinkling in all its glory. There was an extended table complete with candelabra, and a full Christmas dinner, the residence of the area were all dressed in dinner suites and the women in long dresses (I think they were women - could of been a few blokes in disguise) and then there was Santa, in full gear, ably assisted by the perverted pixy (complete with Strap on D*ldo). I have video evidence of this just in case I think I dreamt it, but its still there every time I think I need to check my sanity!

Brian(Liverpool boys): A few years ago we had traveled down to Pompey for our annual visit to some race, somewhere in France, all aboard had their holiday heads on. The trip had started in a Liverpool boozier, with top ups all the way down. As we got onto the port, full of Ship Hanson, special bitter we found to our horror, that the bag containing all the tickets for the ferry and the race tickets(General entrance, ACO stand and the sacred MB camping pass) with all the passports had been stolen en route.(last seen at a stop in Cheshire.) We had only 1 hour before sailing, B.Ferries stated that if we had a crime reference number they were prepared to issue duplicate tickets and a letter of introduction into France. Great news we thought until Ian and I had to sprint, what was to us a marathon to Pompey cop shop and get back to the terminal in time to get tickets and letter processed before sailing time. Both of us were totally wiped out but made the dead line. This brings me to the ACO, on our arrival at the track; we explained what had happened and gave them the letter of introduction that had been supplied by B.Ferries. Within less than 30 mins we had been issued with duplicate tickets and I have to say that the treatment we received was second to none. So please bear this in mind when slagging them off, they made five sick scouser's very happy. I only hope that if this experience befalls any other CA, members I am sure the same treatment would be supplied.

oldtimer: .. but dredged from my memory banks I recall a tall, well built Englishman - not one normally separated from his creature comforts for long (I know this as he was one of the members of our party...) - sweating profusely under the already strong morning sun of race-day morning. It wasn't the heat of the sun though that was the cause of his perspiration rather it was the strain of holding in an evening of over indulgent drinking and feasting from the night before. Having been hit by a wave of internal activity his face became ashen at the realization that, located as we were at the time in the middle of the Bugatti Circuit (Garage Vert), there simply was not time to make it to the nearest toilet facility... What to do, what to do... Thankfully the answer was provided by one of the locals. Emerging from his pre-race slumbers in the back of his car, the local strolled over to the edge of the circuit, climbed atop one of the shrink-wrapped tire-stacks more commonly used for crash protection and proceeded to remove his trousers and... well I am sure you can guess the rest. Inspired by such liberated behavior, our party member quickly followed the example. So the most bizarre site... two fully grown men using tire barriers as toilets under the full scrutiny of the Garage Vert LM contingent. Needs must I suppose. I know our party member looks back at the whole incident with equal measures of complete shame and utter, utter relief .



Test day 2007: Mike Rockenfeller, Frank Biela and "Dindo" Capello
© Deborah Dudley



Test day 2007: Jacques Villeneuve

© Deborah Dudley

htbast: Few years back, when they had the large screen in the village. The area was crammed with English supporters ready to watch the Football (I know a dirty word to some of you). But the screen was showing the live Race (quite right too). Must have been World Cup 2002. John Hindhaugh on Radio Le Mans was doing the commentary from the TV pictures he was getting at the studio. All the English had earphones or headphones on listening to the pre-match build up. What I remember was the look on the faces of the French, Dutch & Germans as on mass, the English stood up and began singing the God Save The Queen!! They were looking around for some reason why this had happened, but could not see anything. Fantastic! The same thing happened 20 minutes later when England scored and again the crowd seemed to jump up and sing on mass, for no apparent reason!

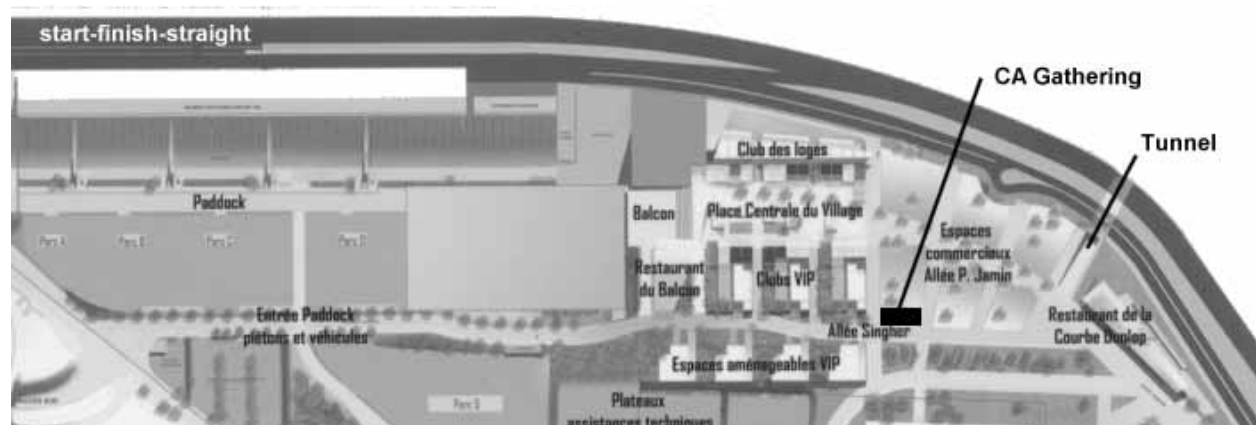
Club Arnage Forum Gathering

The traditional CA gathering in the race village will be on Saturday, 16th June, start around 9:00 pm. Location is the same as last year, the area in front of the "Champagne Bar" in the A.C.O. village, also called "Shampoo bar" or "Poo bar" or whatsoever in many CA forum threads. Their prices for a bottle of champagne are somewhat inflated, not a bad idea to bring your own stuff. It's a public gathering in a public place, so non-CA members are of course welcome. To all CA-members: Please wear your CA t-shirt! Some comments about previous gatherings:

- "Great to meet all of you at the Poo Bar gathering and put some faces to the names."
- "Does anyone remember one of the first of our gatherings at the poo bar, about ten years ago I think when the official dress code was tea towels on the head... Ah, happy days."
- "I laughed at the Poo bar when someone started changing people's 2004 CA t shirts to 2005 with a permanent marker..."
- "Of course I never saw the old Poo Bar, but the party at the new one was awesome. It was indeed everything I expected and then some... The Poo Bar experience was one of the main factors for my decision for going to Le Mans and it did not let me down."
- "The hangover I woke up with on Sunday Morning felt like I had passed to the other side. Still, it was worth it, what a great night."



How to get there: Coming from outside the circuit, cross under the circuit using the tunnel at the end of the start/finish straight to the inner side of the track, turn right, walk a few meters and watch out for hordes of people in CA t-shirts...



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:

| | Campsite Beausejour |
|-----------------------|---|
| Jay (Team Cannonball) | Team Cannonball are on the Dover to Calais P and O on Thursday morning at 10.05. There is 11-12 of us dispersed between my Alfa, a Jetta and Beemer arriving BSJ Thursday late afternoon. Leaving Monday a.m. |
| Jimpanzee | My group be on Beausejour from Thursday late morning/early afternoon until Monday in the AM. There's about 22 of us and we have bought an old school mini-bus...which I'm promised will be getting a suitably impressive 'retro' paint job. There's also a camper making the sojourn as well. Watch out for the big screen showing Bruce Lee...(amongst other things). See you there. |
| Neal | Whitey and 7 others arrive Monday morning |
| Pilgrim | I'll be leaving from Plymouth on the noon sailing on Tuesday, then the first train to Le Mans from Morlaix on Wednesday morning. I should be on Beausejour from late morning Wednesday until the Sunday afternoon when I head back for the sailing on Monday afternoon. Hope to see some of you there. |
| Rhino | Rhino Sceetum and the rest of Team Booze'n'tabs arrive thursday morning. Should be 9 of us with a van and a car. |

| | Campsites Bleu Nord + Sud |
|--------------|---|
| Fran | Nord - arriving Monday or Tuesday - leaving Sunday . |
| Ian.. | It looks like the SPS crew will be on Blue Nord this year cursity of the ACO ticket allocations. Not the end of the world, having stayed there a couple of times pre CA, its a decent site, we'll only be over the wall and provide another beer stop. |
| mgmark | MG Mark and Elanman + about a dozen assorted mates and family etc,on Bleu nord from Monday through to Sunday |
| Papa Lazarou | either Nord or Sud - arriving Thurs afternoon (damned ferry schedules!) leaving Monday. |
| Robbo SPS | Who : The SPS, one hire buis and big trailer, 3 motorbikes (cb500 streetfighter), 1 motorhome (pug powered), 1 TVR 500 Chimera, 1 VW Passat (das rhino tank) and a mint TR4 !! 25 of us this year. When : Poole - Cherbourg wednesday lunchtime, returning monday faternoon onthe Caen Portsmouth Rhino bunkbed.. Where : Arriving on BLEU !! early evening and staying until we leave. We will be, well somewhere i didnt book, but best i could get despite the ACO forgetting about regular traders..... bloomin kermits. We shall all come over to the holy grail of the MB region, if i can get the bikes working !! |
| sconefinger | Departing the north east wed noon, stops at avebury for pie and pint and stonehenge for a bit of hippie baiting. Vomit comet on thurs 7am to c'brg and running down in convoy with Alibongo and crew. 6 up in the service barge (white merc), staying on Bleu sud A. Look for big Gulf flag, freezer full of ice cold beer this year so call in! Going home to face the music Sunday night Caen to pompy. |
| vqdave | bleu nord sometime friday night/saturday morning following a 9:30pm speedferries friday night and a drive in the humber. Also arriving same time will be a mate in a £100 Subaru SVX. All in 4 of us there 2 per car. 2 other cars get there Thursday morning, a Lancia Beta Volumex and a Honda Integra Type R. |

| | Campsite Expo |
|--------|--|
| jikt15 | Team Red Dragon departing Newhaven by Transmanche about 0700 Monday 11th May for Dieppe. Arrival at Expo at about 1400 local time! It depends on how many times I breakdown, need a drink and therefore need a pee! B2B'ing it in Dieppe overnight Sunday. Returning similar time Monday after race. |
| Werner | Werner & the LeMansZone-team, 18 persons: 1 person advance party Monday late night, the rest arrives Wednesday late afternoon; most of us leave Monday morning, VW-BUS + cooling-trailer + 2 or 3 other vehicles. |

| | Campsite Houx |
|-------|---|
| Big_M | Big_M - with a few friends taking the soft option but struggling with space in the boot of the TVR. Going down Wednesday morning on Eurostar - back on Monday. |
| Jem | Wednesday afternoon down to the Tunnel, overnight hotel and early tunnel Thursday morning. Heading for Rouen and the slow lane (thanks Termie) after the tunnel and looking out for the cows. Heading for Houx, CA flag will be flying somewhere no doubts. Five cars - 996 Turbo, M6, S4, Clio Sport and the fridge carrier (Shogun) , give us a toot if you see us. |

| | |
|------------------|---|
| | Campsite Houx Annexe |
| BOB U | Twelve of us this year. On the Hairy Triangle from sparrow fart on Friday until Monday. |
| Chris (alibongo) | thursday lunchtime, joining the team spanner guys in their usual spot, leaving monday morning for the dawn patrol back to Cherbourg for the fast cat home. |
| Fagey | 8 people- thu 12.00- mon 'sometime in the morning '-mitsubishi gallant wikkid/VW camper in girly blue fri lunctime |
| Garyfrogeye | Garyfrogeye in the Frog from Friday night till Sunday night |
| Martini | Martini... arriving late wed night (10ish) ready for a quick erection and a stiff vodka leaving Sunday night... or Monday am. Usual place by the hole in the wall on the hairy wotsit... |
| Nordic | first group arriving early afternoon Wed followed by 2nd group Thursday. Hopefully next to Martini on the sandy hillock. Leave sunday night for a hotel and cold beer. 3 cars(TBC) 6 people |
| robbo_28 | Robbo_28, BigG plus 9 others travelling by minibus arriving Thursday afternoon, departing Monday morning. I think we stay quite near the Hairy Triangle?? Come and say hi! |
| Perdu | Midget And Sprite Club On Tour; again on sunny HA nest(L)ing in the shadow of Sir Steve, as in years gone by (we hope) From Wednesday 'til Gary makes it to St Saturnin on Friday to complete the set. Oops, forgot to mention the ferry. Look for the green Midget, we're overnighing on Tuesday to Le Havre with LD Lines, 2300 hrs sailing, nice bumle down to LM Weds am... |
| Simon (WRC GT4) | Should be arriving late Thursday afternoon (thurs morning tunnel) And staying in Houx Annexe until Monday morning. Look out for us and drop in for a warm beer. CA flag will be flying above a couple of Mitsubishi Evo's |
| Steve Brown | Steve Brown and associates - cobras, TR6, Cadillac - arrive Wednesday afternoon, leave Monday morning - in the verdant grass, lakeside views and sandy tracks of Houx Annexe Hairy Triangle |

| | |
|-------------|---|
| | Campsite Karting Nord |
| Christopher | I will be arriving late morning on the Wednesday. Hopefully not on my own, but with a couple of other cars in the group. Other friends (skid solo, trackside) are staying off-site at Spey. I heard a rumour that there will be a few Danes on KN also..... |
| Dave H | Indianapolis Wednesday afternoon to Cincinnati - C6 Corvette; Cincinnati to Paris - Delta Airlines 767 Seat 5D; Paris to Le Mans Thursday morning in some Frenchie Renter minivan; Camping KN; Back to the States Monday |



Pit Lane Exit
© Thierry Charge, <http://les24hdumans.free.fr>



Dunlop Curve
© Thierry Charge, <http://les24hdumans.free.fr>

| | |
|------------|--|
| | Campsite Maison Blanche |
| Andy | Who - Andy, riding down on red Yamaha XJ 900 Diversion; When - Portsmouth to LeHarve Tuesday 23.30 overnight with LD Lines, LeHarve 7am with a slow culture vulture slow road to LM via camembert (for wishys fridge) and D579 Vimontiers (Tiger Tank Artillery museum) Arrive at early PM meeting up with Barry; Where - MB Beer Zone slumming it until Monday Morning. |
| Andy Zarse | 7 Zarses this time, travelling down on Wed arriving evening to Maison Blanche Zone D. If you see a convoy of 1 X Porsche 996, 1 X Aston Martin Vanquish S (or maybe the Nigel Dean DAX Cobra, depending on the mood of the owner) plus of course the inevitable world famous Commer, then that's us. All CAers new and old are welcome to call in any time for a nice cold Cidre Brut. |
| Barry | On the 11.50 Chunnel Tuesday morning. Arriving with the base camp gear MB, zone B about 18.30 ish, hope that there is some space left; Boring old red Xantia. Andy arriving lunchtime Wednesday with the sensible race day transport. Depart Monday morning, on the Speedferries vomit special 13.30. See you all there. |

| | Campsite Maison Blanche (continued) |
|---------------|---|
| BigH | Well, I reckon...most of Tuesday I'll be wobbling through the Surrey, and then the South Downs, probably being chased by a dog, in the regions of Cobham, Godalming, Haslemere, Hill Brow (oh God, I just know what's going to be involved there...), Petersfield and Portsmouth in time for a late 'artnoon crossing to Cherbourg. Then an early start on Wednesday morning, proceeding in a general south easterly direction through the Normandy Alps and Calvados Cols, giving it all I can muster in order to stay in front of the large threshing machine that that b*stard Zarse will have tipped off. Overnight in a hedge, haystack, or maybe Domfront, and then onto Le Mans approaching via Arnage and hoping to get to Maison Blanche by Thursday night. I suspect I'll be quite thirsty and with buttocks like a baboon in heat. |
| Delboy | Delboy +7 arriving wednesday morning - hopefully in the platinum triangle. Departing Sunday pm for a night in Martragny (near Bayeux). |
| Douglas | Langstone and District Wildfowlers and Conservation Association Cricket Club @Le Mans; We are, Herr Kapitaine Roy Marshall, Doug Taylor and Joe Marshall; We are on Brittany Ferries out of Poole/Cherbourg Wed 13th 2345; Travelling in Blue M-class; Camping MB zone D; Leaving Monday am |
| Gordonwr | All sorted out now, two cars and four of us on 7am Dover-Boulogne Weds morning, staying in MB and returning on the midnight ferry after the race. More arriving on Thurs, also on MB. |
| Jules G | Advanced party: Speedferries Wednesday am. 2 car convoy, Stan in his boxster and me and Ivan (LM virgin) in the Bmeer. Home will be the MB. Arriving Friday pm: Timbo, Nigel and "Pilot" Stephen, wheels: Cessna twin prop Landing and Sunday evening departure slots sorted with LM Airport! Cars setting off Monday am |
| jpchenet | Team JPC will be arriving from early Thursday morning (shorter trip this year as team Principal has already had a week in Sebring and Team Principal's Owner threatened castration if no time left for holidays with the family in the summer and over xmas. Usual spot on Maison Blanche in the Platinum Triangle with DfH, Delboy and Rick. We should be pretty easy to find! TVR Griffith, TVR Cerbera, Honda NSX and Impreza STi in the first group. Morgan Plus 8 and Merceded CLK430 in the second wave, plus a couple flying in! Call in to collect your CA polo shirts and a cold one! |
| LangTall | 11 (which I'm sure of) of us will be waiting at the gate from sundayafternoon on, during the monday 5 or 6 others will arrive to build up our campsite. The other 13 people are likely to arrive on thursday and friday. |
| Lord Steve | Lord Steve – Team Tres Hombres - Depart Folkestone Wednesday 18.00, staying overnight in Calais. Planning to arrive on Maison Blanche Thursday lunchtime after croque monsieur and pression stop in Gacé. 10 in our party this year, in black Audi A6, Blue Chrysler Grand Voyager and (tbc) BMW M6. Friday in town for the parade and bar crawl. Leaving Sunday night for another stop-over in Calais before getting the early shuttle back to Blighty. |
| Lorry | KKOC About Noon Monday Mainly Mazdas, a Freeloader and a camper with bike trailer, plus a couple of others. |
| mal | Flying Baguettes - Advance party arriving Maison Blanche Monday pm, main group of 16 arriving Thursday morning, further 16 arriving Friday total 36 people. Returning Ouisterham to Portsmouth Monday pm |
| Mike C | Out Sunday 10th 23.15 Portsmouth to Ouisterham, arrive Mon pm at MB. Return Monday 18th on the 23.30 from Ouisterham to Pommpy. |
| Mr. Invisible | I should be arriving sometime Monday afternoon in Maison Blanche (Zone C), with my brother plus one arriving Thursday morning. We will depart the following Monday morning. I am travelling in a green Peugeot 206 this year. |
| Mr Toad | Tally Ho, pip pip, etc; Beermountain will be setting up the officers mess in Maison Blanche zone B on Monday. Toad, Baldrick & Sooty. The Squadron arrives Thursday, including Buzz, Swiss, Disco, Boron & Doctor. We plan to camp with Team Sooty (virtual beermountaineers) and The Three Amigos, except there are four of them...; Choppers on standby for some dangerous missions this year! Very much looking forward to a cold one with anyone from CA who is prepared to associate with humble Beermountaineers! barf, barf, ying, yang, etc & see you soon! |
| Piglet | Piglet & Keith K arriving Sunday night for Monday morning set up staying until the following Monday. Simonwhohasalife has a posh new job involving F1 and will be at Indi (I think) so won't be coming, Jason is arriving on Wednesday I think. |
| pretzel | Pretzel and the other half - Wednesday evening crossing (20:30) from Pompey to St. Malo after a couple in the Rudmore. Back to the traditional route after an aberration last year going from Plymouth. Taking the 350Z adorned with the usual C.A. regalia. Staying in the (relatively) luxurious confines of an Hotel except overnight Saturday at the race when we will be on M.B. with Wishy and co. Returning Monday afternoon from Caen. |
| Rick Cutler | Names: Rick, Steve; Vehicle: American Motorhome towing Fiat; Ferry: Portsmouth Caen Sunday 10th 1530; Return Ferry:Caen Portsmouth Monday 18th afternoon 1700; Group 2: (Andy, Andy, Andy, Andy and Tony); Vehicle 2: Mercedes of some sort; Ferry 2: Dover Calais Thursday AM; Return Ferry 2: Dover Calais Friday PM; All Camping Maison Blanche (DrinkingforHolland Crew) Zone B; Drop by for a cold one! |

| | |
|----------------|---|
| | Campsite Maison Blanche (continued) |
| smokie | Smokie (and Mark) will arrive in town on Sunday evening but not on site till Monday am. Different car this year - Vectra 3.2, and nothing in tow... |
| Stu | Monday morning next to The Liverpool Boys |
| termietermite | Pitch tents on Tuesday for self, Paul and 2 other guests who arrive Friday. Back and forth between home and campsite throughout the week. Vehicles : God knows, probably just the Micra and a Tuoreg. The Mondie will be in Parking Blanc. |
| The Planman | Advanced party - depart Crapaudland Tuesday 12th June 07:15 HD Ferriy - Keith Cuda & his mate Newbie Kevin; Middle (and main contingent) party - depart Crapaudland Thursday 14th 07:15 HD Ferry - Peter M, Newbie Mark, Bob The Dog, Happs, Slippery, Phil, Uncle John the Fireman and PK; Late party - First wave, depart Donkeylend sometime Friday 15th that's Cuth & Lee, second wave depart Ashford sometime Friday, that's Mossie; That's 13 in total - Team Crapaud - should be a gas !! |
| wishy | Wishy's Wanderer's advance party of 4 arriving on MB on Monday afternoon in "Dennis" Ducato and an Astra; Tuesday Nopanic possibly arriving in the PTIf and when he can make his mind up!!!! Thursday 3 more in a Clio; Return Monday back to Blighty |
| | Campsite Technoparc |
| Dave_Newcastle | Leaving the North East on Tuesday morning, via Retford to pick up my bother, kipping in Essex, then 0700 speedferries on wed morning dover-boulogne. Then hopefully avoiding any of previous years misfortunes of exhaust breaking off on terminal ramps, puncture in Rouen, servo packing in on N138 and countless stops to tweak the engine.... arriving Mulsanne bar by mid pm, then pitch tent on technoparc - should be plenty of space cos havent come across anyone other than my crowd who are staying there!!!! return on monday |
| | Campsite Tertre Rouge |
| Black Granny | Team Tarquin Tours The sign of the furred umbrella! Black Granny and the tax inspectors will be on Tertre Rouge. Travelling out Newhaven to Dieppe arriving on Wednesday 13th. You'll spot the silver Omega estate with the Goodwood stickers in the windows. We'll be out collecting on Friday to supplement Big H's tremendous effort and raising money for Kidney research. Please give generously. In return we promise to look favourably on your dodgy tax returns!!! |
| Dukla2000 | I'll be with Cost Centre #2 this year: her last exam is 14th after lunch so will be on 18:00 Dover/Dunkerque on Thursday driving through to Tertre Rouge about 03:00 Friday. Hoping there is still some space. Departing Monday. |
| Fisherman | Team Rod Brench Plumbing will be on the 10.50 Speedferries on Tuesday in our trusty VW Transporter plumbers van, hoping to arrive in Tertre Rouge late afternoon. We're running a reduced team of three this year but will have an expanded games zone with swingball, darts and ,hopefully, a pool table. |
| Steve TTTD | Team TickleTheDragon will be split this year; The advance party are out on the 07:00 SpeedFerries sailing to Boulogne on Tuesday 12th, planning a nice leisurely run down (unlike the mad thrashes of the last couple of years)... More arrive on TR on Thursday morning, with the rest of the group (The popular people's front of TTTD **SPLITTERS**) heading for Camping Bleu because they forgot to book their tickets early enough... Drop by for a cold one and a discussion on why the Inland Revenue are a bunch of ***** |
| | Campsite in Spay |
| Trackside | Group: Me and Mrs Trackside - Lotus Elise S1; Skid Solo - Nissan 200SX S14a; Christopher - Lotus Elise S1; Matt & Di - Lotus Elise S1; Steve (LM virgin) - Ford Focus ST170; Ferry: Portsmouth - Le Havre with LD Lines (easyFerry anyone?) ; Sailing out Tuesday night, back home Monday evening; Campsite: All at Spay (posh camping!) except Christopher who likes to slum it at Karting Nord. Looking forward to meeting some CAers. Will look out for the t-shirts! |

24 Blisters du Mans

Club Arnage member "BigH" will be cycling from the UK to Le Mans in 3 days, as a fund-raising action for Kidney Research UK, please see our call for donations on page 3 of this guide.

Sitting here in December, in that world famous beach bar and restaurant, The Bag Of Shite, contemplating the miracle that is the peristaltic reflex, starved of a decent motor and nary a connection to Club Arnage to be had for months, my thoughts inevitably turn towards June and food poisoning. Yup, good 'ole LM, where the spectators are overcooked and the food underdone.

I know it wasn't Lazarus on the road to Damascus (everyone knows that was Bob Hope...), but for the sake of argument, and an inability to use Google since they changed the toolbar, let's say it was, and I too have experienced a conversion (or I've been raised from the dead, -already I'm getting confused). Anyway, during a recent session of idle banter and serious drinking, it was suggested that some sort of fundraising may help with St Peters anticipated frosty view of things when that personal and inevitable Pearly Gate Moment arises. And what better place to do it than in Le Mans? a place where surely even Mother Theresa would mash the loud pedal, drop her cassock and go large?

Sadly, that was where the good ideas stopped, and I experienced one of those moments (and I'm sure we all have, haven't we?) where someone else seemed to be in control of my mouth and brain, two organs nearly three feet apart, and I could hear myself saying things, and nodding, while inwardly I was screaming "no, NO!! what on earth is the damn fool doing?!", but all people could hear was this idiot in charge of the mouth. Well, what I've come up with is.....instead of sitting in the classic (although slightly dowdy and with more than just a whiff of anusol and Vicks Vapo-Rub) surroundings of one of Coventrys finest machines and contributing in no small way to Shells yearly profits, I decided I was going to cycle to Maison Blanche this year. You heard it right, cycle.

Now, as the crow flies it's about 300 miles to Maison Blanche from my place (not being a crow and lacking the ability of flight I may need to round this up a tad. I know I'm getting off the track a bit, but have you ever watched a crow fly? -the ones round our way fly like they've been sniffing Tippex, more like 3000 miles the way the crow flies if you ask me, anyway..) and the mouth-idiot reckoned that three days would be more than enough. 100 miles a day then. So, come Tuesday morning on the 12th of June I'll be packing some cucumber and salad spread sandwiches, a half bottle of Newcastle Brown Ale, turning my cap backwards and setting off, whistling, in a generally southerly direction, with hopes of arriving in Maison Blanche on Thursday evening in time for a fish supper and a little dancing. I hope I'm wrong, but I suspect that the reality may be much more grisly (and probably involve much more than just a whiff of anusol and chamois cream...)

In order to keep my chin firmly pressed to the butchers basket which will surely be attached to the handlebars, I'm going to need a little incentive, and that's where the fundraising bit comes in. Surely, I thought, all my cyber mates on the world famous Club Arnage forum will give me a little help with this noble effort (it took a long time to type 'noble effort', - every time I looked up to check, I'd actually typed 'catastrophic plan'), and I've set up one of those popular web pages that make contributing a doddle, and all funds (excluding embrocation and unguent expenses) will be heading the way of Kidney Research UK. Let's face it, the little fellas usually have their work cut out that weekend. Mrs H almost beat me to St Peter last year, but after a quick oil change and one of her brothers kidneys, she's now very firmly at the back of the queue. What I can say is that having seeing the reality of renal failure close up, and what our current medical resources have to offer, then Kidney Research can certainly do with a few bob.

It won't be pretty, certainly there'll be blisters and mechanics language involved, but at least it'll give me something to write about in July. If you pass me on the way down, please don't run me over or throw fag-ends at me, but give me a little wave. My sincerest thanks to all who dare pledge a sum. Oh, and the seat of my 'cycling trousers' has space for a sponsors logo....

Training update 1: Well, a week's gone by, and I'm still on this (almost) desert island, and am totally overwhelmed (that's spell-check for you) at this end from all the messages of support and donations, and the odd surgical support as well. Very odd surgical support... People seem concerned about "downstairs" wear and tear, Google suggests that relief can be had in the saddle department by liberally applying a mixture of household bleach, Mazola and uncured araldite to the affected areas, and I can see where it's coming from. Mind you, I should be more careful with the words I put in the search window. Training has started, and last night I attempted to pedal some used phonecards outside the local docks, but I admit I didn't get far and was lucky to get home in one piece. I think I'm going to have to look further into this training regime, - someone has mentioned 'strict discipline' and already that has a good ring to it. Next week, the stops are coming out!

Training update 2: Caramba! there's more to this training lark than meets the eye. And the bottom. I found a local gym last week (yes, with local people!), and amongst piles of what looked like ships ballast, dumbbells, crawfish heads and a Gentlemans toilet straight out of Trainspotting, there was an exercise bike. Brilliant I thought, this is where my training starts. Dressed in my best tweed shorts, and armed with about 4500 songs on my mp3 player I decided to get stuck into some serious pedalling, and cancelled the rest of the days appointments. Well, I was only about half way through ABC's "Shoot that Poison Arrow" when then klaxons started sounding in my engine room. Cranking the lever marked Resistance to its minimum setting helped, but only delayed things until the start of Smells Like Teen Spirit and by the time Penthouse and Pavement came round I couldn't hear anything above my wheezing.

Some *really* large men were laughing. I may need to return on another day. I think a personal trainer is probably the best way forward, and I have just the man, you can see him below, I interviewed him last night and he said all the right things. Quite what they were, I've no idea, but anyone that uses a whistle (loudly) during normal conversation gets my vote every time. Can you get EPO on e-Bay?

Training update 3: Good advice is rolling in! A good friend has kindly sent me some appropriate literature (I guess this is what it's like to operate in a professional world...), and this month's copy of "Extreme Unguents XXX" already has a dog eared look to it, I've read it from cover to cover, and then once again, buttock to buttock (it was a reflex thing...). Training is coming along, although I still haven't been on a proper bike, but I've got a schedule, and I've been told that come June I'm going to be either very fit, very thin, or very dead. I reckon two out of three can't be bad; I'm just not sure which two it'll be. If it's the last one, for gods sake don't take my magazine collection down to the Barnardos shop. I think what I need are some Celebrity Sponsors, they're all the rage these days. I've dropped a (admittedly scruffy) postcard to David and Victoria and I'd like to get the Pope involved as well, I'm not holding out much hope for a result, but the idea of cycling in a cassock and pope type hat has some sort of irresistible appeal. I could also bless people on the way down and turn wine into Lucozade Sport. Hmmm, maybe not...

Training update 4: Phewie! Finally back in the good-ole UK and it's a glorious day! I'm ready for a bit of hard core training, it's only 10:45 and already I've had five energy bars, and some isotonic lager. Tomorrow night at the local gym I'm doing something called 'spinning', and can only assume it's one of those games where blindfolded, you quickly drink five shots of vodka, and then your "mates" spin you round on the spot with your forehead stuck to a broomstick handle with hilarious results. - I can see how this will prove invaluable, and will keep you informed of my progress. Also, this lunchtime I'll be sloping off to the local cycle shop. where I've been told to rub my chin a lot and drop the words "Lance" and "rollers" into the conversation now and then. Although how medieval jousting will help I'm not sure, - maybe it'll come in handy with this 'wrong side of the road' business. Friends are wishing me luck and telling me not to despair on the sponsorship front, and that the bandwagon may gather speed, - I'm hoping that soon, I can too...

Training update 5: Hurummp! a disappointing week... First off, have you been in a bike shop lately!?? I tell you, the bikes in there are not much like the ones your grandfather delivered sausages on. I also got my Armstrongs mixed up. When I expressed to the salesman my true admiration as to how a man could go through the rigours of the space program, then go down in history making that "giant leap for Mankind" and then go on to win seven Tour De Frances straight off, I was looked at with a very strange expression. And well, spinning wasn't all it was cracked up to be, absolutely no vodka at all. I spent sixty minutes looking at the floor with sweat dripping off the end of my nose, a damp patch growing in my crotch and a tin of cranberry juice getting warmer by the minute. Furthermore, I reckon it was pure luck that no-one threw a fit, what with all the strobes and skin tight clothing, -the last time I experienced conditions like that I was in Annabells in Sunderland, wearing a tank top and staggering with a sailors gait along to KC and the Sunshine Band. The Rollers, not the Bay City type, are also a little different to what I was expecting, and my admiration for Neil has gone up even further. As I stand here looking at them, the words falling, log, and dimwit come to mind. You wouldn't want to get your old fella trapped in them. 300 miles is beginning to look like a very long way, I dread to think what the weekend has in store.....

Training update 6: Blimey O'Reilly!! Finally managed to get off the damn spinning bike and try some miles on the real thing last week. On Sunday, Lord knows how, but I covered about 55 miles, and woke up on Monday morning in bed locked in a cycling position. It took two grown ups to get me straightened up, and as a precaution I now have some lok tabs round my knee caps, for fear of them flying off when I climb the stairs. Perineum Status is not just 'Red', it's incandescent. I hope things settle down a bit, as another session is planned tonight with my new found cycling chums (who all seem to have shaved legs and no body fat, they even talk in streamlines). I'm told I should be on the bike 6 days a week from now on, and frankly this strikes me as madness, my crotch is going to end up like a baboons backside at this rate.

Training update 7: I'm officially a little bit frustrated now... I've been pedalling like a leper in downtown Cairo for the last 3 weeks, and I'm stuffed if I can see any improvement! - I'm more a 'bag of tripe' instead of the 'butchers dog'. Mind you, the weather lately has been in favour of large BBQs, lashings of strong lager and an early, if involuntary bedtime, so perhaps my diet needs fine tuning a little. I'm still waiting for that moment (which several b*****s have promised me!) where everything falls into place and I accelerate effortlessly, like a train, from A to B. And I can't see that happening, unless I inadvertently get lost and find myself plummeting from Beachy Head, heading swiftly towards some close range winkle inspecting. I suspect I haven't been using enough Vaseline, so tonight I'm going to use the whole stock, - if it's flexible it's going to be gassed back, and if it's matt it's going to be shining like a brasso'd towing hitch. Maybe a little hydraulic cement added to my bleach & araldite cocktail will help with things down under as well, encouragingly the sales patter on the packet describes it as:

"A dry powder mixed with water to putty consistency that sets in 3-5 minutes to stop flowing water or seepage under pressure through holes and cracks, and can even be applied under water. It expands as it sets to provide a high strength patch. Ideal for fountains, ponds and drains."

Sound perfect, perhaps I'll be able to ditch the chaps....

Training update 8: I'm sure my grandfather would be disappointed in me, but I've come to the conclusion that this hi-tech malarkey is the only way forward. Mind you, I was dismayed to find myself in front of a front length mirror the other day and realised that there really is just no hiding place in these lycra shorts the man in the shop sold me. On the plus side though, it did remind me that I needed to get some fresh vegetables in. I managed about 60 miles on

Sunday, mostly up and down some horrible hills, and on Monday did about 30 miles. Tuesday was an hour spinning followed by a run, and yesterday was another twenty odd miles. I'm now so knackered I can't talk properly or focus my eyes. I could probably wear my scrotum as a hat on Ladies Day at Ascot. I think perhaps I've overdone it so am going to take it easy till the weekend. I'm not sure my speech will have improved by then, but at least I'll have had a rest.

Training update 9: Oh no!! I've just tried a bit of route plotting and have spotted a region known as "The French Switzerland", - hills, and loads of them, that's just what I wanted to hear, I thought it was flat in northern France! Mind you, looking on the bright side I'll be able sing "How Do You Solve A Problem Like Maria" when I'm going downhill (I've been going downhill fast for a number of years now, so that bit of training's covered...). High on a hill stands a lonely goat, oh-da-lay, oh-da-lay, oh-da-lay-oooh-oooh... It's getting near the time now, and I've been trying to step up the training, with a long ride at the weekend. Much thought and attention was given to the preparation and protection of my Gentlemens area, and what to put down and around there. I tell you, it's a problem. I read a book recently which addressed the chances of life on other planets (and the conclusions weren't very positive...) and it wasn't long before the author arrived at a discussion on 'primordial soup', a sort of luke warm brackish collection of amino acids and different minerals just waiting for a spark to ignite it and set it on its way to local government employment. Anyway, as I performed the autopsy on my cycling trousers on Sunday evening, it was fascinating to see just what had happened to the various pastes and solutions I'd loaded them with only just that morning, and I was reminded of some of the authors observations, particularly the one about the 'Goldilocks Zone' and sudden impacts. As a result, I'm going to call in at NPL (National Physics Laboratory) this afternoon, which is just down the road from me. I think they may either want to sponsor me, or run me up a flag pole when the forecast turns nasty. It's a gamble, but you never know....

Training update 10: Blimey, this is my last update and I tell you this is getting serious now, and if Jesus really does want me for a sunbeam, as I was so often told when I was younger, then he's going the right way about it. Yesterday, with summer in the air and a good forecast, I thought a ride to Brighton and back via Ditchling Beacon would be a good tester, a round trip of about 115 miles, with the added incentive of fish and chips and a cup of tea on the prom before turning around. I can confirm, without fear of contradiction, that there are more comfortable ways to spend a Sunday afternoon. Many more. As I reached the top of Ditchling Beacon I reckon people in the adjacent counties and maybe Normandy, could hear me gasping and rattling, a couple of people from the Steam Locomotives Enthusiasts club were scrambled. It was a full ten minutes after getting to the top before I could swear properly. On the plus side, I got home in the end, although to be honest I was in a right old state. Once off the bike, looking for relief, I took a tip from Paula Radcliffes book and filled the bath full of ice cold water and sat in it for ten minutes, whereupon, amongst the effervescing, my winkle assumed a shape and pallor I've never seen before, - Paula didn't mention that! This morning I'm walking like John Wayne, and like the Duke, only seem to have one working lung. I also think I'm going to have to burn my cycling trousers... The thought of doing this three days in a row is a sobering one, which means at the very least I've got a lot more work to do. Keep an eye out for me, fellow Le Mans-ers, I'll be the one at Arnage in a wheelbarrow, and pay a little visit to www.justgiving.com/H-on-a-bike

Allez, Allez!!!

H.

More about the "24 Blisters du Mans" at <http://www.justgiving.com/H-on-a-bike>.



Le Mans 2006: Party time with "The Flying Baguettes"
© Marius van Herpen



Le Mans 2006: The "Drinking for Holland" Centre
© Marius van Herpen

Le Mans related web sites and forums

Congratulations, you've made it to the last chapter of this guide. OK, this is a print publication, but since you have downloaded it from the web we assume you're able to handle a web browser. There are plenty of web sites where you can glean loads of additional information or join in the chat with fellow Le Mans enthusiasts; here is a selection of CA members' favourites. We have checked every single website mentioned below at the time of writing, but websites come and go, so some of the URLs might not be valid any more when you read this. Unless stated otherwise, all websites are in English language.

Official Le Mans websites

- **www.lemans.org** – The A.C.O.'s own official website, in French and English. Also contains a large archive of teams and results etc from past years. A forum was started here too last year but seems to have died a death.
- **www.lmes.net** – Official website of the Le Mans Series. In 2006 this site was really an example for poor promotion with very limited information on it, hopefully this will improve.
- **www.americanlemans.com** – The American Le Mans Series, probably the best sports car race series in the world. Founded 1999 by American Don Panoz, 12 races are planned for 2007 with the 12 hours of Sebring being the most famous one.
- **www.lmchallenge.jp** - Japan Le Mans Series, they had a slow start in 2006 with just a few cars and races, let's hope this will get better.

Teams and manufacturers

- **www.lizardms.com** – Flying Lizard Motorsports, based in California, U.S.A., regular ALMS participants with their Porsche in GT2 class
- **www.corvetteracing.com** – Corvette Racing, they run the General Motors factory team at Lemans and they do it very successful: 3 class wins in a row (2004-2006)!
- **www.highecroftracing.com** - A very successful American sports car racing team, regular participants in the ALMS, they run LMP1 prototypes.
- **www.radicalextremesportscars.com** – You need a prototype chassis for the LMS or ALMS? Take out your credit card and order here...
- **www.rollcentre.co.uk** – The team of British privateer Martin Short, they ran LMP1 and LMP2 cars in the last years at Le Mans and in the LMS
- **www.welterracing.fr** – Welter Racing, a small French team, regular participants at Le Mans in the P2 class, they almost won their class in 2002 (in French and English language)
- **www.championracing.net** – The Champion Racing Team from the U.S., 2005 ALMS winners.
- **www.seikelracing.com** – Seikel Motorsport, a German sports car racing team, almost won their class (GT2) in 2006, kept the lead for about 20 hours but with one hour to go the gearbox shifter of their Porsche caused trouble...
- **www.pescarolo.com** – The team of local hero Henri Pescarolo and somehow also the French National Team at Le Mans, besides other credentials a French passport seems to be essential to get a drive in one of his cars. Winning team of the LMS and second place overall at the 24 hours of Le Mans in 2006 (in French language)
- **www.teamgoh.com** – The Japanese Team Goh, winner of the 24 hours of Le Mans 2004, but it seems they haven't updated their website since then, may be the party is still going on... (in Japanese and English language)
- **racing.oreca.fr** – The French Team Oreca, regular Le Mans and LMS participants (in English and French language)
- **www.saleen.com** – Californian sports car manufacturer, a Saleen S7R finished 11th overall in the 2006 edition of the 24 hours of Le Mans
- **www.racingforholland.com** – The team of 1988 Le Mans winner Jan Lammers, regular participant at Le Mans and in the LMS (in English and Dutch language). Jan is still driving himself.
- **www.dome.co.jp** – Dome, a Japanese manufacturer of prototype chassis (in Japanese and English language)
- **www.creationsport.co.uk** – Creation, LMP racing team from the U.K.
- **www.joest-racing.de** – They have ran the Audi factory team at Le Mans in the last years, with 7 overall wins at Le Mans since 1984 and 4 ALMS championships in a row probably the most successful sports car team ever. (In German and English language).
- **www.courage-competition.com** – French prototype manufacturer (in French and English language)
- **www.t2m-motorsport.com** – they ran GT2 Porsches in the past, have moved to LMP2 class in 2007
- **www.krusemotorsport.com** – located in Cologne, Germany, LMP2 class
- **www.peugeot-sport.com** – the Audi challengers for 2007
- **www.saulnierracing.com** – They run an LMP2 Courage this year (in French and English)
- **www.arenamotorsport.com** – They run a Zytek this year
- **bruneau-rostan.monsite.wanadoo.fr** – A French LMP2 team (in French language)
- **www.binniemotorsport.com** – US based LMP2 team
- **www.larbre-competition.com** – French team, they run 2 Astons this year (in French and English)
- **www.jloc-net.com** – website of the Japanese Lamborghini owners club, they run a Murcielago at Le Mans (in English and Japanese language)
- **www.scuderiaecosse.com** – UK based Ferrari Team, they run a F430 in GT2 class
- **www.risicompedizione.com** – US based GT2 team
- **www.astonmartinracing.com** – The factory team

Drivers

- **www.tomkristensen.com** – The website of the Danish driver Tom Kristensen, record 7-times winner of the 24 hours of Le Mans (in Danish and English language)
- **www.andywallace.com** – Andy Wallace, winner of the 24 hours in 1988
- **www.janmagnussen.com** – Jan Magnussen, Danish driver, 2-times Le Mans class winner with Corvette Racing (in Danish, some parts in English language)
- **www.frank-biela.de** – German driver Frank Biela, 4-times Le Mans winner, got also famous in 2003 when he managed to run out of fuel on the race track during the 24 hours of Le Mans (in German language)
- **www.allanmcnish.com** – Scotsman Allan McNish, winner of the 24 hours of Le Mans in 1998, ALMS champion in 2006
- **www.pirro.com** - Emanuele Pirro from Italy, 3-times Le Mans winner driving for Audi (in English and German language)
- **www.marco-werner.de** – German Marco Werner, Sebring 2003 and Le Mans 2005 winner (in German and English language)
- **www.hansstuck.com** – Hans Stuck, Le Mans winner 1986 and 1987 (in German and English)
- **www.olivergavin.com** – Oliver Gavin from the U.K., 2-times Le Mans class winner with Corvette Racing
- **www.manucollard.com** – Emmanuel Collard, 2nd place in 2005 with Team Pescarolo (in French language)
- **www.davidbrabham.com** – David Brabham, regular ALMS and Le Mans participant
- **www.sjvaxjo.com** - Stefan Johansson from Sweden, Le Mans and Sebring winner 1997
- **www.johnnyherbert.co.uk** – Johnny Herbert, 1991 Le Mans winner
- **www.guysmith.com** - Guy Smith, ALMS regular and 2003 Le Mans winner
- **www.sebastien-bourdais.com** – Sébastien Bourdais, born in Le Mans, several participations with the Pescarolo team, will race for Peugeot this year
- **www.dindocapello.com** – “Dindo” Capello, Le Mans winner 2003 and 2004 (in English and Italian language)
- **www.nicolasminassian.com** – Nicolas Minassian, Le Mans regular, Pescarolo, Creation and now Peugeot driver
- **www.stephane-sarrazin.com** – Stephane Sarrazin, Le Mans regular, Aston Martin, now Peugeot driver
- **www.norbert-siedler.com** – Norbert Siedler from Austria, drives for Kruse Motorsport in LMP2 class
- **www.haroldprimat.com** - Swiss driver Harold Primat, starts for Team Pescarolo in 2007

Le Mans fan-sites and sports car news sites

- **www.clubarnage.com** - Of course, this is where you downloaded this guide from! OK, the website itself isn't up-to-date but the forum will save your day. Lively discussions about Le Mans all year round!
- **www.drinkingforholland.com** - In effect, CA's sister site in Holland – we have so much in common! Has a forum and a guestbook (in Dutch and English)
- **www.dailysportscar.com** - A commercial site with some of the most up-to-date info' around. Includes a free forum which is very knowledgeable and technical
- **www.sportscar-racing.com** – News about sports car racing, also a forum
- **www.teamsquack.com** - A humorous site from a group of enthusiastic fans
- **www.pistonheads.com** - A huge site with some LM sections. Forum becomes more active as the race approaches.
- **www.lemans24.piczo.com** - A nice personal site from one of CA's regulars
- **www.planetlemans.com** – Dutch editor Sander van Dijk and his team are doing a great job in publishing the latest sports car racing news
- **www.racingsportscars.com** - An ambitious project pulling together sports car photographs across the years. Wonderful for research.
- **www.the-paddock.net** - Up-to-date news site with forum
- **www.sniffpetrol.com** - Very funny
- **www.ten-tenths.com** - Large and active forum site
- **www.selfpreservationsociety.net** - from CA's own Robbo
- **www.beermountain.com** - The name of this site doesn't quite tell it all but you get the picture. Good info' for campers at LM
- **www.the-twats.com** - Our regular opponents at the annual cork fight at the 'poo bar are strangely absent at present!
- **www.gt-eins.de** - Large German sports car-site with forum (in German language)
- **www.lemanszone.de** - fan website from CA forum member Werner (in German language)
- **www.project-lemans.de** - regular news about endurance racing (in German language)
- **www.sebringfans.com** - Although mainly a site about the Le Mans counterpart across the pond, a must for all US sports car fans
- **www.racingfanatics.com** – US-website with up-to-the-minute news and information
- **www.endurance-info.com** - Large and comprehensive news, info and forum site (in French language)
- **www.larrylemans.co.uk** – UK fan site
- **www.porscheurveirates.co.uk** – Another UK fan website
- **thebrethren.co.uk** - the official site of The Brethren Le Mans Team
- **lmspm.iframe.com** – Endurance, le long, long jour. About Endurance racing and Le mans (in French language)
- **www.24h-le-mans.dk** – Danish fan website (in Danish and English language)
- **forzapesca.free.fr** – Fans of the Pescarolo team (in French language)

- www.buttmonkeys.co.uk – funny
- les24hdumans.free.fr – great site from Thierry, lots of excellent pictures (in French language)
- www.unitedracefans.com – meet other race fans, make friends, meet at the race tracks
- www.aysedasi.co.uk – Pictures, News, excellent site
- www.lemansbastards.nl – Dutch fan site (in Dutch)
- www.blokesatlemans.co.uk – Le Mans veterans, funny, with lots of good pictures
- www.totalsportscar.com – site of CA member Rick Cutler
- www.teamjpc.co.uk – in association with “tropicoma”...

Organized race tours to the 24 hours of Le Mans

- www.racetours.co.uk – CA member Neil aka Dobbo is organizing tours to the 24 hours of Le Mans
- www.teamlangoustine.com – Team Langoustine, also UK-based
- www.clubmotorsport.org.uk - UK based site
- www.motorracinginternational.uk.com - UK based site
- www.gptours.com - US based site
- www.speedchills.com – UK based
- www.grandstandmotorsports.co.uk – UK based
- www.airtrack.co.uk – they are running their own, exclusive VIP-campsite at Le Mans

Car owners clubs

- www.porscheclubgb.com – Porsche Club Great Britain - they organize annual tours for their members to the 24 hours of Le Mans
- www.porscheclubgbforum.com – Forum of the Porsche GB Club, has a Le Mans sub-forum
- www.cobraclub.com – The UK Cobra Replica Club
- www.xpowerforums.com - an enthusiasts website dedicated to the products of MG & XPower following the split from BMW in the Spring of 2000
- www.tvr-car-club.co.uk – The UK TVR car club, many of their members travel to Le Mans each year

2007 Le Mans Series (LMS) race circuits

- www.spa-francorchamps.be – Spa Francorchamps in Belgium (in French, Dutch and English language)
- www.nuerburgring.de – The Nürburgring in Germany (in German and English language)
- www.monza.net – Monza, Italy (in Italian and English)
- www.silverstone.co.uk – Silverstone, England
- www.circuitvalencia.com – Valencia, Spain (in Spanish language)
- www.ainterlagos.com – Interlagos, Brasil (in Portuguese language)

2007 American Le Mans Series (ALMS) race circuits

- www.sebringraceway.com – Sebring, Florida
- www.gpstpete.com – St. Petersburg, Florida
- www.longbeachgp.com – Long Beach, California
- www.grandprixofhouston.com – Houston, Texas
- www.millermotorsportspark.com – Salt Lake City, Utah
- www.limerock.com – Lime Rock, Connecticut
- www.midohio.com - Lexington, Ohio
- www.roadamerica.com – Elkhart Lake, Wisconsin
- www.mosport.com – Mosport, Ontario, Canada
- www.roadatlanta.com – Road Atlanta, Georgia
- www.laguna-seca.com – Laguna Seca, Monterey, California

Other Le Mans related sites

- www.classicbw.org – About the Saint Saturnin Classic British Welcome (in English and French Language)
- www.lemans-racing.com – (in French language)
- technoparc-24h-lemans.sarthe.com - (in French Language)
- www.passionlemans.fr - (in French Language)
- www.motorracinglegends.com - Usually the organisers of the Le Mans support races with historic cars
- www.grande-parade-des-pilotes.com – About the drivers parade which is held on Friday prior to the race in the centre of Le Mans
- www.mulsannescorner.com – A great site about sports prototypes, very detailed, very technical. If you want to look up e.g. the specs of the 1989 Aston Martin Group C, here you can find them

Notes

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