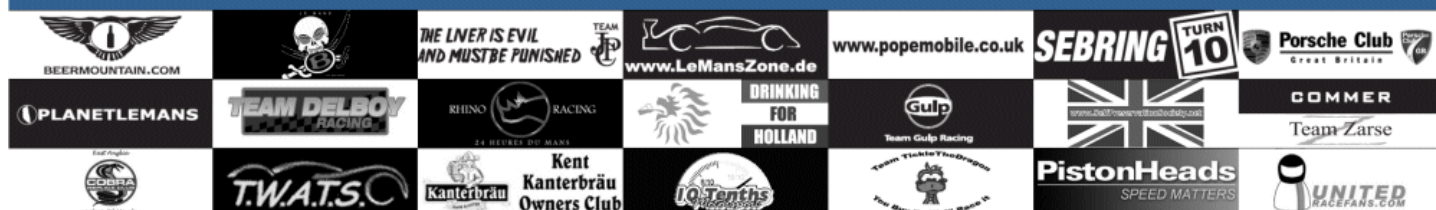


Le Mans (not just) for Dummies



CLUB
ARNAGE

www.clubarnage.com



The Club Arnage Guide to the 24 hours of Le Mans 2008

"If everything seems under control, you're just not going fast enough."

(Mario Andretti, 9 times Le Mans participant between 1966 and 2000)

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Foreword

Welcome to the Club Arnage (CA) guide to the 24h of Le Mans. The 2008 edition of the mother of all endurance races has seen a record number even before the start: by the beginning of February, the organizer A.C.O. had been flooded with entry applications, 88 cars were entered for a place on the grid of this year's 24h race. 55 cars were chosen and almost a full grid – 33 cars – had to be rejected (hear that, Bernie?). Prototypes have become the trend and outnumber the GTs relatively clear this year by 33 : 22. A quick look at the 4 course menu is mouth-watering:

LMP1: Coupes have become another trend, with Peugeot, Lola, Epsilon Euskadi and Dome there are already 4 manufacturers building them. Peugeots target for this year is unmistakeable: Beat the Audis, win the race! Last year saw them unable to follow Audi's pace and struggle with mechanical problems at the end of the race – so let's hope they'll give the Germans a run for their money this year. The Peugeot drivers' roster looks fantastic – the 9 pilots share the experience of more than 300 Grand Prix – but will this beat the routine and the experience of the accumulated 20 Le Mans wins of the Audi drivers? An entry many people look forward to is the Lola-Aston Martin – it's been a while since we last heard a 12 cyl. petrol engine roaring in the back of a prototype chassis. Having some factory backup from Prodrive / Aston Martin, this may well be the quickest petrol engine powered car in this class.

LMP2: In 2007 we saw a classic "last man standing" story with not even enough finishers to fill the podium. The return of Porsche sports prototypes to Le Mans – all entered by privateers – will most likely lead to a higher level of competition and reliability – but unfortunately also to higher budgets; that's if you want to win in this class. The drivers' side sees some big names: former Le Mans overall winners John Nielsen and Guy Smith both drive LMP2 cars this year and ex-F1 driver Jos Verstappen is behind the wheel of one of the Porsches. Remarkable is the technical variety in this class: the 12 car-strong field sees 8 different chassis powered by 5 different engines. Favourites: probably one of the Porsches, but they have yet to prove that they can last for 24 hours.

GT1: The battle between Corvette and Aston Martin for a class win at Le Mans will see its 4th round this year; current score is Detroit 2 : Gaydon 1. A single Saleen and a Lamborghini are filling the gaps in a rather small GT1 field, with just 10 cars – compared to 15 cars in 2007 – it is the smallest class on the grid.

GT2: This class seems to be on its way to becoming a single manufacturer cup for Ferraris: 7 out of the 12 cars were built in Maranello. 3 Porsches and 2 Spykers will also take the challenge but many spectators – including me – will miss the sound of the Panoz in this group. The level of professionalism is high and competition in this class is fierce – it's almost impossible to pick out a favourite for the class win.

About this guide: the whole thing is managed 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 for a charity – and CA members discuss the guide and its progress on the Club Arnage forum throughout the year. The following list of contributors – using either their CA forum nicknames and/or their real names – is probably not complete, so my apologies in case I forgot someone:

Deborah Dudley aka "termietermite", our field officer at Le Mans; **Ian Dudley; Derek Appleyard aka "Delboy"** for many chapters; **"Fagey"** for his pictures and much more; **Tony Brown aka "lynxd67"**, another Le Mans resident for his contributions to the bars & restaurants chapter and for pictures; **Mark Every aka "jpchenet"** for the mad Friday; **Peter Catchpole** for route descriptions and getting the Galvin report; **Dukla2000; Adrian Jackson-Woods aka "ajw"** for his help with the Paris CCDG airport–train to Le Mans; **Rick Wilson aka "Mr. Rick"** for Eddie Irvine at Le Mans; **Rupert Lowes aka "Nordic"** for many chapters and pictures; **Allon Stokes** and **Graig Antill** for Arnage campsite info, a Le Mans Moment and pictures; **Steve Brown** for his chapter about the pretty route for sportscars and many pictures; **"Doris"** for providing reports about the charity results; **Geoff Morgan aka "smokie"** for proof-reading; **Anita Williams aka "Piglet"** for her information about the Spay campsite; **Neil Dobson aka "Dobbo"** for his permission to loot his website www.racetours.co.uk; **Paul Richards aka "Risky"** for his info about Interieur Musee; **"SmithA"** for bar info; **Sander van Dijk** for the Spyker report; **"mwbennett"** for his info for vegetarians; **Julian aka "Jules G"** for his Maison Blanche zoning map; **Thierry Charge** for pictures from his site Les24hdumans.free.fr; **Jason Gore aka "Jason"** for the chapter about the race marshals; **Steve Blewitt aka "Lord Steve"**; **Christopher aka "Kpy"** for legal advice; **Marius van Herpen aka "LangTall"** for pictures; **Matthew Woodward aka "Mr Toad"** for his report about Team Beermountain; **John Hindhaugh** from Radio Le Mans for his contribution; **John Curtis** for info about the Saint Saturnin Classic British Welcome; **Mark Williams aka "mgmark"** for the campsite security chapter, **Christopher Howles** for proof-reading, **"Doris"** for the charity fund report, **Nick Livingstone aka "nickliv"** for the tv info and proof reading, **Andy Zarse** for the toilet of terror story, **Hansgerd Bramann aka "hgb"** and **Martin Short** for the Rollcentre report, **Kai Kruse and Hardy Schiller** for proof-reading the report about their team; **Patrick Slabbekoorn aka "Paddy_NL"** for the DfH story and of course thanks to all CA moderators, administrators and the fund raising committee for keeping the CA forum up and running!

Last not least the usual 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! On behalf of Club Arnage

I wish all of you an exciting 24 hours of Le Mans 2008.

Werner Kirchmann

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

Thank you for choosing to download this year's Club Arnage (CA) guide. As usual the guide is free. However we are once again asking you to spare a few Pounds / Euros / Dollars for charity as a way of thanks to those who gave their time and skills putting the guide together. Thanks to all those who donated last year we raised £400.22. An impressive sum and one which we hope to beat this year.

Earlier this year when it was still raining a lot and we were hoping the sun would make an appearance the CA members chose to support the following charities:

- **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
- **Dutch Leukemia Foundation**. The foundation was founded in 2005. It was first started by Martijn, a young bloke who was diagnosed with acute lymphoid leukemia. Now after 4 years of tough and intense treatments he is almost cured from this terrible disease. He told his story on the internet in a blog and through cooperation with different hospitals, the Leukemia foundation took shape. Its aim is to become the main Leukemia foundation of the Netherlands and is determined to support very specific research projects. The battle against this disease requires big amounts of money, since only 50 % of the people suffering from this disease are cured a number far to low. For further details please see www.leukemie.nl. Many CA members voted for this charity in honor and remembrance of Frederique, wife of CA member Marius aka "Langtall".
- **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 so.
- **Bank transfer:** Account name: Club Arnage Charity Fund, Bank: HSBC, Account Number 41793535, Sort Code 40 13 10, IBAN GB58MIDL40131041793535, BIC GBMIDL 22

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.

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 76th running of the race in 2008. 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 the start, all combining to create a rare mix of good humour and serious sport.

The cars in 1923 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



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

© Derek Appleyard

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, both manufacturers' cars have 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



1967: Downhill from Dunlop Bridge towards the Esses

© Derek Appleyard

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.

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 Jackie 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 the late 70's and early 80's, once again Le Mans was caught between rule changes, Groups 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 – yes, that Paul Newman - chased home the Kremer Porsche 935K3 in 1979 in his own version, the manufacturers however were looking to the new Group C rules due in a few years and stayed away until 1982.



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

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.



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

With the arrival of Group C we saw a renaissance at Le Mans and of 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.

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

This was just 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.

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 GT one at Le Mans, joined by the TWR Nissan 390GT1 and a new team from the US, led 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.



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

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.

Last year they were not the only diesel car entered as Peugeot have also taken the plunge, although it proved a bit early in the evolution of the new 908 to beat the R10 with one years' racing behind it. But Peugeot are not mugs and we can look forward to a cracking race between them again this year. And let's not

forget the many other teams, without whom any victory would be worthless.

For 2008 we can also look forward to the return of Porsche sports prototypes, 2 teams have entered their RS Spyders. Honda are also looking more seriously at sportscar racing as a promo for their upmarket Acura brand, and, given their lame form in F1 in recent years, 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. Heroes 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, Jo Bonnier, Bob Wollek, Mario Andretti and Michael Schumacher all went away empty handed, and in the unfortunate Bonnier'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.



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

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!



1984: The Kremer Porsche 956 driven by Tiff Needell, David Sutherland and Rusty French

© Rupert Lowes

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.

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. In 2007, even dominant Audi lost two cars in accidents, one by driver error, the other by the mysterious loss of a wheel at speed, many laps after it had been fitted.

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), Philippe 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

Year	Car	Drivers	Distance (km)
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 Jaussaud (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
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
2007	Audi R10	F. Biela (D), E. Pirro (I), Marco Werner (D)	5029



1984: Alfa AR2 Giannini. Finotto/Facetti/Vanoli

© Rupert Lowes



1982: Aston Martin Nimrod NRA/C2 Ray Mallock/Simon Phillips/Mike Salmon

© Rupert Lowes

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. While 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.

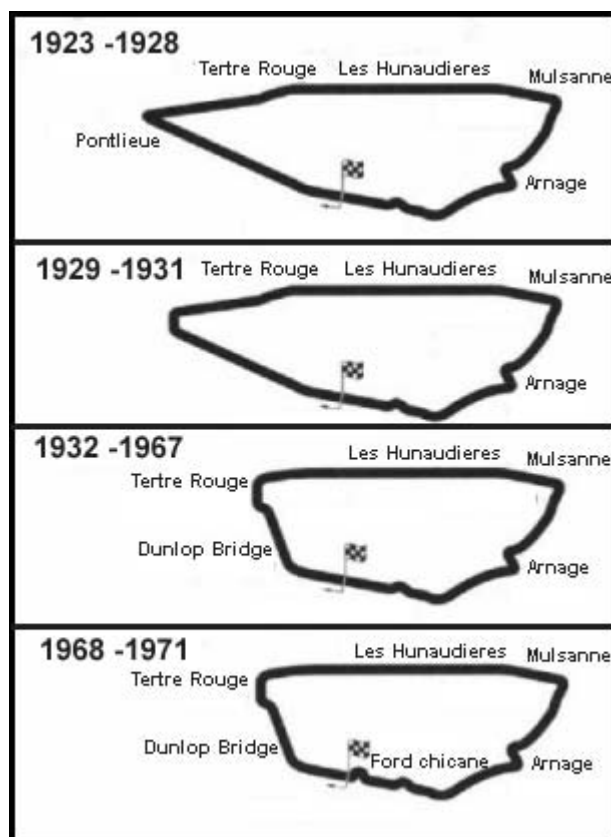
In 1929 much to the disgust of the drivers, the track was shortened slightly to 16.34km. This was achieved by cutting out the hairpin bend in the village of Pontlieue at the request of the local inhabitants. It was replaced with two right hand bends joined by a short straight just outside the village 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. In 1971 the famous Le Mans 'ear of corn' running start was also forgone and replaced with a rolling start.



1986: Ford Chicane

© 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 a 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.



1995: The Esses

© Rupert Lowes

The circuit stayed in this format between 1972 and 1986 with only some modifications to the Tertre 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 with the public having to face increasing amounts of mesh fencing between them and the cars, to the point where now, almost the entire track is fenced

off.

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 A.C.O. 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 shute. Set during the 1988 race Roger Dorchy 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.

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.

In 2002 the Esses were extensively reworked at the request of the bikers 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.



1982: Dunlop Curve

© Rupert Lowes



1996: Dunlop Bridge

© Rupert Lowes

For 2006 the bikers 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.

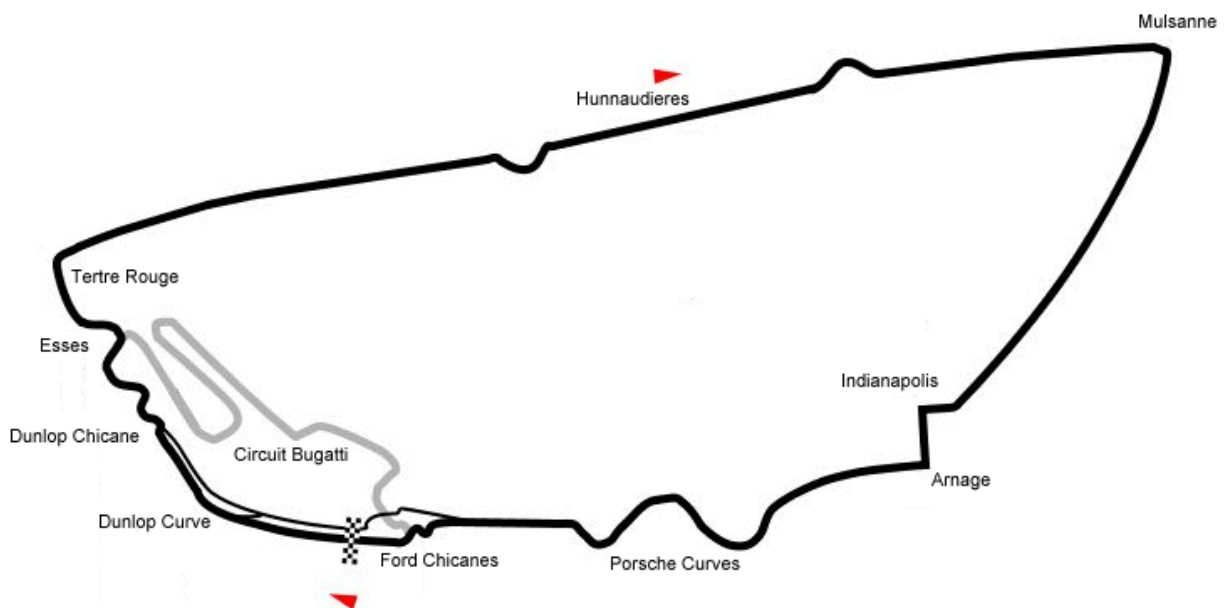
Work has started on the new Paddock and Village areas. The track reprofiling of Tertre Rouge to allow for the new Tram link is complete. This now serves the soon to be built football stadium and Velodrome, just beyond the start of the Les Hunaudières and links the nearby industrial estates with the city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

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	8.480 miles, Tertre Rouge was modified



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 issue a detailed rulebook, the 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 2008

According to an ACO bulletin, **All the races organized under the Le Mans label in 2008 (Le Mans 24 Hours, the ALMS in the USA and the LMS in Europe) will comply with new specifications drawn up by the ACO.** The keywords in the announcement are for Stability and Opening in the new regulations.

There are no changes to the GT1 and GT2 regulations. The main rule changes for LM P1 and LM P2 classes for 2008 are:

- The performance of the petrol-engined LM P1 cars is brought closer to that of the LM P1 diesels. The air restrictor for petrol-engined cars is increased by 3%, in addition to the reduction in fuel tank size (by 9 litres) for diesel-engined cars introduced in 2007.
- The LM P2's role as a vehicle for privateers is reinforced. To prevent entrants wasting money attempting to lighten their cars, their weight has been increased by 50 kilos to a minimum of 825Kg. This is aimed particularly at the Porsche RS Spyder (and the customer EVO edition) which have been very successful in the ALMS, scoring several overall victories over LM P1 cars.
- The performance difference between LM P1 and LM P2 prototypes is further maintained with the reduction in the fuel tank capacity of LM P2 cars to 80 litres (from 90 litres).
- In a further attempt to reduce costs, a series production engine (in contrast to those designed exclusively for racing) can be installed in LM P1 and LM P2 cars. This new option has already been adopted by the installation of the Aston Martin 6.0 litre V12 engine from the DBR9 (and derivatives) into a Lola B08/60 LM P1 chassis by Charouz Racing.
- Opening up the race to bio fuels highlights the ACO's concern with the protection of the environment, as well as its desire to reduce the consumption of fossil fuels. As a result petrol with 10% ethanol and bio diesel (BTL) will be allowed in 2008 in both LM P1 and LM P2.

Outlook: The ACO is considering a reduction in performances in LM P1 and LM P2 for safety reasons, given the fact that the 3m 30s barrier was breached in the 2007 race. Discussions with the entrants will begin in 2008 to introduce such measures in 2009 or 2010. The modifications to be made will apply mainly to the bodywork, the wings and the air restrictors, so that the LM P1 cars' times will not dip under 3m 30s over a lap of the Le Mans circuit.

Kinetic Energy Recovery System (KERS): The ACO is currently studying specific rules for LMP1 which will be equipped with a kinetic energy recovery system.

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
- 900 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 (max 8 cyl) or 2 ltr. Turbo (max. 6 cyl.) or 4.4 ltr. Diesel (only for production based Diesel engines)
- 825 kg minimum weight
- 4.65 m length, 2.00 m width, 1.03 m height
- 80 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

Leader Lights: In 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.



Le Mans Moments: The retirement of the Chamberlain-Synergy Motorsport Lola-AER in 2005

by Allon Stokes, picture by Craig Antill

“On Saturday evening during the race the car stopped just before Indianapolis. We spotted the driver in our campsite as he phoned for Hugh Chamberlain and the mechanics to come and see if they could get it going. We offered him a beer which went down well and then later the rest of them stopped by for a drink. In Hugh’s words, the car was “f*cked” and they were off in to Le Mans town centre for a meal! Despite the fact they had just retired they were great company and spent a few minutes with us chatting. I got my entry ticket signed by Hugh and then off they went.”



“Hugh is the guy on the left, then 2 mechanics, then Hugh’s wife, then the driver, Peter Owen. It’s those sorts of moments that make Le Mans so special; you can’t really imagine Ron Dennis stopping by for a beer after a McLaren retired, can you!”

Sporting regulations

The full regulations (see www.lemans.org) cover everything from what can be done where, the penalties for infringement, 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 rules.

In-car Cameras

- All competitors have to accept and facilitate the setting up in their cars of a system of technical means enabling the production, the storing, the selection, the compression and the transmission of a video signal or any other signal via satellite.

Practice

- Any car entering the pits may be weighed – the weighbridge 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.

Sound Levels

- The sound emitted from each car 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.

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 or an efficient ventilating system. 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.

Fuel

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

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.

End of race / classification

- Le Mans is an endurance race! You'll only be classified if you have covered at least 70 % of the race distance of the winner in your class **and** if you pass the chequered flag at the end of race. Leading the race for 23 hours and 55 minutes and retiring e.g. with a blown engine 5 minutes prior to race end won't get you on the podium or even classified, even if you have done already more laps than the subsequent winner.
- It is forbidden to stop on the circuit to wait for the chequered flag – a rule blatantly ignored without penalty by a Peugeot in 2007.
- At the end of the race, cars must go to the Parc Fermé, and they may be weighed.

Flagfall from outer space – the 2008 start procedure

The ACO has announced something special for this year's start of the 24h of Le Mans. 100 years ago, the first flight of an aero plane in Europe having taken place on the current site of les Hunaudieres, the 2008 24h of Le Mans will commemorate the occasion with a special even at the start of the race. A replica of the 'plane "Flyer" of 1908 will taxi along the pit straight, towed by a car built by Le Mans-born Leon Bollee. On board will be the French astronaut Jean-Loup Chretien, the American astronaut Mark Brown and Russian cosmonaut Vladimir Titov. It will be they who wave the French flag at the departure of the race, together with the residents of the international space station ISS which orbits 400 kilometers above the circuit.

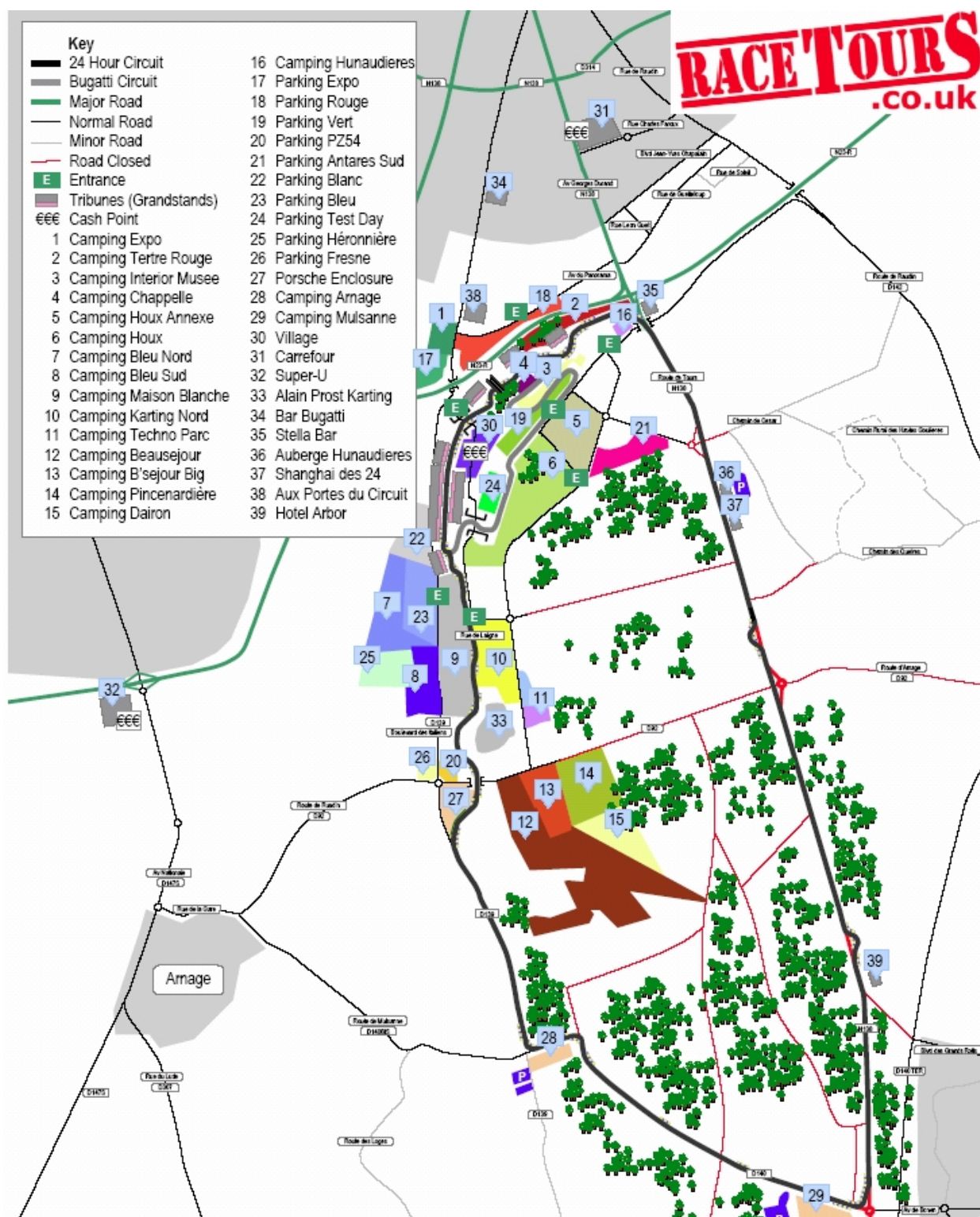
European Space Agency at Le Mans : As a one off at the start, an 10 meter high inflatable astronaut will dominate the course from the roof of the Courbe Restaurant. Not far from there, in the village at the Allee (alley) Durand, a European space agency stand will have astronauts on hand to answer questions about their work for the ESA, and give information on astronaut recruitment.



Le Mans 2004: Start procedure

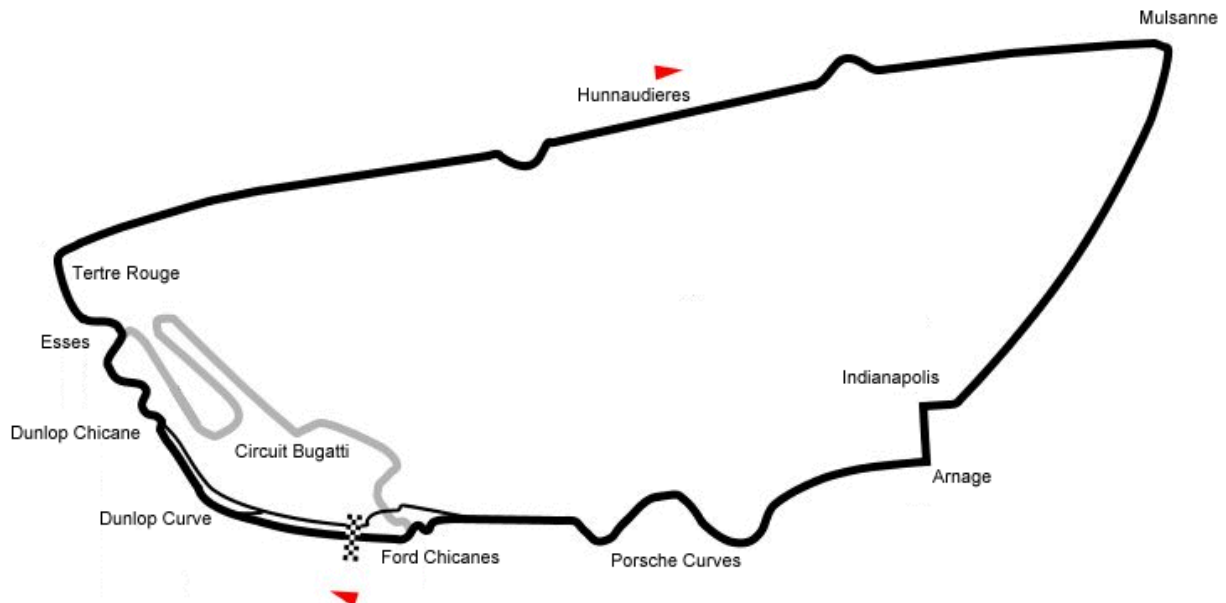
© Steve Brown

Map of the circuit



Where to watch

Over the last couple of years there have been some noticeable changes to the spectator areas at Le Mans. These include better provision for disabled access, installation of more big screens and the raising of embankments to provide panoramic views of the track. For the most part these changes should be applauded as they have increased the accessibility of the event for the majority. On the down side the character and charm of the circuit has been sacrificed to some extent. However, out on the public road sections of the course there are still some fantastic opportunities for the plucky race fan to see the action in its purist form. Read on to discover the intricacies of this famous circuit and be prepared to do some walking!



Navigation: The General Enclosure is easily accessible on foot. It stretches from the exit of the Porsche Curves to the exit of Tertre Rouge, approx 2.5 km. There are pedestrian crossing points at the start of the pit straight (outside the media centre), the end of the pit straight (adjacent to the main entrance), after the Dunlop chicane and in between the Esses and Tertre Rouge. Access to the further reaches of the circuit requires a bit more planning. The enclosures at Arnage and Mulsanne are accessible by car and there is limited parking at both (see the relevant sections below for directions). Alternatively, a free shuttle bus runs during track time. In previous years, the bus service has shut down between midnight on Saturday and 6am on Sunday, so be careful not to get stranded out at Mulsanne! The service runs on a continuous loop between the General Enclosure (over the road from the main entrance and the museum), Arnage Enclosure and Mulsanne Enclosure.

11 giant screens will be installed for the 2008 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:

- 1 Tertre Rouge
- 1 at La Chapelle
- 4 on the pit straight
- 1 in the Village by the Audi clock
- 1 at the entrance to the Dunlop curves
- 1 at the Racordement
- 1 at Arnage
- 1 at the Rotunda outside the circuit



Grandstands: These are referred to as tribunes at Le Mans. They are situated at the exit of the Ford Chicane, opposite and above the pitlane, 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.



Pit 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. Its 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. Thanks to the ACO having kindly removed a number of trees around here over the winter, there is a much better view in '08 than in the last few years. Catch a shot of the cars as they accelerate up the hill and on down to Tetre Rouge.

Tetre Rouge Approach: The area between the Esses and Tetre Rouge was completely redeveloped in 2007 at the same time as the Tetre Rouge corner itself was revised. Viewing here is excellent thanks to a huge embankment to the infield that runs the full length of the straight. Wide walkways slope gradually to the top of the spectator area where there can be found a number of ample viewing platforms suitable for disabled spectators. The ageing and cramped pedestrian underpass that has always served this part of the circuit was also replaced for 2007. In its place is a well-lit and wide underpass, again served by gradual concrete slopes on both sides of the circuit. The cars are full throttle for this short burst and ear splittingly loud. Worth bustling your way down to the front of the busy enclosure if that's your thing!



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 was heavily modified for the start of the 2007 season to increase the size of the run off area. The right hander is shallower than its former self and the cars now carry a great amount of speed through the heart of the corner, the drivers letting the cars drift out from the apex as they make the transition onto the public road section of the course. The embankment mentioned in the previous section runs all the way round the inside of Tetre Rouge and 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, there are still viewing opportunities waiting to be exploited, it will just require a little endeavor and organisation.

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 Hunaudieres (and the Shanghai des 24 Heures) during track time refer to the circuit map and stick to the following instructions. Head South East on the N142 (Route du Mans) running parallel to the Mulsanne Straight. Turn right on to Chemin de Ceasar and you will enter the network of minor roads. The restaurant will be temporarily signposted and there will be French police or race officials willing to direct you. They may be blocking the final turning so you need to be ready to tell them you are eating at Hunaudieres and they will gladly let you through. Eventually you will end up in a field at the back of the restaurant where you can park for free.

The less well known Hotel Arbor presents a better spectating opportunity. It sits alongside the Mulsanne straight on the circuit outfield only a couple of hundred yards after the second chicane. Parking is permitted in the hotel car park for a fee of 10 Euros per person. From there, the chicane can be found only a short stroll away through the trees. This is an excellent spot to watch from, particularly as there never seems to be anybody else there! Parking is at the discretion of the hotel and information listed here is purely based on their setup in previous years.

Mulsanne Corner: Your General Admission ticket will give you access to the Mulsanne 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 200-300 meters as the cars accelerate down the narrow section towards Indianapolis. The view over the corner itself is helped by a small embankment that just gives you enough elevation to take some photos over the catch fencing. The entry to Mulsanne corner is a very heavy braking zone so you can expect to see plenty of overtaking and maybe the odd driver overdoing things and utilising the run off area.

To get to Mulsanne follow the directions to Arnage (see below) then continue down the D139 (this will be one way during the race). In approximately 1.5 Km you will reach a crossroads. Look out for a 'P Mulsanne' sign directing you to turn left. Take the left turn and follow the narrow lane for into the outskirts of Mulsanne village. The final left turn that leads to the parking area is easy to miss so once again look out for the 'P Mulsanne' sign. The left turn is just after an area of open ground and approximately 400 m before the junction with the N138. It takes you up a dusty track to the large parking area under the trees, some 300 meters after the corner.

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.

To get to Arnage corner follow Rue de Laigne in a southerly direction, passing the Maison Blanche campsite on your left and the Bleu campsite on your right. At the roundabout turn right onto Rue de Ruadin and follow the road for approximately 1.5 Km. Before entering the built up area of Arnage village take a left turn signposted 'P Arnage'. Follow this road for approximately 2 Km until you arrive at Arnage corner. Follow the one-way system as it bends to the right. Parking can be found on the right hand side in two fields.



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 fantastic 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.

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.

2008 race week schedule

+ in blue letters: Euro 2008 games for the footie fans

+ in red letters: other important events

Monday 9th June	2.30 pm - 6.00 pm	Administrative checking and scrutineering, Le Mans city centre at „Quinconce des Jacobins“
	6:00 pm	Romania - France
	8:45 pm	Netherlands - Italy
Tuesday 10th June	8.30 am - 5.00 pm	Administrative checking and scrutineering, Le Mans city centre at „Quinconce des Jacobins“
Wednesday 11th June	10.00 am	Team managers' briefing
	2.00 pm - 4.00 pm	Pit walk
	4.00 pm	Drivers' briefing
	6:00 pm	Czech Republic - Portugal
	7.00 pm- 9.00 pm	1 st qualifying practice session
	8:45 pm	Switzerland – Turkey
	9.00 pm	Live concert “The Hoosiers” and “Fiction Plane”, stage near Dunlop bridge
	10.00 pm- midnight	2 nd qualifying practice session
Thursday 12th 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
	6:00 pm	Croatia - Germany
	8:45 pm	Austria - Poland
Friday 13th June	11.00 am	„Ceremony of hands“ , Place St Nicholas, Le Mans downtown
	10.00 am - 8.00 pm	Pit Walk
	2.00 pm to 6.00 pm	Club Arnage Cavalcade to 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 city centre
	All day - late night	Mad Friday at the Houx Annexe roundabout and other locations
	6:00 pm	Italy - Romania
Saturday 14th June	8:45 pm	Netherlands - France
	9.00 am - 9.45 am	Warm-Up
	10.15 am - 11:15 am	“Le Mans Legends” Group C support race (10 laps)
	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
	6:00 pm	Sweden - Spain
	8:45 pm	Greece - Russia
	9.00 pm	Live concert “Starsailors” and “Mademoiselle K”, stage near Dunlop Bridge
Sunday 15th June	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.
	3.00 pm	Finish of the 24 Hours of Le Mans
	8:45 pm	Switzerland – Portugal
	8:45 pm	Turkey - Czech Republic

The 2008 entry list - introduction

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 actually set by the number of pits available at the racetrack. Fortunately the pit lane had been extended recently, 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 entries are pre-selected: If these teams apply for an entry, they will be accepted. **The list of the 28 pre-selected entries 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)
- 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 has already 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"

Outlook:

Another Le Mans 2009 wildcard will be given to the winner of the 2008 "Michelin Energy Endurance-Challenge", a trophy for the LMS team with the most efficient fuel consumption, increasing the list of pre-selected teams for 2009 to 29.

The A.C.O. is also developing an "Asian Le Mans Series" due to be launched in Japan and China in 2009. A 1000 km race at Shanghai, China was planned already for November this year but has just been cancelled.



Le Mans 1995: WR LM94-Peugeot of the French Welter Racing Team on the grid

© Rupert Lowes



Le Mans 1995: The Courage C34 of Bob Wollek, Mario Andretti and Eric Hélary

© Rupert Lowes

Overview – All 55 entries

No.	Team	Nat	Vehicle	Drivers
	LMP1			
1	Audi Sport North America	DE	Audi R10	Biela, Werner, Pirro
2	Audi Sport North America	DE	Audi R10	McNish, Capello, Kristensen
3	Audi Sport Team Joest	DE	Audi R10	Rockenfeller, Luhr, Premat
4	Saulnier Racing	FR	Pescarolo Judd	Faggionato, Hein, Nicolet,
5	Team Oreca Matmut	FR	Courage-Oreca Judd	Ayari, Groppi, Duval
6	Team Oreca Matmut	FR	Courage-Oreca Judd	Panis, Lapierre, Pagenaud
7	Team Peugeot Total	FR	Peugeot 908	Minassian, Gene, Villeneuve
8	Team Peugeot Total	FR	Peugeot 908	Lamy, Sarrazin, Wurz
9	Peugeot Sport Total	FR	Peugeot 908	Montagny, Klien, Zonta
10	Charouz Racing System	CZ	Lola B08 Aston Martin	Mücke, Charouz, Enge
11	Dome Racing Team	JP	Dome S102 Judd	Kataoka, Tachikawa, Ito
12	Charouz Racing System	CZ	Lola B07/10 Judd	Graf, Pickett, Lammers
14	Creation Autosportif	UK	Creation CA07 AIM	Hall, Goossens, Mowlem
16	Pescarolo Sport	FR	Pescarolo Judd	Collard, Bouillon, Dumas
17	Pescarolo Sport	FR	Pescarolo Judd	Primat, Tinseau, Treluyer
18	Rollcentre Racing	UK	Pescarolo Judd	Barbosa, Gregoire, Ickx
19	Chamberlain-Synergy	UK	Lola B06/10 AER	Evan, Berridge, Stretton
20	Epsilon Euskadi	ES	Epsilon Euscadi Judd	Burgueno, de Castro, Vallés
22	Tokai University – YKG Power	JP	Courage-Oreca YKG	Suzuki, Kurosawa, Kageyama
23	Autocon Motorsports	US	Creation CA07 Judd	Willman, McMurry, Lewis
24	Terras	JP	Courage-Oreca Mugen	Terada, Katoh, Takahashi
	LMP2			
25	RML - Ray Mallock Limited	UK	MG Lola EX265	Erdos, Newton, Wallace
26	Bruichladdich Radical	UK	Radical AER SR9	Rostan, Yamagishi, Devlin
30	Racing Box	IT	Lucchini LMP2-01 Judd	Cecatto, Francioni, Geri
31	Team Essex	DK	Porsche RS Spyder	Nielsen, Elgaard, Maassen
32	Barazi Epsilon	FR	Zytek 07S	Barazi, Vergers, Moseley
33	Speedy Racing Team Sebah	CH	Lola Judd	Belicchi, Zacchia, Pompidou
34	Van Merksteijn Motorsport	NL	Porsche RS Spyder	Merksteijn, Verstappen, Bleekemolen
35	Saulnier Racing	FR	Pescarolo Judd	Ragues, Lahaye, Chen
40	Quifel ASM	PT	Lola B05/40 AER	Amaral, Pla, Smith
41	Trading Performance	BE	Zytek 07S	Ojeh, Gosselin, Sharpe
44	Kruse Schiller Motorsport	DE	Lola B05/40 Mazda	De Pourtales, Noda, Yvon
45	Embassy Racing	UK	Embassy WF-01 Zytek	Hughes, Kane, Foster
	LMGT1			
007	Aston Martin Racing	UK	Aston Martin DBR9	Wendlinger, Frentzen, Piccini
009	Aston Martin Racing	UK	Aston Martin DBR9	Brabham, Turner, Garcia
50	Larbre Competition	FR	Saleen S7R	Bouchut, Bornhauser, Smets
53	Vitaphone Racing Team	BE	Aston Martin DBR9	Hardman, Leventis, Negrao
55	IPB Spartak Racing	RU	Lamborghini Murcielago	Kox, Rusinov, Hezemans
59	Team Modena	UK	Aston Martin DBR9	Borcheller, Fittipaldi, Menten
63	Corvette Racing	US	Corvette C6-R	Magnussen, O'Connell, Fellows
64	Corvette Racing	US	Corvette C6-R	Beretta, Gavin, Papis
72	Luc Alphand Aventures	FR	Corvette C6-R	Alphand, Moreau, Policand
73	Luc Alphand Aventures	FR	Corvette C6-R	Blanchemain, Dumez, Goueslard
	LMGT2			
76	IMSA Performance Matmut	FR	Porsche 997 GT3 RSR	Narac, Lietz, Long
77	Team Felbermayr Proton	DE	Porsche 997 GT3 RSR	Henzler, Davison, Felbermayr sr.
78	AF Corse	IT	Ferrari F430 GT	Vilander, Biagi, Montanari
80	Flying Lizard Motorsport	US	Porsche 997 GT3 RSR	Bergmeister, van Overbeek, Neiman
82	Risi Competizione	US	Ferrari F430 GT	Salo, Melo, Bruni
83	Risi Competizione	US	Ferrari F430 GT	Krohn, Jonsson, van de Poele
85	Spyker Squadron b.v.	NL	Spyker C8 GT2R	Kelleners, Dumbreck, Vasiliev
90	Farnbacher Racing	DE	Ferraris F430 GT	Kaffer, Ehret, Nielsen
94	Speedy Racing	CH	Spyker C8 GT2R	Alexander, Chiesa, Leuenberger
96	Virgo Motorsport	UK	Ferrari F430 GT	Bell, Mullen, Sugden
97	BMS Scuderia Italia	IT	Ferrari F430 GT	Malucelli, Ruberti, Babini
99	JMB Racing	MC	Ferrari F430 GT	Daoudi, Aucott, Ferte

1  **LMP1**

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



2  **LMP1**

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



3  **LMP1**


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



4  **LMP1**


Team: Saulnier Racing
Vehicle: Pescarolo, Judd 5.5 ltr. V10 cyl., Michelin
Drivers: Marc Faggonato (MC), Richard Hein (MC), Jacques Nicolet (FR)



5  **LMP1**


Team: Team Oreca Matmut
Vehicle: Courage-Oreca LC70, Judd 5.5 ltr. V10 cyl., Michelin
Drivers: Soheil Ayari (FR), Laurent Groppi (FR), Loïc Duval (FR)



6  **LMP1**

Team: Team Oreca Matmut
Vehicle: Courage-Oreca LC70, Judd 5.5 ltr. V10 cyl., Michelin
Drivers: Olivier Panis (FR), Nicolas Lapierre (FR), Simon Pagenaud (FR)



7  **LMP1**

Team: Team Peugeot Total
Vehicle: Peugeot 908, 5.5 ltr. V12 cyl. Turbo Diesel, Michelin
Drivers: Nicolas Minassian (FR), Marc Gené (ES), 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), Alexander Wurz (AT)



9 LMP1

Team: Peugeot Sport Total
Vehicle: Peugeot 908, 5.5 ltr. V12 cyl. Turbo Diesel , Michelin
Drivers: Christian Klien (AT), Franck Montagny (FR), Ricardo Zonta (BR)



10 LMP1

Team: Charouz Racing System
Vehicle: Lola B08/60, Aston Martin 6.0 ltr. V12 cyl., Michelin
Drivers: Stefan Mücke (DE), Jan Charouz (CZ), Tomas Enge (CZ)



11 LMP1

Team: Dome Racing Team
Vehicle: Dome S102, Judd 5.5 ltr. V10 cyl., Michelin
Drivers: Daisuke Ito (JP), Tatsuya Kataoka (JP), Yuji Tachikawa (JP)



12 LMP1

Team: Charouz Racing System
Vehicle: Lola B07/10, Judd 5.5 ltr. V10 cyl., Michelin
Drivers: Klaus Graf (DE), Greg Pickett (US), Jan Lammers (NL)



14  **LMP1**

Team: Creation Autosportif
Vehicle: Creation CA07, AIM (Judd) 5.5 ltr. V10 cyl. aspirated , Dunlop
Drivers: Stuart Hall (UK), Marc Goossens (BE), Johnny Mowlem (UK)



16  **LMP1**

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



17  **LMP1**

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



18  **LMP1**

Team: Rollcentre Racing
Vehicle: Pescarolo, Judd 5.5 ltr. V10 cyl., Dunlop
Drivers: Joao Barbosa (PT), Stephan Gregoire (FR), Vanina Ickx (BE)



19 LMP1

Team: Chamberlain Synergy
Vehicle: Lola B06/10, AER P32C 3.6 ltr. 8 cyl. Turbo, Michelin
Drivers: Gareth Evans (UK), Bob Berridge (UK), Amanda Stretton (UK)



20 LMP1

Team: Epsilon Euskadi
Vehicle: Epsilon Euskadi ee1, Judd 5.5 ltr. V10 cyl., Michelin
Drivers: A. Burgueño (ES), Miguel Angel de Castro (ES), A. Vallés (ES)



22 LMP1

Team: Tokai University – YKG Power
Vehicle: Courage-Oreca LC70, YKG (Nissan) 4.0 ltr. V8 BiTurbo, Yokohama
Drivers: T.Suzuki (JP), M.Kageyama (JP), H.Kurosawa (JPN)



23 LMP1

Team: Autocon Motorsports
Vehicle: Creation CA07, Judd 5.5 ltr. V10 cyl., Dunlop
Drivers: Bryan Willman (US), Chris McMurry (US), Mike Lewis (US)



24  **LMP1**

Team: Teramos
Vehicle: Courage-Oreca LC70, Mugen MF408S 4.5 ltr. V8, Michelin
Drivers: Yojiro Terada (JP), Hiroki Katoh (JP), Kazuho Takahashi (JP)



25  **LMP2**

Team: RML – Ray Mallock Limited
Vehicle: MG Lola EX265, AER XP21 2 ltr. 4 cyl. Turbo, Michelin
Drivers: Thomas Erdos (BR), Mike Newton (UK), Andy Wallace (UK)



26  **LMP2**

Team: Bruichladdich Radical
Vehicle: Radical SR9, AER P07 2 ltr. 4 cyl. Turbo, Dunlop
Drivers: Marc Rostan (FR), Yutaka Yamagishi (JP), Ben Devlin (UK)



30  **LMP2**

Team: Racing Box
Vehicle: Lucchini LMP2-01, Judd XV675 3.4 ltr. V8 cyl., Dunlop
Drivers: Andrea Ceccato (IT), Filippo Francioni (IT), Ferdinando Geri (IT)



31  **LMP2**

Team: Team Essex
Vehicle: Porsche RS Spyder, 3.4 ltr. V8 cyl., Michelin
Drivers: John Nielsen (DK), Casper Elgaard (DK), Sascha Maassen (DE)



32  **LMP2**

Team: Barazi Epsilon
Vehicle: Zytek 07S/2, 3.4 ltr. V8 cyl., Michelin
Drivers: Juan Barazi (DK), Michael Vergers (NL), Stuart Moseley (UK)



33  **LMP2**

Team: Speedy Racing Team Sebah
Vehicle: Lola B08/80, Judd 3.4 ltr. V8 cyl., Michelin
Drivers: Andrea Bellichi (IT), Steve Zacchia (CH), Xavier Pompidou (FR)



34  **LMP2**

Team: Van Merksteijn Motorsport
Vehicle: Porsche RS Spyder, 3.4 ltr. V8 cyl., Michelin
Drivers: P. van Merksteijn (NL), Jos Verstappen (NL), Jeroen Bleekemolen (NL)



35  **LMP2**

Team: Saulnier Racing
Vehicle: Pescarolo, Judd 3.4 ltr. V8 cyl., Michelin
Drivers: Pierre Ragues (FR), Mathieu Lahaye (FR), Cong Fu Cheng (CN)



40  **LMP2**

Team: Quifel ASM
Vehicle: Lola B05/40, AER 2 ltr. 4 cyl. Turbo, Dunlop
Drivers: Miguel Amaral (PT), Olivier Pla (FR), Guy Smith (UK)



41  **LMP2**

Team: Trading Performance
Vehicle: Zytek 07S/2, 3.4 ltr. V8 cyl., Michelin
Drivers: Karim Ojeh (AE), Claude-Yves Gosselin (FR), Adam Sharpe (UK)



44  **LMP2**

Team: Kruse Schiller Motorsport
Vehicle: Lola B07/46, Mazda 2.0 ltr. 4 cyl. Turbo, Dunlop
Drivers: Jean de Pourtales (FR), Hideki Noda (JP), Jean Francois Yvon (FR)



45  **LMP2**

Team: Embassy Racing
Vehicle: Embassy WF-01, Zytek 3.4 ltr. V8 cyl., Michelin
Drivers: Warren Hughes (UK), Jonny Kane (UK), Joey Foster (UK)



007  **LMGT1**

Team: Aston Martin Racing
Vehicle: Aston Martin DBR9, 6.0 ltr. V12 cyl., Michelin
Drivers: Karl Wendlinger (AT), H. H. Frentzen (DE), Andrea Piccini (IT)



009  **LMGT1**

Team: Aston Martin Racing
Vehicle: Aston Martin DBR9, 6.0 ltr. V12 cyl., Michelin
Drivers: David Brabham (AU), Darren Turner (UK), Antonio Garcia (ES)



50  **LMGT1**

Team: Larbre Competition
Vehicle: Saleen SR7, Ford 7.0 ltr. V8 cyl., Michelin
Drivers: Christophe Bouchut (FR), P. Bornhauser (FR), David Smets (BE)



53  **LMGT1**

Team: Vitaphone Racing
Vehicle: Aston Martin DBR9, 6.0 ltr. V12 cyl., Michelin
Drivers: Peter Hardman (UK), Nick Leventis (UK), Alexandre Negrao (BR)



55  **LMGT1**

Team: IPB Spartak Racing
Vehicle: Lamborghini Murcielago R-GT, 6.0 ltr. V12 cyl., Michelin
Drivers: Peter Kox (NL), Roman Rusinov (RU), Mike Hezemans (NL)



59  **LMGT1**

Team: Team Modena
Vehicle: Aston Martin DBR9, 6.0 ltr. V12 cyl., Michelin
Drivers: Terry Borcheller (US), Christian Fittipaldi (BR), Jos Menten (NL)



63  **LMGT1**

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



64 LMGT1

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



72 LMGT1

Team: Luc Alphand Aventures
Vehicle: Chevrolet Corvette C6.R, 7.0 ltr. V8 cyl., Michelin
Drivers: Luc Alphand (FR), Guillaume Moreau (FR), Jerome Policand (FR)



73 LMGT1

Team: Luc Alphand Aventures
Vehicle: Chevrolet Corvette C6.R, 7.0 ltr. V8 cyl., Michelin
Drivers: J.-L. Blanchemain (FR), Sebastien Dumez (FR), P. Goueslard (FR)



76 LMGT2

Team: IMSA Performance Matmut
Vehicle: Porsche 997 GT3 RSR, 3.8 ltr. flat-6 cyl., Michelin
Drivers: Raymond Narac (FR), Patrick Long (US), Richard Lietz (AT)



77  **LMGT2**

Team: Team Felbermayr Proton
Vehicle: Porsche 997 GT3 RSR, 3.8 ltr. flat-6 cyl. , Michelin
Drivers: Wolf Henzler (DE), Alex Davison (AU), Horst Felbermayr sr. (AT)



78  **LMGT2**

Team: AF Corse
Vehicle: Ferrari F430, 4.0 ltr. V8 cyl., Michelin
Drivers: Toni Vilander (FI), Thomas Biagi (IT), Christian Montanari (SM)



80  **LMGT2**

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



82  **LMGT2**

Team: Risi Competizione
Vehicle: Ferrari F430, 4.0 ltr. V8 cyl., Michelin
Drivers: Mika Salo (FI), Jaime Melo (BR), Gianmaria Bruni (IT)



83  **LMGT2**

Team: Risi Competizione
Vehicle: Ferrari F430, 4.0 ltr. V8 cyl., Michelin
Drivers: T. Krohn (US), N. Jonsson (SE), E. van de Poele (BE)



85  **LMGT2**

Team: Spyker Squadron b.v.
Vehicle: Spyker C8 GT2R, Audi 3.8 ltr. V8 cyl., Michelin
Drivers: Ralf Kelleners (DE), Peter Dumbreck (UK), A. Vasiliev (RU)



90  **LMGT2**

Team: Farnbacher Racing
Vehicle: Ferrari F430, 4.0 ltr. V8 cyl., Michelin
Drivers: Lars-Erik Nielsen (DK), Pierre Kaffer (DE), Pierre Ehret (FR)



94  **LMGT2**

Team: Speedy Racing.
Vehicle: Spyker C8 GT2R, Audi 3.8 ltr. V8 cyl., Dunlop
Drivers: Iradj Alexander (CH), A. Chiesa (CH), B. Leuenberger (CH)



96  **LMGT2**

Team: Virgo Motorsport
Vehicle: Ferrari F430, 4.0 ltr. V8 cyl., Dunlop
Drivers: Rob Bell (UK), Tim Mullen (UK), Tim Sugden (UK)



97  **LMGT2**

Team: BMS Scuderia Italia
Vehicle: Ferrari F430, 4.0 ltr. V8 cyl., Pirelli
Drivers: Matteo Malucelli (IT), Paolo Ruberti (IT), F. Babini (IT)



99  **LMGT2**

Team: JMB Racing
Vehicle: Ferrari F430, 4.0 ltr. V8 cyl., Michelin
Drivers: Stéphane Daoudi (FR), Ben Aucott (UK), Alain Ferté (FR)



Our Entry List Photographer

Deborah Dudley - With more than 3.000 posts since April 2006 she is definitely 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
55	96	Virgo	UK	Ferrari F430
54	77	Felbermayr Proton	DE	Porsche 997 GT3 RSR
53	53	Vitaphone	BE	Aston Martin DBR9
52	45	Embassy Racing	UK	Embassy WF-01 Zytek
51	41	Trading Performance	CH	Zytek 07S/2
50	80	Flying Lizard Motorsport	US	Porsche 997 GT3 RSR
49	59	Team Modena	UK	Aston Martin DBR9
48	24	Terramos	JP	Courage-Oreca LC70 Mugen
47	97	BMS Scuderia Italia	IT	Ferrari F430
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	90	Farnbacher Racing	DE	Porsche 997 GT3 RSR
42	33	Speedy Racing	CH	Lola B08/80 Judd
41	55	Interprogressbank	RU	Lamborghini Murcielago R-GT
40	44	Kruse Schiller Motorsport	DE	Lola B07/46 Mazda AER
39	83	Risi Competizione	US	Ferrari F430
38	82	Risi Competizione	US	Ferrari F430
37	50	Labre Competition	FR	Saleen SR7
36	31	Team Essex	DK	Porsche RS Spyder
35	64	Corvette Racing	US	Corvette C6-R
34	63	Corvette Racing	US	Corvette C6-R
33	73	Luc Alphand Aventures	FR	Corvette C6-R
32	72	Luc Alphand Aventures	FR	Corvette C6-R
31	11	Dome Racing Team	JP	Dome S102 Judd
30	22	Tokai University	JP	Courage-Oreca LC70 - YKG
29	25	RML - Ray Mallock Limited	UK	MG Lola EX265 AER
28	40	Quifel ASM Team	PT	Lola AER B05-40
27	19	Chamberlain-Synergy	UK	Lola AER B06-10
26	009	Aston Martin Racing	UK	Aston Martin DBR9
25	007	Aston Martin Racing	UK	Aston Martin DBR9
24	10	Charouz Racing System	CZ	Lola Aston Martin B08/60
23	12	Charouz Racing System	CZ	Lola B07/10 Judd
22	23	Autocon Motorsports	US	Creation CA07 Judd
21	14	Creation Autosportif	UK	Creation CA07 AIM
20	32	Barazi Epsilon	FR	Zytek 07S/2
19	20	Epsilon Euskadi	ES	Epsilon Euskadi ee1 Judd
18	77	Racing Box	IT	Lucchini LMP2-01 Judd
17	34	Van Merksteijn Motorsport	NL	Porsche RS Spyder
16	9	Peugeot Sport Total	FR	Peugeot 908
15	8	Team Peugeot Total	FR	Peugeot 908
14	7	Team Peugeot Total	FR	Peugeot 908
13	26	Bruichladdich Radical	UK	Radical SR9 AER
12	99	JMB Racing	US	Ferrari F430
11	94	Speedy Racing	CH	Spyker C8 GT2R Audi
10	85	Spyker Squadron b.v.	NL	Spyker C8 GT2R, Audi
9	6	Matmut Oreca	FR	Courage-Oreca LC-70 Judd
8	5	Matmut Oreca	FR	Courage-Oreca LC-70 Judd
7	76	IMSA Performance Matmut	FR	Porsche 997 GT3 RSR
6	78	AF Corse	IT	Ferrari F430
5	35	Saulnier Racing	FR	Lola Judd B07-17
4	4	Saulnier Racing	FR	Pescarolo Judd
3	18	Rollcentre Racing	UK	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, 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, 9th June 2008, 2:30 pm – 6.00 pm at the „Quinconce des Jacobins“, Le Mans centre

Aministrative Checking	Technical Scrutineering	Car No.	Team
2:30 PM	3:00 PM	63	Corvette Racing
2:45 PM	3:15 PM	64	Corvette RAcIng
3:00 PM	3:30 PM	72	Luc Alphand Aventures
3:15 PM	3:45 PM	73	Luc Alphand Aventures
3:30 PM	4:00 PM	18	Rollcentre Racing
3:45 PM	4:15 PM	12	Charouz Racing Systems
4:00 PM	4:30 PM	19	Chamberlain-Synergy Motorsport
4:10 PM	4:40 PM	10	Charouz Racing Systems
4:20 PM	4:50 PM	007	Aston Martin Racing
4:30 PM	5:00 PM	009	Aston Martin Racing
4:40 PM	5:10 PM	76	IMSA Performance Matmut
4:50 PM	5:20 PM	77	Team Felbermayr-Proton
5:00 PM	5:30 PM	80	Flying Lizard Motorsport
5:10 PM	5:40 PM	31	Team Essex
5:20 PM	5:50 PM	34	Van Merksteijn Motorsport
5:30 PM	6:00 PM	35	Saulnier Racing
5:40 PM	6:10 PM	4	Saulnier Racing



Scrutineering 2005 at the „Quinconce des Jacobins“

Tuesday, 10th June 2008 8:30 am – 5:00 pm at the “„Quinconce des Jacobins“”, Le Mans centre

Aministrative Checking	Technical Scrutineering	Car No.	Team
8:30 AM	9:00 AM	85	Spyker Squadron b.v.
8:45 AM	9:15 AM	94	Speedy Racing Team
9:00 AM	9:30 AM	82	Risi Competizione
9:15 AM	9:45 AM	83	Risi Competizione
9:30 AM	10:00 AM	90	Farnbacher Racing
9:40 AM	10:10 AM	14	Creation Autosportif LTD
9:50 AM	10:20 AM	23	Autocon
10:00 AM	10:30 AM	11	Dome Racing Team
10:10 AM	10:40 AM	22	Tokai University – YKG Power
10:20 AM	10:50 AM	5	Team Matmut Oreca
10:30 AM	11:00 AM	6	Team Matmut Oreca
10:40 AM	11:10 AM	53	Vitaphone Racing Team
10:50 AM	11:20 AM	59	Team Modena
11:00 AM	11:30 AM	55	Interprogressbank Spartak Racing
11:10 AM	11:40 AM	32	Barazi Epsilon
11:20 AM	11:50 AM	41	Trading Performance
11:30 AM	12:00 AM	44	Kruse Schiller Motorsport
11:40 AM	1:20 PM	16	Pescarolo Sport
11:50 AM	1:30 PM	17	Pescarolo Sport
12:00 AM	1:40 PM	20	Epsilon Euscadi
12:10 PM	1:50 PM	50	Larbre Competition
1:30 PM	2:00 PM	96	Virgo Motorsport
1:40 PM	2:10 PM	97	BMS Scuderia Italia SPA
1:50 PM	2:20 PM	99	JMB Racing
2:00 PM	2:30 PM	78	AF Corse SRL
2:10 PM	2:40 PM	1	Audi Sport North America
2:20 PM	2:50 PM	2	Audi Sport North America
2:30 PM	3:00 PM	3	Audi Sport Team Joest
2:40 PM	3:10 PM	33	Speedy Racing Team Sebah
2:50 PM	3:20 PM	25	RML
3:00 PM	3:30 PM	40	Quifel-ASM Team
3:10 PM	3:40 PM	26	Team Bruichladdich Radical
3:20 PM	3:50 PM	30	Racing Box SRL
3:30 PM	4:00 PM	45	Embassy Racing
3:40 PM	4:10 PM	7	Team Peugeot Total
3:50 PM	4:20 PM	8	Team Peugeot Total
4:00 PM	4:30 PM	9	Peugeot Sport Total
4:10 PM	4:40 PM	24	Terramos



Scutineering 2005: Aston Martin No. 59



Scrutineering 2005: Vanina Ickx and Joao Barbosa

The support race

(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 covered the years 1956-1968 and the start of the great Ferrari vs. Ford battles. This year will see the return of the Group C to Le Mans, the event will be organized by Group C Racing in collaboration with Motor Racing Legends.

1988 – A year to remember

This year sees the 20th anniversary of one of the classic Group C Le Mans: the race where Jaguar finally fulfilled its promise and scored a resounding victory. The cars that came second and third in 1988 – the Shell/Dunlop works Porsche 962 and Blaupunkt Porsche 962 – will be back to race at La Sarthe this year. Mercedes Sauber C9, chassis number 05A, will also be competing – a car which recorded five wins during the 1989 World Sportscar Championship in the hands of drivers Jean-Louis Schlesser and Jochen Mass. The awesomely powerful Nissan R90CK-05 raced by Geoff Brabham, Chip Robinson and Derek Daly in 1990 will make its Le Mans return after 18 years. Now owned and driven by motorsport enthusiast Peter Sowerby, the Nissan is identical to its “pole-busting” sister, which qualified six seconds clear of the field in the hands of Mark Blundell.

Another 20th anniversary to celebrate this year is that of sportscar legend Mike Wilds, who will be racing the Shell/Dunlop works Porsche 962 which came second in 1988. Mike himself last raced at Le Mans in 1988, behind the wheel of the Nissan Motorsport R88C. That year he finished 14th but, as he revealed recently, it was always the 962 he dreamed of driving. So good things do come to those who wait!

Fondly remembered

The Group C racing fraternity was cruelly robbed, earlier this year, of two notable protagonists - David Leslie and Richard Lloyd. Leslie was a consummate endurance racer who, in his period, drove for Ecosse, Jaguar and Aston Martin, among others. The 1990 AMR1 Aston Martin that Leslie campaigned is back and racing here at Le Mans this year - now owned by Paul Whight. Lloyd was renowned as a Porsche team owner and many of the aerodynamic tweaks he pioneered became commonplace for other Porsche teams. In the latter part of the Group C era, he even manufactured his own composite chassis. The pink 1989-90 Porsche 962 that Lloyd masterminded on behalf of Porsche Cars GB is now owned by Group C devotee, Henry Pearman, and will also compete this year.



1988: Group C Cars - pit lane traffic in Le Mans
© Werner Kirchmann

Schedule:

Thursday 12th 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 14th June	10.15 am - 11:15 am	“Le Mans Legends” support race

Entry list 2008 Group C Support Race

Driver	Group	Class	Year	Car Make Model	Colour / Livery	Race No.
John Pearson	1	C1	1988	Jaguar XJR 9	Silk Cut/Purple,White	2
Justin Law	1	C1	1990	XJR 12	Silk Cut/Purple,White	3
Gary Pearson	1	C1	1990	Jaguar XJR 11	Silk Cut/Purple,White	4
Stefano Rosina	1	C1	1989	Spice Pontiac SE P89	Abblebee's / white,green	5
Adrian Slater	1	C1	1989	Porsche 962	Jaegermeister / orange	6
Mark Sumpter	1	C1	1989	Porsche 962	Fat Turbo/Red,White	7
Peter Cook	1	C1	1989	Kremer Porsche 962	Kenwood/ Black,Red	9
Fredy Kumschick	1	GTP	1990	Spice SE GTP	Auto Toy Store/ white, orange, green	11
Derek Hood	1	C1	1988	Jaguar XJR 9	Silk Cut/Purple,Gold,White	12
Claus Bjerglund	1	C1	1989	Porsche 962	Leyton House / green	14
Mike Wilds	1	C1	1988	Porsche 962	Shell/Dunlop / red, yellow, black	17
Paul Whight	1	C1	1989	Aston Martin AMR1	Mobil 1/White	18
Andrew Haddon	1	C1	1990	Spice SE90	Red/White/Yellow	21
Oliver Mathai	1	C1	1990	Porsche 962	Primagaz/White	27
Richard Oddie	1	GTP	1991	Argo JM 20	Cotteligent/Grey	28
Nick Randall	1	GTP	1990	Nissan NPT1	Momo/red,yellow	30
Nick Rini	1	C1	1993	Jaguar XJR 12	Bud Light/White	32
David Hart	1	C1	1990	Porsche 962 C	From A / Yellow	39
Henry Pearman	1	C1	1989	Porsche 962	Italya Sports/Pink, White	43
Rob Sherrard	1	C1	1989	Sauber Mercedes	Silver	62
Christopher Catt	1	GTP	1988	Spice GTP lights	Red	77
Peter Sowerby	1	C1	1990	Nissan R90-CK	UNISIA / blue, red, white	83
Donald Coaster	1	GTP	1990	Nissan NPTI 90	Blue, Red, White	84
David Edwards	1	C1	1991	Porsche 962C	Art Sports / White/blue	96
Andy Purdie	1	C1	1990	Nissan R90-CK	From A / Yellow	97
Kunimitsu Takahashi	2	C1	1985	Porsche 962	Advan / Black, red	1
Wayne Park	2	C1	1987	Porsche 962	Blaupunkt / White, blue	8
Simon Wright	2	C1	1987	Porsche 962	Kenwood / white,red	10
Peter Schliefer	2	GTP	1984	March 84 G	Budweiser/red	16
Charlie Agg	2	C1	1984	Porsche 956B	Skoal Bandit / green,white	33
Donald Miles	2	C1	1982	Jaguar XJR 5	Group 44 / White/green	40
Kent Abrahamsson	2	C1	1986	Ford Mustang	Seven Eleven	71
Oliver Maierhofer	2	C1	1987	Porsche 962C	Primagaz / White Blue Red	72
Pat Thomas	2	GTP	1984	March 84 G	Spirit of Miami/Farm Stores	85
John Edwards	3	C1	1988	Argo JM 19C	Texas/Red, Blue	19
Richard Bateman	4	C2	1987	Tiga	White	37
Niels Blegvad	4	C2	1985	Tiga C2	Orange	50
Richard Chester	4	GTP	1987	Tiga 287	ABDEX/ white,red	81
Duncan McKay	4	C2	1984	Bardon DB2	Goodmans/Red	103
Jim Loftis	4	GTP	1986	Mazdaspeed	White/Blue	203

Le Mans history: Eddie Irvine at Le Mans

(courtesy of Rick Wilson, www.maisonblanche.co.uk)

".. 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, from his book "Green Races Red")

The lap record for the first post-Mulsanne chicanes layout will always mean Eddie Irvine has a place in Le Mans history. The layout of the Dunlop chicane was slightly altered in 1997, so Eddie's stunning lap of 3:27.47 during the 1993 race will never be surpassed.



It was during Eddie's time racing in Japan that the foundations were laid for an impressive three year spell driving Toyotas at Le Mans in 1992, '93 and '94. Together with fellow European refugees Roland Ratzenberger and Eje Elgh, they formed a pivotal part of the manufacturer's biggest assault on the race prior to the mighty GT-Ones of 1998 and 1999. During his time in Japan, Eddie forged a friendship with Jacques Villeneuve whom

he so nearly persuaded to race at Le Mans before Jacques was apparently persuaded otherwise.

Eddie's Le Mans baptism was with the SARD Toyota team. Toyota team TOM'S were running three new 3.5 litre atmo TS010s in 1992, but two other teams, SARD and Trust, were running updated versions of the 1990 90CV, now badged as a 92CV and with a larger 3.5 litre turbocharged engine. His co-drivers were Eje Elgh and Roland Ratzenberger, who had both driven at Le Mans before. Elgh had driven in eight previous '24 Heures' while Ratzenberger's tally was three. Compared to them, Eddie was a Le Mans 'beginner'. Ratzenberger was given the task of qualifying the car and achieved 1st in class, 11th overall.

The race was run in wet conditions and a steady drive climbed the trio to 6th overall by half distance before Eddie brought the car in with clutch problems. The hydraulic system was bled but the car returned after only five more laps to have the clutch changed. The team also took the opportunity to change brake discs at this point. The car then ran well until it required a new turbo and gearbox, dropping the car to 9th where the car then ran untroubled to finish in the same position.



For the following year, Eddie drove one of the TOM'S TS010s, number 36, with Toshio Suzuki and Masanori Sekiya. Eddie revelled in the situation as nominated qualifier and set a superb 2nd fastest, behind the lead Peugeot 905. Having then set the fastest time in the race-day warm-up, Eddie was involved in a collision with the Simpson Engineering Ferrari 348 GTB which resulted in the latter's inability to start. The Toyota continued undamaged.



Eddie took the start and went head to head with pole man Philippe Alliot for the opening laps, with Eddie being classified as overall leader at the first hour. After handing over to Suzuki, the car dropped back to second before unscheduled stops for firstly oil on the windscreen and then a new battery dropped the car further back to fourth. Four further changes of battery were required during the night but was still running a strong third with only four hours to go when Sekiya brought the car straight back in after a routine stop. The gearbox had failed and the car received virtually a new rear end as the gearbox, clutch, drivetrain, discs, flywheel and the now seemingly obligatory battery were all replaced. This dropped them down to sixth, but fine driving from all three drivers brought them back to fourth at

the finish. It was during his last stint that Eddie set that 3:27.47 lap.

In 1994, just weeks after Roland Ratzenberger lost his life during qualifying for the San Marino Grand Prix, Eddie partnered Mauro Martini and Jeff Krosnoff in the SARD entered 94CV, the updated 92CV. Eddie had been asked to drive in place of his friend. Victory would have been the ultimate tribute to Roland, who had worked so hard with the team for that elusive Toyota win. Mauro Martini qualified the car in fourth and the only thing notable about the warm-up this year was the fact that the Ferrari 348 was back but this time sporting large fluorescent lettering on its rear bumper warning "KEEP CLEAR IRVINE"!

The race quickly developed into a four way fight between the two 'works' Dauer Porsche 962LMs and the SARD and Trust Toyota 94CVs, all taking a turn at leading at some point in the race. The early promise of a good performance

from the Kremer Porsche K8 of five times winner Derek Bell, Jürgen Lässig and Robin Donovan had gradually faded away with a number of problems. The first few laps saw a frenzied pace at the front as first Derek Bell led, then Alain Ferté's Courage before the Stück/Boutsen/Sullivan Dauer Porsche assumed control after the first round of pit stops.

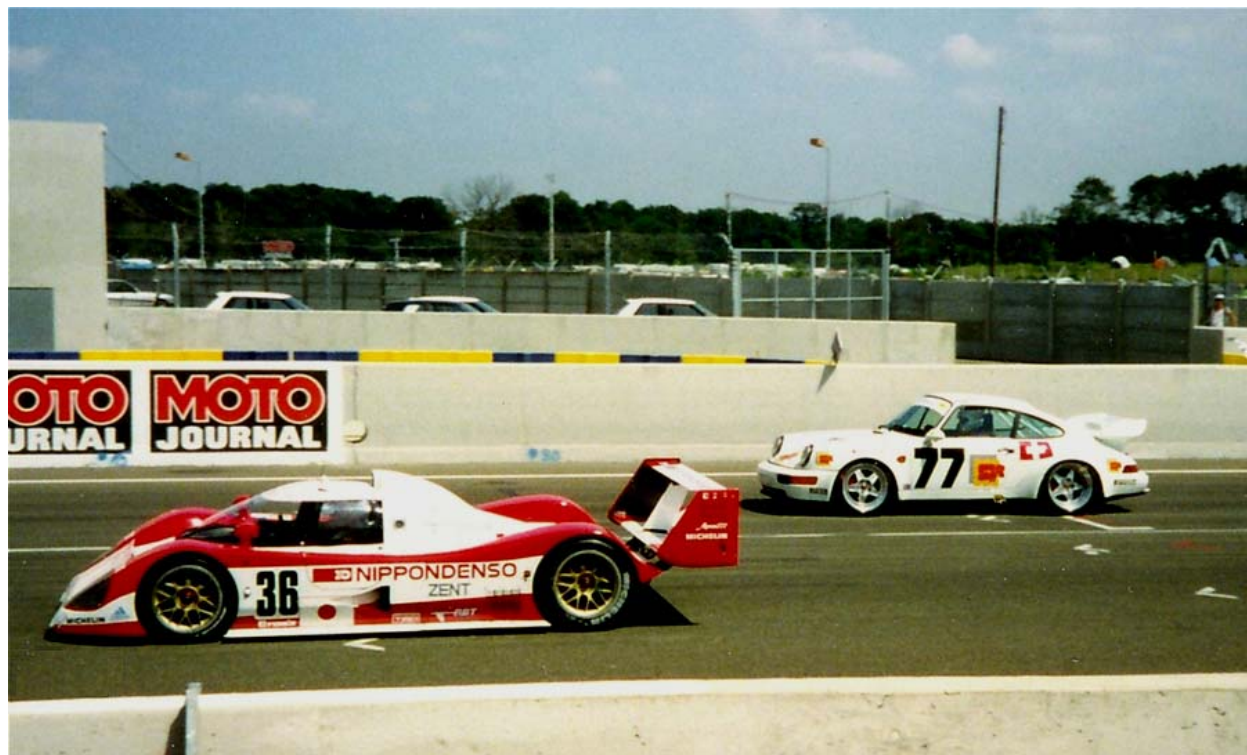
After two hours, both the Dauer cars were at the top of the leader board. But a problem engaging the reserve tank delayed Yannick Dalmas' number 36 Dauer, then a puncture right after the pit entrance for Danny Sullivan in the number 35 car cost him about seven minutes as he completed a very slow lap. This meant that after just three hours, Jeff Krosnoff handed the number 1 car over to Eddie Irvine in first place.



A change of brake discs front and rear dropped the car to third at the five hour mark, allowing the Bob Wollek, George Fouche and Steven Andskar Trust Toyota into the lead, which it held for three hours, at which point the Irvine/Martini/Krosnoff Toyota regained the lead before it succumbed to further brake problems. The Trust Toyota was back in front for five hours before problems with the oil pick up handed the advantage back to SARD. The two Dauer Porsches had dropped behind with varying problems but were gradually clawing their way back, with the Dalmas/Baldi/Haywood number 36 car in second.

Having then led for the next 9 hours, the win seemed in reach for the Irvine/Martini/Krosnoff Toyota when gear selection problems intervened with only 90 minutes remaining. The problem manifested itself right on the pit straight, meaning a whole agonising lap was between Krosnoff and full mechanical assistance. The result was an almost certain victory was lost due to a broken weld in the gear linkage. The fact that they still carried Roland's name on the car he had been down to drive made the problem that Jeff Krosnoff suffered even harder to bear.

The ensuing 13 minute stop left the Dalmas/Baldi/Haywood Dauer Porsche with a clear run to the flag. Eddie Irvine took over, resuming behind the second Dauer 962. Boutsen made his final stop, for once not taking on fresh tyres and Irvine made a very quick stop for fuel coming out only fifteen seconds behind and began to eat into Boutsen's advantage, now presumably regretting his decision not to take tyres. The duel was ultimately resolved in Irvine's favour in full view of the packed grandstands on the penultimate lap with a truly memorable piece of aggressive driving at the Ford chicane when the pair encountered a pair of very slow Venturis. Boutsen was not finished and nearly repaid the compliment at the same spot on the very last lap, but second place was Eddie's. It seemed scant reward for the victory that was so near, both for the team and for Roland.



1993: Toyota TS010 driven by Eddie Irvine, Toshio Suzuki and Masanori Sekiya

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Rising like a phoenix – the Kruse Schiller Motorsport story

By Werner Kirchmann, webmaster of the team website www.kruse-schiller-motorsport.com

Once upon a time ... well, probably this whole story starts with a big fire. The streak of bad luck which Kai Kruse experienced in 2007 as a team manager and technical manager of Kruse Motorsport (3 retirements in a row at Le Mans, the Nürburgring and Spa Francorchamps) came to a head when the team lost the race car, the trailer and lots of equipment in a fire on a German motorway, while returning from a test day at the Lausitzring. The 2007 season came to an early end, Kai Kruse and team owner Ian Mitchell went their separate ways and Kruse Motorsport became history.



Sealing the deal: Kai Kruse (left) and Hardy Schiller (right) with Steve Miller from Fernandez Racing

A couple of months later Kai resurfaced and together with his new partner Leonhard "Hardy" Schiller they founded KSM – the Kruse Schiller Motorsport team. Kai and Hardy had known each other for a while; Hardy had been a driver for Kruse Motorsport in the German long distance championship on several occasions.

KSM applied for a permanent entry in the Le Mans Series and a place on the grid of the 24h of Le Mans 2008 – and the A.C.O. in its wisdom gave them both. In February 2008 Kai and Hardy flew over the pond to Indianapolis and bought a one year old Lola B05/40 from the Fernandez team who had been running that chassis quite successfully in the American Le Mans Series in 2007. Fernandez had used an Acura engine, whereas KSM had already secured a deal to use the Mazda engine, so the next leg of the cars journey was a visit to the Lola factory in

England, where all the necessary modifications were made to the chassis, the new Mazda MZR engine installed and the latest spec. aerodynamic updates were made.

Car + engine

- Chassis: One-piece carbon composite construction monocoque chassis/survival cell
- Bodywork: Pre-preg carbon fibre with honeycomb core to stiffen upper panels, lightweight carbon composite construction underbody and rear wing
- Length: 4650 mm, width: 2000 mm, min. 825 kg weight, 80 litres fuel tank capacity
- Engine: Mazda MZR-R engine prepared by Advanced Engine Research Ltd (AER), 2000cc, in-line 4 cyl, 4 valves per cylinder, Garrett turbocharger, Torque: ~400lb-ft, power: ~500bhp, Traction Control
- Transmission: 6-speed paddle shift sequential unit with lightweight cast magnesium case
- Suspension: Front/rear uprights fabricated from aircraft-quality steel and TIG- welded. Steel-fabricated double wishbones front/rear with flexure-mount front wishbones. Pushrod/rocker activated Öhlins adjustable shock absorbers
- Wheels/Tyres: Wheel rims 18 in dia. x 12.5 in wide front and 18 in dia. x 13 in wide rear. Tyres 305/650R18 dia. front and 325/650R18 rear
- Brakes: 355 mm dia. vented AP carbon discs with carbon pads front/rear



The team: At a Le Mans Series 1000 km race Kruse Schiller Motorsport usually turns up with just 12-13 people. They probably will have another 2 people for the 24 hours of Le Mans, and that's it! When you think about the scrutineering, the 8 hours of qualifying sessions, the driver parade, and the race itself, with more than 30 routine pit stops, it becomes clear that sleep will be in extremely short supply during race week.



- **Kai Kruse** – Vehicle construction engineer, motorsport since 1988: karts, slalom, 5 x 24h Nürburgring and various touring car races. Since 1995 he's been working on the technical side and has worked as mechanic, data engineer and chief race car engineer in the Porsche Supercup, DTM, Formula Renault and Formula 3. From 2004 to 2007 Kai was team manager and technical manager of Kruse Motorsport, a sportscar team which competed in LMP2 class in the Le Mans Series, at the 12h of Sebring and twice at the 24 hours of Le Mans.
- **Hardy Schiller** – Experienced in motorcycles racing as well as Touring car racing. On two wheels Hardy participated since 1983 in various German and international championships, in 2006 and 2007 he drove for Kruse Motorsport in the German long distance championship and the 24h of the Nürburgring.
- **Jean de Pourtales - Driver**, French national, born 19.08.1965 in Neuilly-sur-Seine, France. 1995-1997: British Formula Vauxhall Junior, 1998: British Formula Renault; 1999: Formula Renault 2000 Eurocup, Italian Formula 3000, 2000: Formula Renault 2000 Eurocup, 2001: Euro 3000 Series, Formula Renault 2000 Eurocup, 2002-2004: Euro 3000 Series, 2005: 3000 Pro Series, 2006: F3000 Masters, 2007: LMS and 24h of Le Mans, Kruse Motorsport.
- **Hideki Noda – Driver**, Japanese national, born 07.03.1969 in Osaka, Japan. 1982-1986: Various kart series in Japan, 1987: Japanese Formula Junior 1600; 1988: Japanese Formula 3, 1989: British Vauxhall Lotus championship and GM Opel Lotus Euroseries, 1990 and 1991: British Formula 3, 1992-1994: Formula 3000, 1994: 3 F1 Grand Prix races with Team Larrousse, 1995: Test driver Simtek F1 team, 1996-1997: Indy Lights series, 1998-2001: Formula Nippon, Japanese GT-Championship, 2002: 6 races in Indy racing League, 2005: A1GP, 2006: A1GP, LMS and Super GT Japan GT500, 2007: Japanese Le Mans Challenge, overall winner in LMP1.
- **Alex Schiller - Mechanic**, motorbike race driver with a lot of success and experience. Involved in Motorsport since the beginning of the 1990s. First race in April 2000: 1000 km motorcycles at the Nürburgring, 2003: Suzuki GSX-R 1000 Cup.
- **Andre Heidel – Mechanic**, many years of experience at the German long-distance championship at the Nürburgring (VLN), 2006 and 2007 VLN and LMS at Kruse Motorsport.
- **Lars Guenther - Truck / Tyres**, many years of experience at the German long-distance championship at the Nürburgring (VLN) as a driver and team manager, 2006 and 2007 VLN and LMS at Kruse Motorsport.
- **Johannes Gruber - Chief Engineer**
- **Michael Barma - Junior Data Engineer**, 2007: Formula Student, since 2005 student trainee at HEGGEMANN autosport, Motocross races in 2004
- **Max Frost - Truck / Tyres**
- **Jonathan Bartlett - Chief Data Engineer**, 2008, Data Engineer: LMS - Kruse Schiller Motorsport, A1GP - A1 Team Indonesia, Porsche Supercup - Jetstream Motorsport, Spanish F3 - Team West-Tec, 2007, Data Engineer: A1GP - A1 Team Brasil, Porsche Supercup - Jetstream Motorsport, Le Mans - Noel De Bello, FIA GT - Team RPM, British GT - Team RPM, Asian F3, Formula BMW UK, 2006: Formula BMW UK, Formula Renault UK, British F3.
- **Patrick Heidel - Helper**

First roll-out: On Thursday 19th March shortly after midnight, the team left the Lola Factory in Huntingdon, Cambridgeshire and travelled directly to Magny-Cours in France. With temperatures ranging from -2 °C to max. 5 °C it wasn't exactly a warm welcome that they received there, and during the second test day there was some heavy rainfall.

During the 2 test days they collected valuable information and made an important discovery: - The team's vacuum cleaner works perfectly! It was taken to the limits because the car visited the gravel traps three times, twice in the hands of Jean and once with Hideki behind the wheel. In 2 days they covered approx. 330 km, which was OK for a shakedown but not so good for a test. Thankfully the technical issues which limited track time weren't too serious - a small problem with the engine and another small problem with the installation of the electronics.



1000 km Barcelona: The very first race for a new team with a new car. It's fair to assume that there was a lot of excitement and anticipation in the air when they set off for the long journey from Germany to Spain. The first day at the track saw 2 free practice sessions and things started to look good.



In a new car with just 330 test kilometers under its tyres, Jean and Hideki both set good lap times and were able to do a lot of laps and finished 9th fastest out of 15 cars - not too bad for a first day. Saturday's third free practice saw a fastest time, and 8th place was also the result when it came to the qualifying session on Saturday afternoon.

Soon afterwards the engineers diagnosed some minor issues with the engine and changed it as a precautionary measure. After all the weeks of hard work and late nights this grid position was a fine reward and the team felt well prepared for the race to come. Race day came, but unfortunately it turned out to be less positive than practice and qualifying had promised.

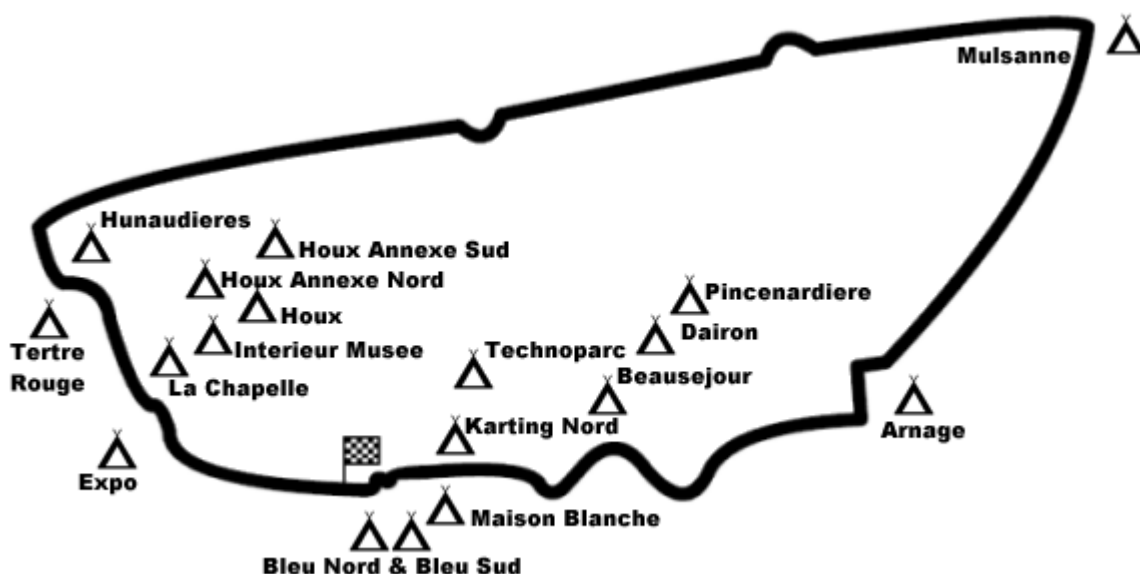
The car was just 14 laps into the race when oil and water temperature started to increase, imposing a lower rev limit solved this issue - but this meant that the car was a little bit slower. About 2 hours later the gearshift system started to lose pressure, resulting in gearchange problems, and finally the gearbox casing got damaged, which ended the day. Overall the car had a good out-of-the-box speed in Barcelona, no reason to worry about performance, but there was some work to be done on the engine as well as the gearbox to improve reliability.

1000 km Monza: A 6th place in the LMP2 class and 13th place overall was a first reward for all the hard work done in the last 2 months. The Team had a trouble-free race, with fierce battles for positions throughout the classes. Despite some minor problems during the practice the car ran like clockwork. Unfortunately a problem occurred just before the car was about to take its grid position, and a faulty gearbox sensor had to be changed, meaning that Jean had to start the car from the pit lane. Newly hired race engineer Johannes Gruber was able to improve the set-up of the car step by step over the weekend. Other highlights of the Monza weekend were a 5th place in the warm up session and a 6th overall place in the "Michelin Energy Endurance Challenge" for the car with the best fuel consumption.

1000 km Spa Francorchamps: It doesn't look like Spa Francorchamps will be Kai Kruse's favorite track. The LMP qualifying session was just 5 minutes old with Jean at the wheel when the car hit the barriers at the first left-hander after Rivage. Luckily Jean escaped unharmed. Immediately after the car was brought back to the pits it was found that the monocoque was damaged. After a thorough inspection of the car along with the A.C.O. and technicians from chassis manufacturer Lola, it was discovered that the chassis could not be repaired on site and that they had to miss the start of the race. They had all worked very hard to prepare the car for the qualifying and the race, so this was obviously very disappointing for the whole team, but when it comes to safety, there's no room for compromise.

Outlook: After the accident at Spa Francorchamps the team had to strip down the chassis completely to get it back to the Lola factory where it is being repaired at the time of writing. Let's keep fingers crossed that everything will be in place for the 24 hours of Le Mans and that the team will have a trouble free weekend.

The 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.

Please note: There have been a lot of changes to the trackside campsites in the last year, some campsites were reduced in size (Houx Annexe and Maison Blanche) and at the time of writing some of them still look like or actually are construction sites. There have also been last minute surprises – it was just when the tickets were sent out that people realized that Camping Houx Annexe had been divided into 2 parts now and furthermore completely new sites have been opened for 2008 – Dairon and Pincenardiere. All of this makes it extremely difficult to provide you with an accurate picture, so please don't take the information in this chapter for granted!

In the official documents of the ACO, most campsites are described as "Lay By", which is a poor babelfish-style translation of the word "Aire" – a rest stop or campsite without permanent facilities - usually a field(s) with portable toilets / showers. The campsites Houx, Maison Blanche, Bleu Nord, Karting Nord and Hunaudieres have numbered pitches. On most other sites you can arrive and choose any place you want or are allocated to a pitch by the security personnel. 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 campsites with numbered pitches. Rumours 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 2008 were in the range from 29 € to 154 €, depending on 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.

Campsite without numbered pitches: 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 up 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. Quite often, people arriving after about Thursday lunchtime could not find any space even though they had a valid ticket. 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.

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.

Campsite etiquette:

- Have a chat with your campsite neighbours 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! On sites with marked and numbered pitches this is of course not an issue.
- Please collect your rubbish. 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. Since then the organizers decided to ban swimming pools again, most likely to reduce the water usage, so it's best you leave your paddling pools at home.

For 2008 the organizers offer 18 different campsites: Arnage, Beausejour, Bleu Nord, Bleu Sud, Dairon, Expo, Houx, Houx Annexe Nord, Houx Annexe Sud, Hunaudieres, Interieur Musee, Karting Nord, La chapelle, Maison Blanche, Mulsanne, Pincenardiere, Technoparc and Tertre Rouge.

Campsite Arnage



Great location obviously for Indianapolis and Arnage corners, it's approx. 20 min. walk to Arnage village and its shops and bars. The downside is of course the long way to the start-finish area with its grandstands and the race village. On race day bear in mind everyone wants to go to Arnage at night so it gets very busy round there. You do need a pass in and out of it so reasonable security against all the crowds on Sat night. Also lots of TV equipment in site by entrance so added security for that.

Facilities: Temporary toilets which can get pretty grim, trees and hedges around site also get quite toxic. The toilets are also within the race circuit so you need to leave the campsite which is a bit of a pain. There are several water taps but no showers, probably the reason why Arnage

is one of the cheapest campsite options.

Who stays there: *"Tend to be regulars. Same French caravans with Pescarolo flags in top corner of field every year. Often bigger groups who can set up big tent and own 'facilities'. We went in a motorhome so own loo and shower, wouldn't go there otherwise."*

- Ticket: 29 €, no extra nights possible
- Toilets
- For cars and camper vans

Campsite Beausejour

Beausejour is one of the largest sites and is a bit of a trek from the main village, at least a 30 min. walk. It is near the Porsche Curves so for viewing it's not too bad. Toilet and shower facilities got negative ratings in recent CA forum comments, but 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. The Traffic situation in 2007 was a little bit difficult because of the rain, plenty of cars got stuck in mud.

- *"Been on BSJ the last couple 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..."*
- *"Access! GRRRRR! What MORON decided to force EVERYBODY to drive AND walk through a gateway only wide enough for one vehicle AND with a 90 degree corner on one side..."*
- *"Whatever happened to the cheery French peeps that sat outside the toilet/shower blocks and kept them spotlessly clean - they got replaced by some sloppy company who OCCASIONALLY came around and did the bare minimum - one loo was blocked for DAYS, and the place was rarely clean."*



- Ticket: 47 €, 8 € for extra nights
- For cars and camper vans
- Temporary shower & toilet blocks

There is 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.

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: 53 €, 8 € for extra nights
- Temporary showers (Bleu Nord only) & toilet blocks
- For cars and camper vans
- Numbered pitches (Bleu Nord only)

Campsite Dairon

This is one of 2 brand new campsites which have been established for 2008 inside the track. Facilities seem to be rather basic, no showers. Its location on the map shows that with an estimated 30 minutes it's quite a hike to the start/finish area and the village. The nearest viewing area which is the Porsche Curves section seems to be about 15-20 minutes walk away. Reports about this campsite are of course not yet available, so if you stay there, some comments for next year's edition of this guide would be appreciated.

- Ticket: 47 €, 8 € for extra nights
- Toilets
- For cars and campervans

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 more highly 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."*
- *"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: 53 €, 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.
- For cars and campervans

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: 83 €, 10 € for extra nights
- Electricity – French plug so UK Adapters are required.
- Permanent shower and toilet block
- Permanent covered outside wash basins
- For cars and campervans
- Numbered pitches
- Campsite café serving hot and cold food as well as alcohol and soft drinks, located in the centre of the site

Campsites Houx Annexe Sud and Houx Annexe Nord



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!!

As a result of a football stadium building project and a new tram station Houx Annexe will be smaller in 2008 compared to previous years, when it was the largest campsite. Latest news is that Houx Annex is now divided into 2 separate places, Houx Annexe Sud and Houx Annexe Nord

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 Hunaudieres

Located in the Tertre Rouge curve inside the track, this is a relatively new campsite which was opened up in 2007. No first hand reports have been available yet. This site has a different concept than all other sites, there are pre-pitched tents with the ACO 24 hours logo on them included in the ticket, and it is therefore significantly more expensive. 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. It is very close to the track, with the Tertre Rouge curve just a few meters away. If someone plans to stay there a brief report about this site for the next edition of this guide would be highly appreciated.



- Ticket: 154 €, 15 € for extra nights.
- Numbered pitches
- Cars only
- Electricity
- Toilets and showers

Campsite Interior 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 as 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: 83 €, 15 € for extra nights
- For cars and campervans

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: 75 €, 10 € for extra nights, numbered pitches
- Some power points
- For cars and campervans
- 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 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: 83 €, 15 € for extra nights
- Temporary shower & toilet blocks
- For cars and campervans

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 Chicanes. 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 recently been reduced in size to a yet unknown extent, so comments on the new layout for the next edition would be welcome.



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, but as pitches will be numbered in '08, that should be less of a problem this year.

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: 83 €, 15 € for extra nights
- A permanent toilet block at the vehicular entrance as well as a number of temporary toilet and shower blocks
- Cars and campervans
- Numbered pitches
- Track view

Campsite Mulsanne

The site is located quite a distance from the grandstands and the village, which is probably the reason why it is among the cheapest campsites. A free shuttle bus operates to the main areas of the circuit, but this usually stops between from around 23.00 Saturday to 07.00 Sunday, so be careful not to be stranded away from your tent and belongings for the whole of Saturday night! Reports about this campsite are not available, so if you stay there, some input for next year's edition of this guide would be appreciated.

- Ticket: 29 €, no extra nights possible
- For cars and campervans
- Toilets (clean but basic)
- Refreshments

Campsite Pincenardiere

This is one of 2 brand new campsites which have been established for 2008 inside the track. Facilities seem to be rather basic, no showers. Its location on the map shows that with an estimated 30 minutes it's quite a hike to the start/finish area and the village. The nearest viewing area, which is the Porsche Curves section, seems to be about 15-20 minutes walk away. Reports about this campsite are of course not yet available, so if you stay there, some comments for next year's edition of this guide would be appreciated.

- Ticket: 47 €, 8 € for extra nights
- Toilets
- For cars and campervans

Campsite Technoparc

Opposite Karting Nord, quite a hike from the main village, similar to Karting Nord. It's a smaller place, the atmosphere has been described as relaxed, quieter than on other sites and it seems to be fun.

- Ticket: 47 €, 8 € for extra nights
- Mobile toilets, but no showers
- For cars and campervans

CA member's comments

- *"Got plenty photos of our piss up on Thursday night after qualifying, ended up with me getting tied up to the toilet block in Technoparc with that marker tape stuff"*
- *"We had a major problem with a swingers convention over on Technoparc about 4 years ago - some of them were nurses, or claimed to be"*

Campsite Tetre Rouge



Situated high above the circuit to the North East of the village Tetre Rouge provides an interesting if 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", the track can actually be seen from the more elevated pitches. 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 so Tetre 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. In 2007 the pitches have been roughly marked but were

not numbered. The security has been described as good with pass-outs required for entry and the toilet/shower blocks were well maintained in the past.

- Ticket: 83 €, 15 € for extra nights
- Track view
- Showers & Toilets
- For cars and campervans

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:

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. Facilities: Clubhouse Restaurant & Bar (with English Ale), 2 Covered Lakeside Terraces, Lakeside Camping, 6 Caravan Pitches with Power hook ups, Lakeside Parking for Camper Vans, Large Secure Car Park, New Toilets & Showers, Satellite TV & Live Radio Le Mans. A CA member comment:

- *"Well, we stayed at the Auberge le Bounty this year. Very nice place owned by Steve, and run by Alan and Nikki. Food was great, and a nice little bar. Made a nice change from the campsite melee, and with more bogs and showers per head. recommended to anyone who wants a little more peace with shuttle bus service to and from the circuit."*



For 2008 they have put a special 3 night Le Mans package together: 3 Night Package (Thursday to Sunday or Friday to Monday): Camping Fee (per person), Secure Car Parking, Use of new Toilets and Showers, Full English Breakfast with Juice and Tea or Coffee, Evening BBQ Meal, Free Use of Shuttle Transport (runs Thursday to Sunday), all for £ 150 per person, additional day/night can be booked for an extra £ 25. Camping Fees are charged per person whether using single or multi person Tents, Caravans or Campers. It's under English ownership, and they also cater for fishermen. The place has been recommended by several CA members, good down to earth British cooking.

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's probably sensible to try.



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 D338 (the Tours road). The campsite is a municipal one, well signposted to the left as you enter Écommoy (going south). It has 60 pitches, and 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 D338 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.

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'Evêque*" (D 301); from "Le Mans", direction "*Bonnetable*" (D 301).

Campsite Security – Be Aware!!!

Previous editions of this guide have stated that Le Mans campsites are generally pretty safe places to be and that campers tend to keep an eye out for one another. That remains true but, after the 2007 race it became clear that there had been a significant increase in the confirmed reports from people who had valuables stolen, or where attempts had been made to do so from them on a number of the campsites. So, to give you a better chance of keeping your valuables safe and, importantly knowing what to do if you do suffer from a theft, we've put some more detailed information into the guide this year. The guidance applies all the time you are there, but in particular at the really busy times, when the campsites are full on the Friday through to the Sunday and the general public are milling all around everywhere as well.

Before you go

Have a written list to take with you of any useful phone numbers and contacts you might need to cancel bank cards, credit cards, or traveller's cheques that you have taken with you. Include contacts for breakdown organisations and car dealerships in case your car is damaged, and your mobile phone provider, in case that gets taken. Have a copy

of that list available to someone at home who can do the contacting for you if necessary. We haven't provided a full list here, as the details would be incomplete or soon out of date, and it is your responsibility to know them anyway, but the more popular banks and other locations are listed at the bottom of this section. For UK citizens, the loss of a passport isn't a huge drama, but it could well be for others trying to leave France and return to their country - so it is worth having the necessary phone numbers for local embassy/consular staff (who'll probably be in Paris) and your country of residence's immigration services on the list as well.

Basic Precautions

- Bring as few valuables and documents as possible with you – OK, you need your camera and/or camcorder but expensive watches and jewellery aren't really essential during race week.
- Keep your cash, passports, bank cards, wallets & cameras with you or leave them securely locked in your car out of sight when away from the campsite. Never leave them in your tent.
- Some theft attempts have been made while people have been asleep in their tent. Don't leave valuables - or bags containing them - close to the tent entrance. Locate them so that anyone has to climb over a bundle of stuff and on top of you to get at anything, which will wake you up, no matter how heavy a sleeper you are or how much beer you have consumed. Other ideas are to put car keys and other valuables in a small tobacco tin or plastic box, big enough to protect and not to press any central locking buttons by accident, then stash the box with you in your sleeping bag, or put them in a money belt and wear it.
- Make sure your car or bike is properly secured before leaving for the racetrack or turning in for the night.
- If you are using a generator it's a good idea to use a heavy-duty motorcycle chain & lock to secure it, alternatively store it in the boot or van when not in use.
- If you are bringing mini-motos, bicycles and the like, then secure them properly.
- If you are camping in a large group, get organized - if someone is always on site, then the risk of theft is much lower.

Some other recommendations from CA members:

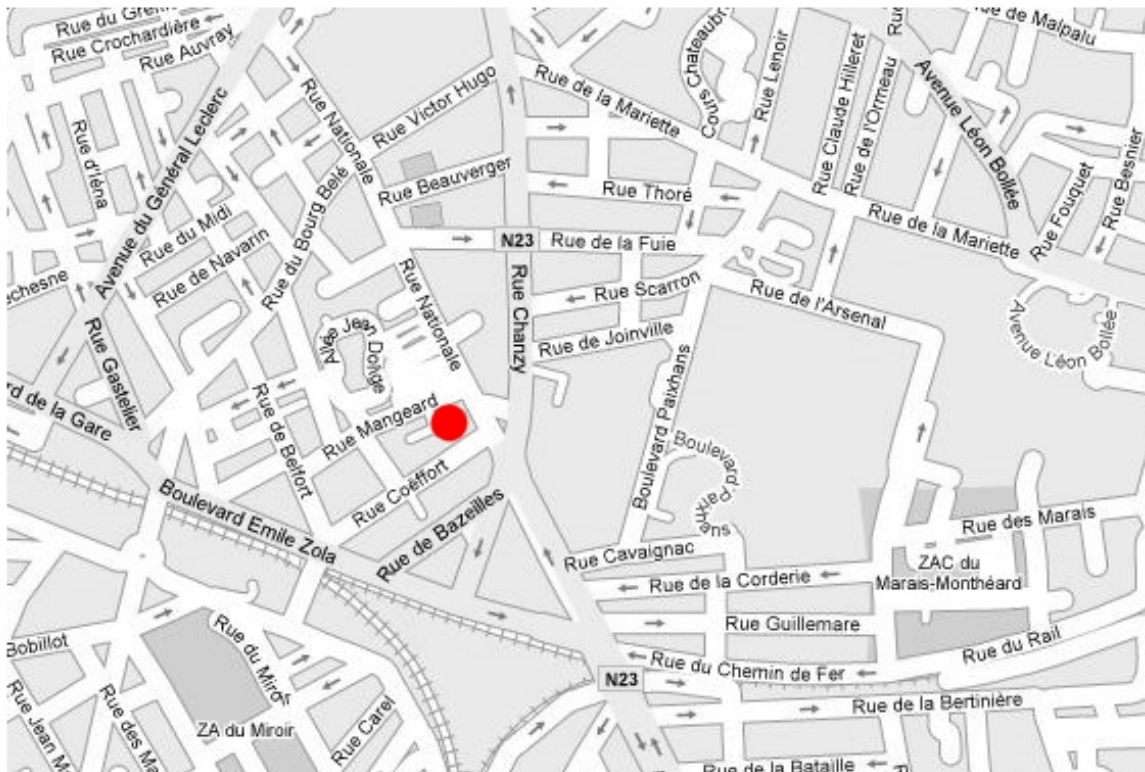
- *"You may whinge at this but, I keep keys/passports/wallets etc within my shorts or trousers at all times and I sleep in them. Too pi**ed to take them off in the tent. They are changed the next day and if able to be 'recycled' will be worn again."*
- *"I've used a little padlock on the inside of the tent zips in the past - I wonder if even a bit of coat hanger wire bent through the fly screen zips would be enough deterrent to the casual thief (i.e. can't unzip the zips quickly, so move on"*
- *"Better perimeter protection - we used tape which was pegged to the ground this year, just to mark out the area for our group who were arriving at different times. Picket posts and plastic fencing (like at DfH's site) would make it more awkward/difficult to gain casual access/egress to/from the group's area without arousing suspicion or tripping over it, particularly in the dark."*
- *"Loud portable alarms that can be fixed so that they are triggered by the opening of tent flaps or doors, or the movement of items such as bags or keys. There are plenty of these around on the market for around a fiver each, which can be fixed in place so that the movement of a zip, bag, door or key bunch would trigger them. Similarly, there are wireless infra-red sensors that can be linked to an alarm sounder, although these may be more subject to triggering by drunken members of the group pitching back into the site late at night."*

What to do when the worst has happened

If you catch a thief in the act, some people might be tempted to dish out punishment on the spot – up to you, but anything you do is at your own risk and remember that the thief might be armed, have a bundle of mates, or you might just get yourself into more trouble with the law. So be careful, but shout and scream about it so that everyone else in the vicinity is aware of what is going on! If you are lucky, such as being nearby a public road, there might even be a proper policeman around who should take an interest; some people have tried to involve the campsite security people but they are often not willing to get involved, as their job seems to be to administer pitches and check for valid tickets.

If the theft has happened when you have been away or asleep, once you have got over being angry and wound up over it, then think calmly and list everything that has been taken. Then do a quick search around the area of the tent and ask neighbours if anyone has seen anything; the thief will often take a bag, rifle through it to find what he wants and then dump what he doesn't want within a hundred metres of the tent. Make the necessary calls to cancel missing bank cards, credit cards and travellers cheques - from your mobile if you have still got it, from a payphone if you have the cash, or by asking if someone can lend you a phone so that you can call the other person that you left a copy of the list with – then you only need to make one international call instead of several.

Then go and report it to the police - they need to be aware of the level of thefts going on, and you will need the paperwork that they will give you to help you get back to your country of residence and with making any insurance claim! This does not mean just talking to the local policeman on traffic duty, the CRS riot squad van, the local gendarmerie or someone in the ACO. You must go to the Commissariat de Police in the centre of Le Mans:



You then tell them what has happened and they give you a nicely stamped up official declaration of loss form.

For UK citizens, although the official advice is that you must report the theft of a passport to the FCO and/or local embassy for them to issue you with temporary travel documents, this would mean travelling to Paris, waiting until the office opens on Monday and sorting it out from there. This may need to be done if you are travelling by air, but for car travellers, when this has happened to Le Mans goers in the past, the police declaration form and a combination of explaining the loss at the ferry check and answering the questions of the nice immigration people at Dover, Portsmouth or the like has worked well.

Last but not least, the most important advice - **Don't get paranoid**. Overall, the majority of campers still enjoy a trouble-free weekend.

Some Useful UK Numbers from France

Identity and Passport Service +44 20 7008 1500

Banks

Lloyds TSB +44 1702 278 270 (or +44 2392 652 222 for those with Sentinel Card protection)
and +44 1273 571 600 for travellers cheques

NATWEST +44 142 370 0545

HSBC +44 1442 422 929

Barclays +44 1604 230 230

Bank of Scotland and Halifax 08457 20 30 99 – no overseas number provided, so try dropping the 0 off the front and adding +44

Abbey + 441908 237963

Nationwide + 44 1268 567214

Credit Cards

Visa 0800-90-1179 (freecall French number)

Mastercard 0800-90-1387 (freecall French number)

American Express +44 (0)1273 696 933

Maestro – contact the issuing bank

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 –trams, buses and taxis – works quite well in Le Mans. The biggest change for this 2008 is the fact that the special bus services from the track to the town centre have been suspended; all traffic from the track to the city will be handled by the new tram service instead. This runs from Antares, inside the full circuit and quite close to Houx Annexe, and goes through Le Mans city centre, passing under the Mulsanne Straight and heading right past Carrefour on the way. A new tunnel will be complete in time for the race – taking passengers direct from Garage Vert on the Bugatti circuit, to the terminus. It passes close to the Tertre Rouge bar, but sadly there is no convenient stop nearby. The tram stops on the North side of the railway station, where a major interchange is being constructed. After arriving in the city centre – Place de la Republique - all trams continue on to Universite, which is on the west side of the city. Trams run fairly frequently, typically every 12 minutes to/from Antares. A more frequent service is promised during the race and at other peak times, including Friday afternoon and evening, for the Drivers' Parade.

The trams tend to do quite well compared to cars in the traffic – which has been slowed down by numerous traffic light junctions to protect trams and cars from each other – so for sightseeing in Le Mans it has a lot to recommend it. It is also excellent value for money, especially if you use the park and ride at Antares. Currently 3.65 euros will buy a day's relatively secure parking, plus a return ticket to Le Mans each for as many occupants as there are in your car! Using the tram for shopping at Carrefour is feasible, and wheeled luggage is allowed on board, but do not expect the tram to be empty when you board for the trip back to the circuit – the service is very popular with locals. If you use the tram, remember that on the return trip to the circuit you want a tram bound for Antares – NOT Espal, which is the other branch of the service, and terminates a long way from the circuit.

At Antares, the car park is barrier controlled, and on approaching the barrier to enter, the ticket seller in the big booth will offer you the bargain tickets quoted above. After parking, walk across to the tram station, where a tram will usually be waiting. After joining the tram you must "composte" your ticket. This has nothing to do with last week's cabbage leaves, but requires you to enter your ticket in the machine near the door in the tram, which validates it. Do this every time you join a tram. When rejoining your car after the trip, the car park exit barrier will lift automatically when you approach.

If you elect not to use the park and ride, then ticket purchase takes place from a machine on the tram station platform – the same rules about validating tickets apply, of course.

The tram line is UNIVERSITE – ANTARES, prices: 1,25 € single, 3,60 per day 9,50 for ten trips. Tickets are sold from automatic machines at stops and at Setram agencies. The trams number 23 in total, and run between 05.00 and 01.30, with intervals of 4.5 mins in peak times.

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.



Shuttle busses between the main entrance and the Arnage / Mulsanne spectator areas will be running on Saturday and Sunday. They also stop at Maison Blanche

Furthermore 8 little trains will run as follows (free of charge):

1. North Entrance to Maison Blanche
- 2,3. P13/ Paddock/ Village
4. Beausejour
- 5,6. Virage Porsche, Technopark roundabout
7. Antares, Technopark Roundabout
8. Maison Blanche/Virage Porsche (exterior)



Partial map of the new tram

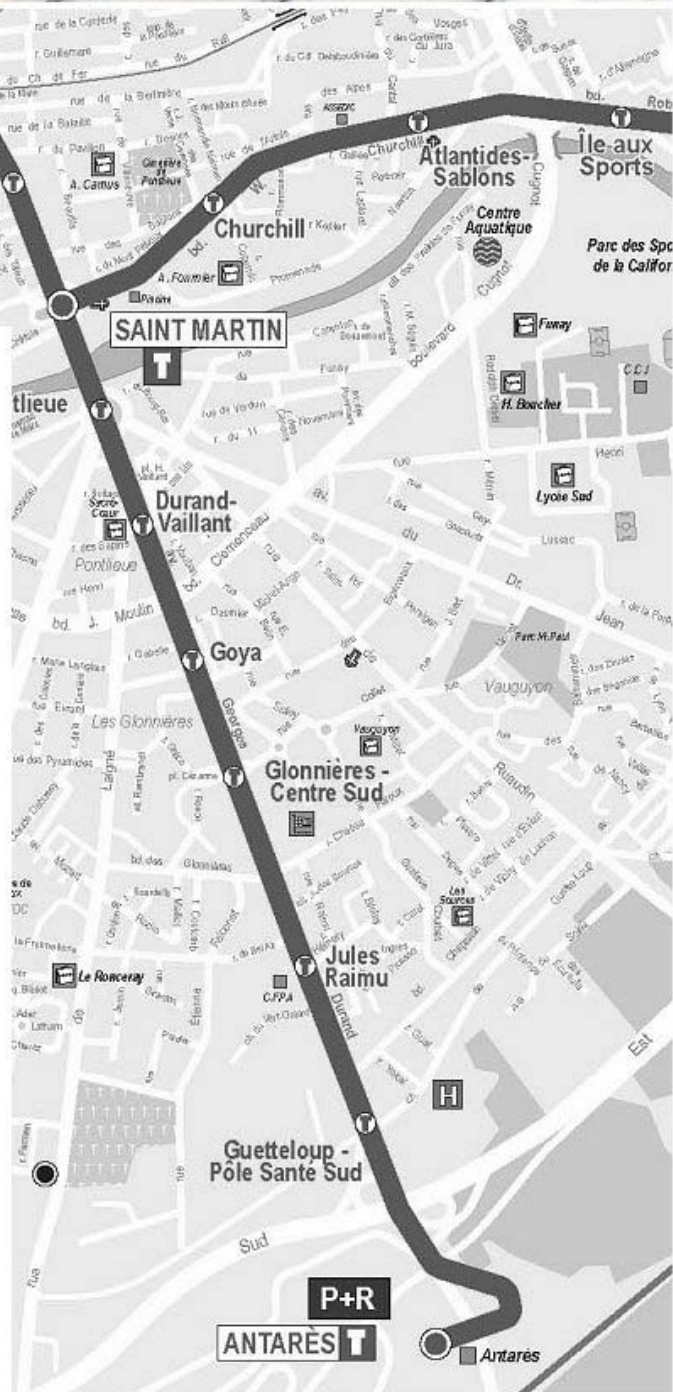
Some important tram stations:

ANTARES is the closest station to the circuit, it's actually inside the race track.

REPUBLIQUE is the best choice for visiting the drivers parade and the scrutineering.

GLONNIERES - CENTRE SUD is your exit to the big Carrefour supermarket, see the shopping chapter in this guide.

GARES is the French word for station, so if you need to catch a train leave there.



Left something at home? - Shopping in Le Mans

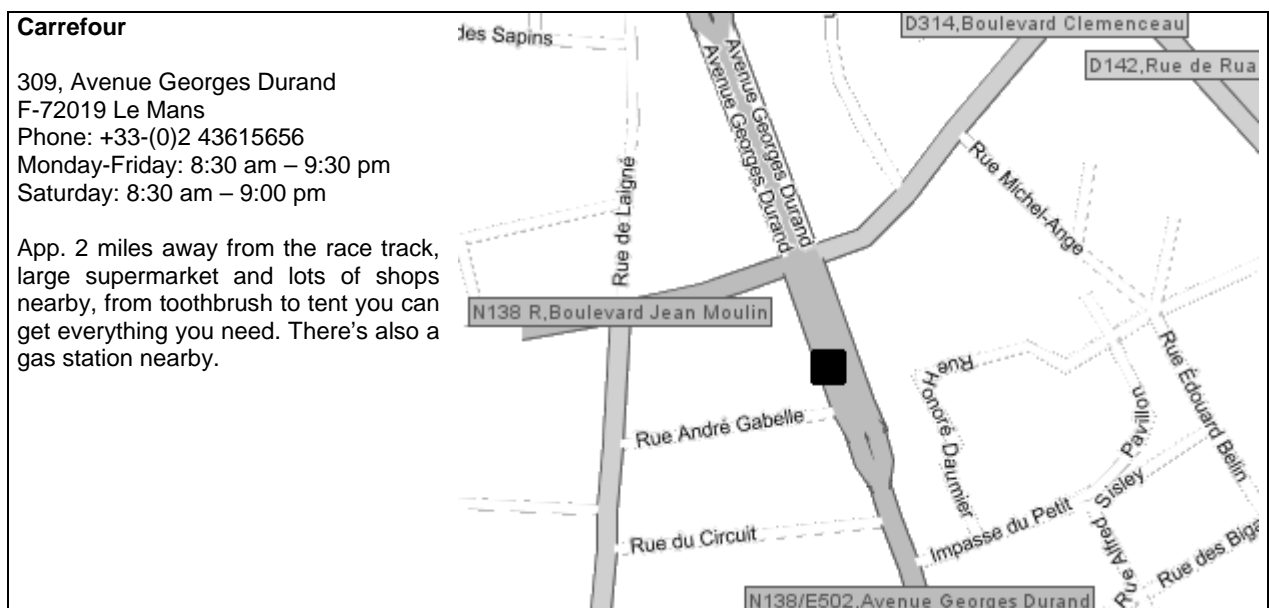
Just in case you've had no time to prepare properly for Le Mans, don't worry. It's no problem to arrive with just your brain and a valid credit card.

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.



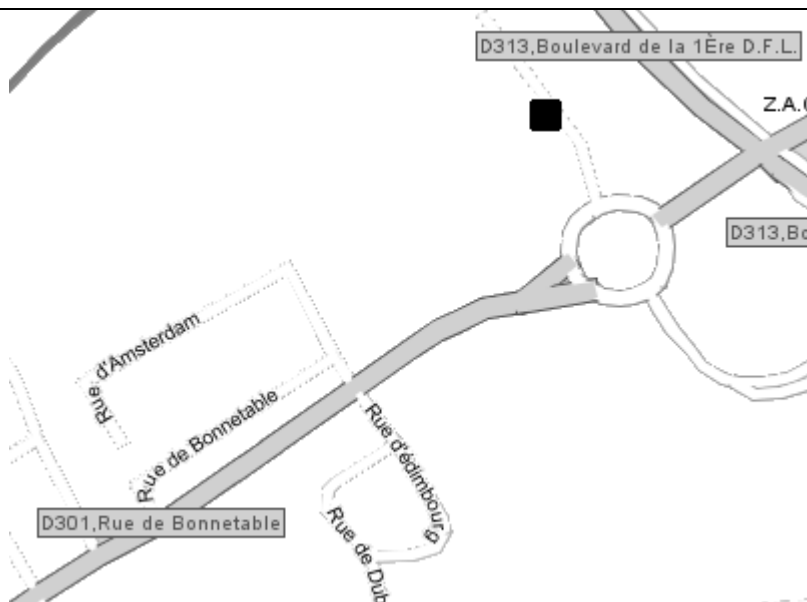
How to get there:

- **By car from the 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.
- **By car 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.
- **By public transport:** Use the new tram, see the chapter "Transport in Le Mans" in this guide for details.

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

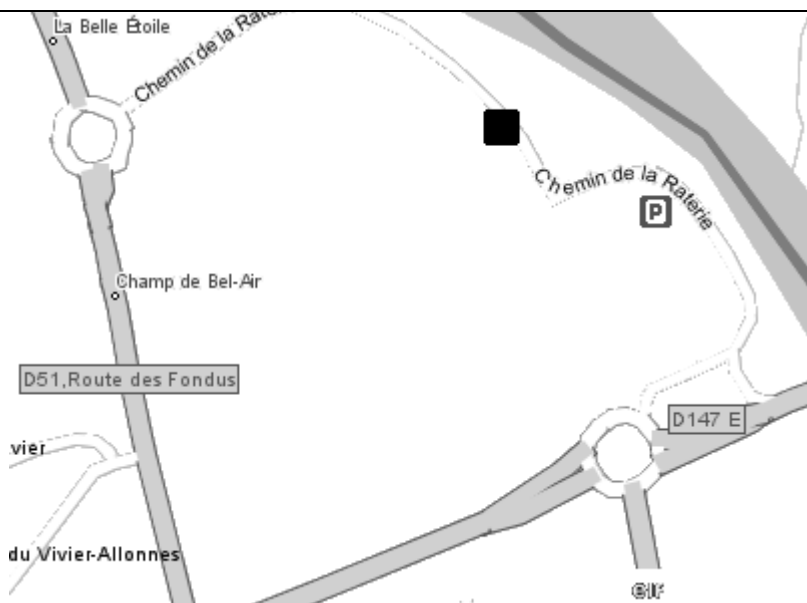
Large French supermarket chain, also good for cheap garden furniture and pool and camping equipment, app 10 km away from the circuit



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

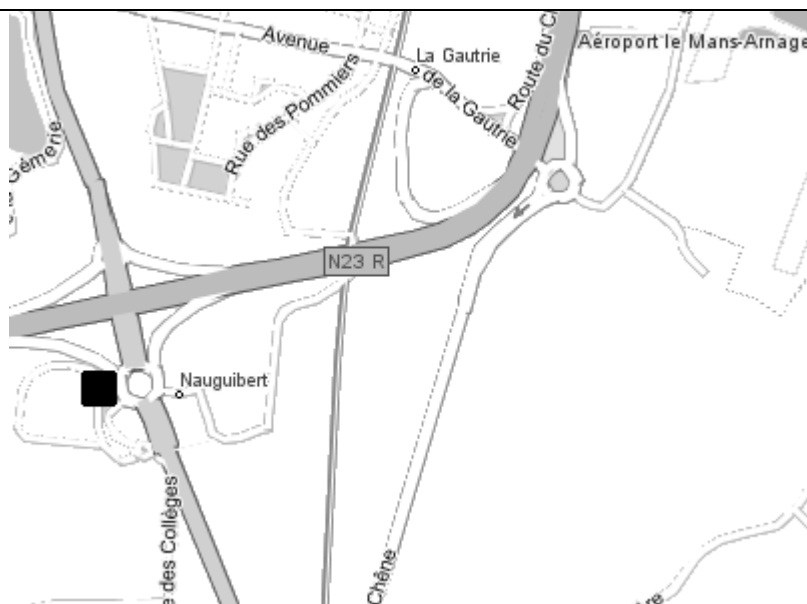
Large French supermarket chain, app 8 km away from the circuit



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"

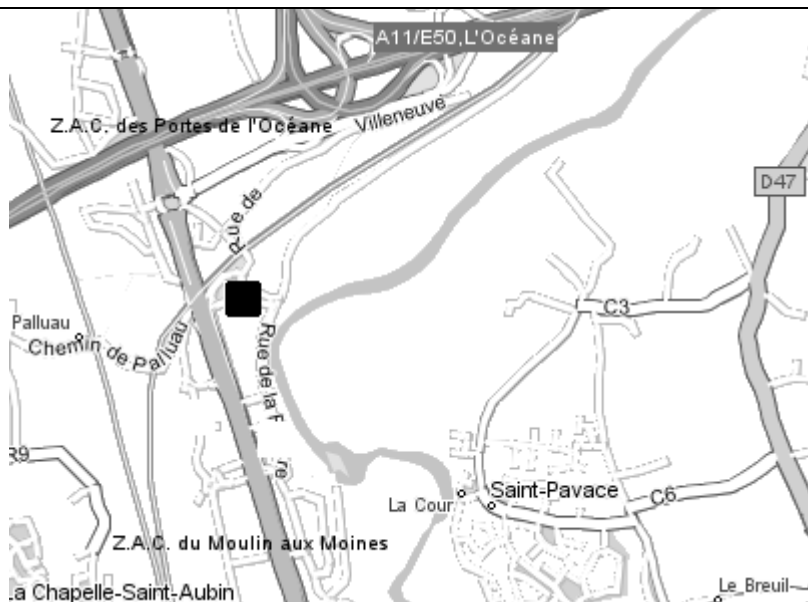
It's next to the big Leclerc Superstore, and another 100 m further up you'll find a Brico Depot warehouse with stuff you might need for your campsite (wire, lights...).



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



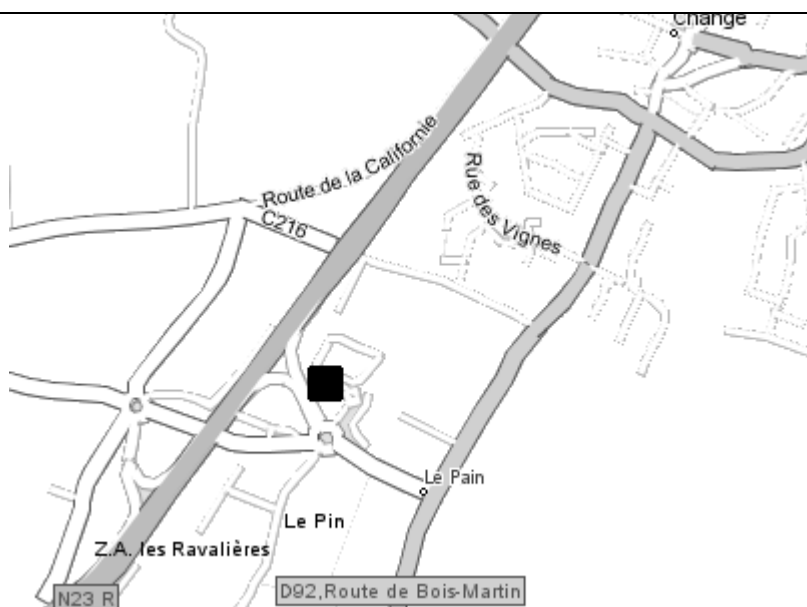
Super-U

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."

Forgot to bring fireworks with you? Need a fancy costume?

L'Arlequin
Family Village (see above)
ZAC Hunaudières
F-72230 Ruaudin
Phone: +33-(0)2 43 28 29 15
Fax : +33-(0)2 43 87 62 98
E-Mail : info@arlequin-lemans.fr
Website : www.arlequin-lemans.fr
Tuesday-Saturday: 9 :30 – 12:30 and 14 :00 – 19 :00.

Business Owners' Event in the town centre

The CCI (chamber of commerce) of Le Mans will be organizing a special event from Monday 2nd to Saturday 14th June 2008. 150 businesses will be participating (Le Mans, Arnage, Musanne) which will be easily identifiable by the chequered flags in the street outside their premises, and by the displays in their windows.

These businesses will invite their clients to take scratch cards which give them the chance to win the following prizes: 1 helicopter flight over the circuit; 4 x 43rd scale Heller models; 1 Le Mans racing review. Then there will be a final prize draw for 10 clients who can win 1 numbered reproduction model of the Ferrari 250 TR which was victorious in 1958; 4 Playstation 4 Grand Turismo games and 5 "Passionelle Mans" board games.

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."*



Pit Lane Exit

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



Dunlop Curve

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

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.



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.

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 is 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 Republique



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
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Rollcentre at Le Mans

By Hansgerd Bramann – proof-reading by Martin Short

Rollcentre Racing and the team principal and driver Martin Short can look back on a long history of motor sport, be it sprint, GT or endurance racing. This is a brief summary, capturing only their Le Mans and LMES efforts... simply because together with the rest, this would easily fill a whole book.

2003 - The plunge



After the 1000 KM race at Spa where the grid was a combination of FIASCC and British GT cars, the ACO decided to hold a one off race in preparation for the Le Mans Endurance Series (LMES) that should set off the following year. This race was held at the Bugatti circuit at Le Mans in November 2003. Martin Short took that opportunity for his first outing in a LMP900 car, the Reynard 01Q Ford of Fred Goddard Racing. They finished that race in 22nd place overall.

2004 - It's LMP900 !!!

Being used to do a job properly, Rollcentre announced the purchase of the two LMP900 Dallaras SP1 from the French ORECA team in December 2003 for their 2004 LMP assault. These cars - then equipped with the 4L V10 Judd engine - finished the 2002 Le Mans race in 4th and 6th position. With the backing of Deutsche Bank X-Markets, the great exercise of 2004 would start off at Sebring, include the participation in the LMES series and then possibly highlight with an entry in the 24 Heures du Mans. For the start, Rollcentre's intention was to only race one of the acquired chassis in the 2003 season and then later on - when getting used to the cars - race the second one as well. The drivers of the Dallara in the 2004 season were Martin Short, Joao Barbosa and Rob Barff.

The 12 Hours of **Sebring** are not without reason called one of the toughest racing events in the world, both for the cars and drivers. The Rollcentre Dallara started from the 6th position into the 12 hour long race behind 3 Audis and 2 Lolas. During the race, they worked their way up the order into 3rd position and kept that for the best part of the race. However, in the closing hours an overheating engine and then a broken throttle cable forced the team into an easier pace. The Dallara crossed the line in a fantastic 4th position in the LMP1 class and 5th overall. Rollcentre's tremendous first LMP success wasn't overseen by the ACO which rewarded the team with an invitation to Le Mans.

The first round of the newly formed Le Mans Endurance Series (LMES) took place at **Monza** in the beginning of May under mixed conditions, wet - dry - wet... The Dallara again was one of the top runners but issues with the fuel rig prevented them from finishing higher than the 5th place behind the three Audis and the Pescarolo. Rollcentre gained time on the track but lost it again during the pit stops.

The 24 Heures du Mans - A funny anecdote: During the weekend, Martin Short was interviewed by Radio LM and created a famous pun when explaining how it was to "wang it" down the Mulsanne straight. On Saturday evening, this phrase was often heard in conversations at the Champagne bar... "I'll wang it down to the beer bar now" or "Let's wang it over to the Crêpe Marnier stand", etc. Despite a heavily understeering Dallara, the race started off very well for Rollcentre. In fact, during the first few hours, Rollcentre worked their way steadily up the order into 4th place.



During the night, they closed in to the #17 Pescarolo, battling for the 3rd position. Early on Sunday morning, though, the faster Dallara was aggressively pushed off the track at the Dunlop curves by Sebastian Bourdais in the said Pescarolo. The Rollcentre car returned to the pits for a check up but some 20 minutes later the rear suspension collapsed where it had been hit by Bourdais sending Martin Short off the track into a horrible accident at the Porsche curves. The Dallara was finished off instantly and Rollcentre out of the race. Martin Short got away very badly, having his knee injured, the Dallara destroyed and his dreams shattered.



Just two weeks after Le Mans, the second round of the LMES was set at the famous **Nürburgring**. Patrick Pearce replaced Rob Barff at the wheel of the second Dallara chassis which was prepared hastily. The wet and dry mix made this race especially interesting as there were many spins and off into the gravel beds. Rollcentre finished this dramatic wet and dry poker in a solid 6th place behind the usual suspects: Three Audis and the Pescarolo.

Next up was the home ground round of the LMES for Rollcentre at **Silverstone**. Despite being 2nd fastest in the speed trap on the Hangar

straight, the Dallara started from 7th position. During the race the Rollcentre car suffered technical problems, one being a cutting out engine. A faulty ECU was the reason. The car dropped down the order and only finished in 15th place, a disappointing result for the hard working team.

The final round of the 2004 LMES season took place in the Belgian Ardennes at **Spa-Francorchamps** where Rollcentre won the GT class in the Mosler the year before. The practice sessions didn't prove to be trouble free but by race Sunday all issues were fixed. Joao Barbosa started the race from 6th position, quickly gaining two places into 4th. After pitting for fuel Patrick Pearce took over. In the upcoming drizzle, the Dallara suddenly spun at Raidillon and hit the armco twice very hard. The impact was indeed that hard that Patrick Pearce was rushed to hospital. Fortunately, he was ok soon. The race, however, was over.

Rollcentre finished their first LMP season with a 5th place at Sebring, a very promising showing at Le Mans and an 8th place in the LMES.

2005 - Two cars

Both Dallara chassis had been wrecked in the previous season. Rollcentre and their main sponsors Deutsche Bank X-Markets and Veryplast had a hard working winter putting their ambitious plans for the 2005 season into shape. Most notably, Rollcentre planned to enter both cars into the new season, one with the 4L Judd and the second one with a 3.4L Nissan turbo engine. Additionally, they switched the tyre manufacturer from Dunlop to Michelin. Due to a change in the ACO rule book, this should be the last year of the Dallaras in the LMP class. In order to re-enforce their plans, the 2004 ACO rulebook penalised the old LMP900 cars with a smaller air restrictor.



Rollcentre set high hopes in the Dallara Nissan combination and entered the 12 Hours of **Sebring** in just the Nissan powered car. It was the debut for Michael Krumm and Didier Theys in a Rollcentre car. During the preparation for the race, the Nissan engine was a bit down on power. The crew fixed this for the race and Joao Barbosa managed to get the car as high up as 4th position. But then, the trouble started: Engine issues, a faulty alternator and finally a broken gearbox meant an early end of the race for Rollcentre.



The 2005 LMES season started off where it ended the year before - **Spa-Francorchamps**. The conditions were foggy to say the least, actually at some parts of the circuit one couldn't see the hand before the eyes. After two thirds of the race, both Dallaras were running in 5th and 6th place, the Judd powered car leading the one with the Nissan engine. Suddenly, Andy Thompson lost the Nissan powered car at Blanchimont after being hit by a Dome. The #8 car, however, ended up in a fantastic 3rd position on the podium - at last.

The race Saturday of the **24 Heures du Mans** started with what could have easily be the cause for a heart attack at Rollcentre. The Judd powered car had a cooling system issue and after a gearbox rebuild on Friday the Nissan powered car even blew its engine during the warm up, all on Saturday morning, hours before the race. What a horrible start into a 24 hour race. Fortunately, the problem with the Judd powered car was fixed before the start of the race. The engine of the other car, however, needed to be replaced. An hour after the race start, the Dallara Nissan

was out on its first lap. And that being a very hesitant lap with a topspeed of just 72 km/h on the Mulsanne straight after which the car vanished again into the pits for a check up. By that time, the Judd powered car was in 6th position. After the four hour mark, the problems of the Nissan powered car seemed to be fixed (dodgy crank sensor) and it finally ran at race speed, albeit at the very end of the field. In the meantime, the Dallara Judd was running smoothly in 4th position and then even up into 2nd position. Martin Short even took over the lead of the race for a brief moment when the 1st placed Audi pitted. Unfortunately, a leaking power steering system called for attention... no rest for the poor and hard working Rollcentre crew. After six hours into the race, the Rollcentre Dallaras were classified 12th (Judd) and 37th (Nissan). In the early Sunday morning the crew managed to sort the power steering issue of the Judd powered car. Not long after that, they had to abandon the Nissan powered Dallara as it was too far behind the leader for the officials to be happy. After a long stop for further repairs just 3 hours before the flag fell, the Judd powered car crossed the line in 8th in the LMP class and 16th overall. The Dallara Nissan didn't make it into the classification because of insufficient distance covered. Motor racing can be a cruel and ungrateful sport, sometimes.

Three weeks after the drama at Le Mans, Rollcentre entered the second LMES round at **Monza** with just one Dallara, the Judd one. This race turned out to be again plastered with trouble for Rollcentre but the hard working team took their chances. Despite gear shift trouble, an overheating and overrevving engine, Rollcentre managed to reach the 3rd place on the podium, fantastic !!!



Rollcentre entered two cars for the LMES round in **Silverstone** which was set under dreadful wet conditions. After an hour into the race with heavy rain, the Nissan powered car was abandoned due to technical problems. The Judd powered car suffered electrical issues due to water creeping everywhere. Still, the team managed to finish in 3rd position on the podium - that was podium number three in 2005 !!!

The next race was back at the **'Ring**. Despite the high hopes that were put in the Nissan engine project, the Nissan powered Dallara hadn't finished a single race in the 2005 season. For this reason, Rollcentre threw the Nissan engine out and installed a trusty Judd engine in the second Dallara. The race started off with a great fight between Rollcentre and RML. The Short/Barbosa/Ickx Dallara finished that race in a solid 5th position, the sister car in 32nd.

The last round of the 2005 LMES season took place in **Istanbul** in miserable cold and wet conditions. The Short/Barbosa/Ickx car finished in 8th and the Primat/Jouanny car in 15th. In the final classification of the 2005 LMES season Rollcentre ended up in 4th (Dallara Judd) and 11th (Dallara Nissan, later Judd) place.

2006 – A year in LMP2



As it was clear that the Dallara chassis couldn't be used any more in 2006, the decision for a new car for that season was already taken quite early in 2005. In July 2005 Rollcentre surprised the public by announcing that they had placed an order for two Peter Elleray (the father of the Bentley Speed 8) designed Radical SR9 chassis. It was no surprise, though, that Rollcentre switched back to Dunlop rubber.

Rollcentre received the #1 Radical SR9 in late March 2006, just a few hours (yes, hours!) in time for their departure to the pre season test at

Paul Ricard in the south of France. Due to the late delivery, Rollcentre couldn't attend Sebring and therefore had to take part in the official LMES test to keep their chance to be nominated by the ACO for the 24 hour race at Le Mans. During the shake-down, the SR9 proved to be very quick but a mysterious gearbox problem meant that the team only had a fraction of the two days in France to get used to the new car.

The first round of the 2006 season took place in **Istanbul**, just a few days after Paul Ricard. Joao Barbosa put on an impressive lap time in qualifying, blowing most other LMP2 and even LMP1 contenders away - Martin Short commenting this with "We've got a missile". Rollcentre entered the race - which was oddly enough reduced to just 715 instead of the regular 1000 KMs due to a fuel shortage at the track - with high hopes. To outline the situation, the just delivered Rollcentre SR9 set the fastest LMP2 lap time and the 4th fastest lap time overall during its first race. Technical gremlins and an electrical failure which set off the fire extinguisher forced Rollcentre to retire, though... filed under "bad luck". And that with only 14 laps down on the winning Pescarolo... in order to finish the race, you have to cross the finish line. The Rollcentre Radical SR9 was all over the racing press, though.

After a shake-down at Silverstone where Rollcentre tested new equipment and worked on the reliability of the SR9, the next LMES round was set at **Spa-Francorchamps** under wet conditions. Despite the quick pace shown at Istanbul, Rollcentre only managed a disappointing 14th place overall on the grid due to a wrong tyre choice in qualifying. The race started off with a huge crash at Raidillon which took out 5 cars within the first lap. After the restart, Martin Short charged the Rollcentre car through the field up to 8th overall and then got hit off the track by a GT2 Porsche. That not enough, Martin got hit yet again by another GT2 Porsche after which the Rollcentre team had to retire due to substantial accident damage... yet more bad luck.

After two 4-6 hour races without seeing the flag it was clear that the team “needs to do a really good job at **Le Mans** (24 hour race !)", as Martin Short pointed out. That said, the focus for the Le Mans race lay much more on reliability and being careful with the car than on speed. Rollcentre went into the race from 14th position and Joao Barbosa worked his way up into 1st in LMP2 and 8th overall within his first tripple stint. By the end of the first quarter of the race, though, Martin Short pitted with an overheating engine. After this was fixed by the crew, the car had a quite trouble free run through the night until an issue with the clutch forced the car into another unplanned major service for the tired crew in the early morning hours. It was a long and hard race for the Rollcentre but the Radical finished in a very respectable 5th place in LMP2 and 20th place overall. Despite all the trouble, the press message was: “The Radical SR9 is an endurance race car which finished the 24 Hours of Le Mans”. And this was actually put on film. For those that haven't seen this film yet, there was a superb documentation film compiled about Rollcentre's challenge at Le Mans. The film “In the lap of gods” should have its place in every sports car enthusiast's video library, it even won a film award.

Now forth with the LMES season... round 3 of the 2006 LMES season was held at the **Nürburgring**. Again, the Rollcentre set a fast qualifying time and ended up in 2nd position on the grid in the LMP2 class. To the team's horror, the race officials noticed that the SR9 was equipped with the wrong air restrictor. This of course was installed in error and the race officials agreed to let Rollcentre start from the back of the grid. Joao Barbosa was fuming... and steaming through the field as if there was no tomorrow. Within the first half an hour he was up in 11th in class and 12th overall !!! By the end of his stint, he was in first position in LMP2 and 3rd overall !!! What a yawn dropping drive !!! While pitting for the last driver change from Martin back to Joao, the ASM Lola slipped through, stealing Rollcentre's first place in LMP2. Joao quickly hunted him down but while overtaking the ASM Lola, both cars collided, leaving the SR9 in the gravel pit. Rollcentre still finished that race in 3rd position in LMP2... finally a podium. The speed was there, the car had no technical hiccoughs - it was just a matter of having very bad luck which prevented them from ending up on the top step...



Donington was next on schedule and Rob Barff was back at the wheel in a Rollcentre race car. The small circuit meant that LMP1 and LMP2 lap times would be very close together. In qualifying, Joao put the SR9 into 4th position on the starting grid. Soon, he was in the lead in the LMP2 class but from the beginning on the SR9 had an issue with the paddle shift system. The gears had to be selected manually, not a problem really. Rollcentre managed to keep all LMP2 contenders behind them throughout the race. This time you could virtually smell the champagne... until... you guess it... disaster struck again. On the last splash and dash the SR9 was unwilling to restart. As the flag dropped, the car was still being worked on in the garage. To lose a safe top podium at the home ground race just 10 minutes before the finish must have been one of the most frustrating moments for Rollcentre in 2006.



The circuit of **Jarama** - just outside Madrid in Spain - called for the season final. For Rollcentre, this race looked like one frustrating picture of the whole season. Drama at the start, then making pace and charging through the field and finally retirement - this time due to accident and technical woes. Rob Barff's comment brought it to the point: “We had a lot of luck... all of it bad”.

Rollcentre put a huge amount of work into their LMP2 effort and the development of the SR9 but never really got awarded (except for the 3rd

place at the 'Ring). Upon that, the second chassis never saw a race because it was delivered at the end of the season. No wonder that Martin Short calls his relationship with Radical “interesting” - with a bitter undertone.

2007 - Back in LMP1 !!!

Closing the dramatic 2006 season which saw many "would be"s, Rollcentre and their main sponsor Deutsche Bank X-Markets decided to put up the Radicals for sale to make room for a new car to return back into the big boy's league (LMP1). During that time, you could actually follow the process of the purchase of the new car on www.ten-tenths.com. However, what the car would be was kept top secret. That of course raised the wildest speculations on said forum and lead to one of the most entertaining and amusing sports car threads I have ever seen. In the end, Rollcentre's new Audi chaser turned out to be the #2 Pescarolo C60 of 2006, equipped with a new 2007 tub and body and the brand new GV5.5 Judd V10 engine. The Pescarolo C60 already won all five rounds of the 2006 LMS season and the 2007 season would show that the revamped "Pesca" was an outright good choice...



The season started with the usual testing at **Paul Ricard** where the Rollcentre Pescarolo proved to be astonishingly quick. Joao Barbosa set the second quickest lap time behind one of the new Peugeots. Despite the fantastic lap time during the test, the LMS participation of the two Peugeot works cars promised to turn the new season into a difficult exercise for all other LMP1 contenders, especially the privateer teams.

The first LMES race took place at **Monza** with Joao Barbosa, Phil Keen and Stuart Hall sharing the cockpit. Due to an issue with the electrics in qualifying, the Rollcentre Pescarolo had to start from the pit lane. At the start there's usually very heavy traffic at the first chicane and the danger of being involved in an early accident is very high. The Rollcentre car was up in 12th within the first 20 minutes, anyway. So, nullo problemo. After one hour it climbed another 7 places into 5th position and up to 4th after 3 hours into the race. Then, a problem forced them into a longer pit stop, though. Rollcentre crossed the line in 7th position. The important fact was that they could match the speed of the "works" Pescarolos.



During the second LMES round at **Valencia**, Martin Short replaced Phil Keen at the wheel. In qualifying, the cars from position four to ten all lay within one second. Rollcentre started the race from 9th position. By halftime they were in 4th position. Further on, by the end of the 5th hour in 2nd. In an attempt to overtake the Charouz Lola, Joao Barbosa got shot off by Stefan Mücke. A further attempt to overtake the German resulted in a collision with a GT2 Porsche car, a flat tyre and a damaged rear suspension. The Rollcentre car dropped two places and finished the race in 4th position. This could have easily been a podium finish only spoiled by the DTM style antics of Mücke.

It's mid of June and France invites for the **24 Hours of Le Mans**. It was difficult to find a balanced setup in the mixed weather conditions in the week before the race. However, the Rollcentre Pescarolo qualified 8th on the starting grid. Due to elections in France the race started at 15:00, an hour earlier than usual. In the first hour of the race the car dropped two positions down to 10th. From then on, Rollcentre started to profit from the errors of their contenders. After two hours the Rollcentre car was classified in 7th position, an hour later in 6th position. This time, there were no dramas at Rollcentre, all went quite and easy. The drivers were triple stinting during the day and double stinting at night. It was just fuel - fuel - tyres - driver, all the way through. There's not much to report when everything runs smoothly, I like that. In the last few hours, however, it started to rain again. All of a sudden, the retirement of the #7 Peugeot pushed Rollcentre into 4th position. The #8 Peugeot was also in trouble and was pulled into the garage. When the rain culminated into a downpour of biblical proportions not far from the race finish, the safety car was sent out. To everyone's surprise a thoroughly tidy looking #8 Peugeot left it's garage just minutes before the safety car pulled in again. Apparently, Peugeot didn't want to be missed in the photo finish. What an odd end of the race. After 347 laps, the Rollcentre car crossed the line in 4th position !!! By this time, I already was around Paris on my way back home when I received a friendly text

message from a good friend saying that "ROLLCENTRE FINISHED THE 24 HOURS OF LE MANS IN 4TH POSITION"... I was nearly about to turn around. Work duties called, though. Reflecting later on, I have to say that I should have done exactly that. What a bloody awesome result for the Rollcentre crew !!!

And on top of that, Peugeot officials confessed after the race that the #8 car wouldn't have survived a further lap. Just dreaming, but another lap would have put Rollcentre on the podium.

Btw, John Matthews again produced a film about Rollcentre's efforts at Le Mans and even won a prize at the Milan film festival for the best documentary reportage. The film is called "Chasing the dream", also highly recommended.

Two weeks after that great result at Le Mans, the third LMS round took place at the **Nürburgring** with Martin Short, Joao Barbosa and Stuart Hall on board of the Pescarolo. Running already in race setup, Joao put the car into 11th place during qualifying. The race started off well, the Rollcentre car went up the order steadily and was in 3rd after the 2 hour mark. Just after that, a faulty starter motor cost them 23 minutes in the pits... too much time to catch up. Rollcentre finished the Nürburgring round in 10th position.

Rollcentre then entered the 1000 KMs of **Spa-Francorchamps** with the same driver squad as at the Nürburgring. It was Stuart Hall's first time on the rollercoaster in the Ardennes and on his first lap out, he posted an excellent time of 2:15. The Rollcentre Pescarolo qualified in 11th position. From the start of the race on, the Pescarolo charged through the field in an impressive run as usual, being 7th by the end of the first hour and 4th by the end of the second hour. Then - again - the starter motor made trouble and the crew lost a lot of time fixing the problem in the pits. The Pescarolo tumbled down the classification into 18th position. Again on the track, Stuart Hall tried hard to catch up the lost time - he was third fastest with a consistent lap time of 2:09 - and the Rollcentre Pescarolo crossed the line in 12th position, what a strong drive.

The home soil race at **Silverstone** was the last LMS race in Europe. Rollcentre qualified in 12th position. As usual, the Rollcentre Pescarolo raced up the order. From 12th up to 5th by the end of the 3rd hour, then on to 4th position after 4 hours into the race. After 191 laps Joao Barbosa carried the car over the finish line on to the third podium place behind the #7 Peugeot and the #16 "works" Pescarolo.

Rollcentre missed the last round of the LMS which took place in Brasil. They finished the 2007 season in 4th place in LMP1.

In December 2007, Rollcentre was awarded with the Nigel Moores Trophy for "the private entrant who has established the most meritorious performance in international motorsport". Martin and Stuart also received the ACO prize for the "highest placed British driver finishing Le Mans" for their achievement at Le Mans.

2008 - An even harder opposition



During the winter, Rollcentre developed their Pescarolo car further. The most notable change being a revised nose and splitter which should improve aerodynamics and some rearranged air ducts for better cooling the brakes. Under the skin there were changes too: The new MoTeC traction control and a modified suspension. These changes were successfully tested at Silverstone early in the year. Early this year, Rollcentre tested a few potential drivers at Paul Ricard.

The 2008 LMS season started off at **Barcelona** in April in fantastic sunny weather. There were quite a few new cars, the Audi R10, the Lola Aston-Martin, even the LMP2 Porsche Spyders which set very fast qualifying lap times. The Rollcentre Pescarolo qualified in 14th position on the grid piloted by Martin Short, Vanina Ickx and Joao Barbosa, Joao starting the race.

They steadily worked their way to the front, being in 11 by the end of the second hour. The engine got a bit warm and



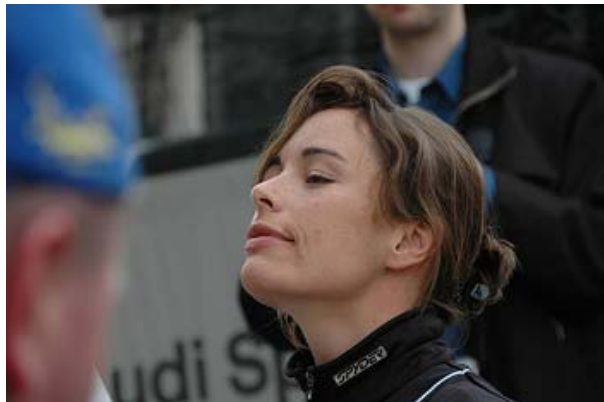
the power wasn't fully available. Still, Rollcentre could keep their 10th position. Btw, as a spectator I only can recommend the Barcelona and LMS combination for a perfect weekend trip. You can do sight seeing during the night and enjoy racing at the highest level during the day. The Circuit de Catalunya is only half an hour away from the city center by train and I have never been at a more spectator friendly circuit. Thankfully, the ACO has a 3 year contract with the circuit. So, I'm already booked for next year.

The second round of the LMS season at **Monza** brought a driver change in the Rollcentre squad. Joaoa Barbosa was missing due to his duties in the Grand-AM series in the USA. The 2007 British Formula Renault Champion Duncan Tappy filled the gap. He qualified the Rollcentre Pescarollo in 18th position. During the race they worked their way up the order to finish in a very good 7th position, one position behind one of the Audis.

The 1000 KMs of **Spa-Francorchamps** saw Joao Barbosa back at the wheel of the Rollcentre car. A new man in the driver's seat was Mikael Forsten, a former show jumping world cup winner and GT driver. Rollcentre qualified in 12th position. Vanina Ickx beat her own laptime record but then had quite a moment when she nearly collided with the slowly cruising Lavaggi heading into La Source. The Pescarolo spun off the circuit into the tyre wall and suffered a badly hurt nose. She made it back into the pits to change the nose. The car returned into the race with Mikael Forsten at the wheel in 19th position. Then more starting gremlins appeared so that the Rollcentre Pescarollo tumbled down the order to finish in 28th position.

Rollcentre's driver line up for the 76th edition of the 24 Heures du Mans will be Vanina Ickx, Joao Barbosa and Stephan Gregoire.

Of course everybody knows that **Vanina Ickx** is the daughter of the six time Le Mans winner Jacky Ickx but that doesn't mean that she was born as a racing driver. She finished her masters of biology in 1996 and by chance got a



drive in the Belgian BWM Compact Cup which started off her career. After many entries in different racing series and events she signed up with Rollcentre in 2005 for a drive in the Dallara Judd, helped enormously by her sponsor Veryplast. In 2006 and 2007 she was at the wheel of an Audi A4 in the German touring car championship DTM but due to an inferior 2 year old car she never had the chance to end up near the top of the field. This year she moved back to Rollcentre commenting this with "It's sooooo good to drive a prototype again!"

The career of the Portuguese **Joao Barbosa** started off in gocart sport from which he moved on to formula series where he won the Portuguese Formula Ford championship in 1994 and the Italian Formula Alfa

Boxster championship a year later. In 2001 he made his debut in the American Grand-AM series where he finished in third in the Rolex GT championship in 2002 and in second place in 2003. In the same year he joined Rollcentre to win the 1.000 KMs of Spa-Francorchamps in the Rollcentre Mosler MT900R. Since then, he's been the star driver of the Rollcentre team.

The racing career of the Frenchman **Stephan Gregoire** started off in 1987 where he won the French gocarting championship. The year later he moved on to the Porsche 944 cup and then to the French Formula 3B and A championship. In 1993 he moved to the USA to participate in the American Indy Racing League where he made 44 starts between 1996 and 2001. In 2002 he took a break from this series to compete in the North American endurance racing series. 2007 saw him back in an Indy car.

The British privateer team Rollcentre looks very much like little David against the mighty Goliath at Le Mans, especially this year with three Audis, three Peugeot and a mighty field of 20 highly professional LMP1 contenders. However, as 2007 has already shown, there's always a chance for the underdog...

So, when you see the Rollcentre Pescarolo passing by cross your finger a bit tighter.



Le Mans History: Mark Galvin - Racing at Le Mans

First of all a very big thank you to Mark Galvin for giving his permission to reproduce two of his first hand racing accounts which first appeared in www.ferrarichat.com. Many of you may know him as Kram the name he uses on motor racing forums. In 1981 Mark attended as a spectator, he hadn't raced a car before; in 1984 he was racing at his first Vingt Quatre Heures du Mans. He competed in '84, Dome RC82, Dorset Racing Associates: '85, Tiga GC85 Spice, Engineering: '86, Mazda 757, Mazdaspeed: '87 Mazda 757, Mazda-Speed CO LTD. Two breakdowns, two class wins and lots of fun.

So you want to know the story? So here it is....

Le Mans, the 24 hour race. That phrase has a great sound to it. Roaring engines, cherry red disk brakes, headlights in the night, one pair, then suddenly two pairs as the faster car jinks out and muscles in on the line, driver changes, air guns hammering at nuts, the sudden quiet when an engine doesn't start.....

It's got it all. What's not to love?

Mind you, being dumb as a sack of hammers none of this occurred to me until I was twenty five, by which time, although I had done a load of stuff, none of it had anything to do with racing.

I went and had a look at the race in '81.



It was amazing! I couldn't believe the energy pumped out by those engines as the cars hammered by, my chest being pounded by exhaust sound waves. The straight! It was actually unreal how fast they were going past - at over 200 mph. The car was a speck, it was a car, it was a blur, it was gone, faster than you can read this sentence. It didn't displace air as it went by, it generated a WIND, one that pulled at your hat and shoved tree branches aside; and if one car was passing the other out - Lord! It was like watching giants fight in that the forces generated by the conflict were so far removed from our physical strength there was almost no terms of reference. Driving one of those things was virtually inconceivable.

I slept in a hotel and then came back to the circuit.

They were still at it! The same cars!! How could something so powerful and fast even be built? To hell with the program, it had to be a different race, nothing could last that long at that pace! To see a car go by once was amazing, but to come back THE NEXT DAY and see the same cars still going at over 200 mph twice a lap, every lap, well, it just blew one's mind. There was only one word to describe this precise violence: Compelling, yes, compelling.

I was doing some work in Ireland. There was a race circuit near Naas. They had a school with two old Formula Fords. I could drive one of them without spinning or stalling. There was a place for me in the school if I wanted to come every Saturday.

I said 'Yes'.

I now know that if an orangutan with dengue fever had showed up there would have been a place in the school for him too, but fortunately he was occupied that day, so it was me in the car.

Things got better. If I bought a F.F. 1600 (and this August Academy just happened to have a 3 year old Royal to sell) the school would prepare it for me. I wondered if I could help teach at the school to defray the expenses? Fortunately an influx of pupils with - unbelievably - even less talent than myself arrived, so the answer ended up being a 'Yes'.

So I started racing in Ireland. I was now 26.

There were boys racing at that circuit who had been there since God was in short trousers. They knew every trick and winding of the place, and they were handy enough drivers to boot. The scrutineers were related to everyone by blood or by cash, I don't know, but things were absolutely wild. The wheel banging! Nose cones flying like confetti, paddock punch-ups, lap times judged from hourglasses, it was amazing. Now THAT was a school. Formula Ford was like a narrows in the river in that drivers jammed there like logs, either aground and held back by finances, roaring fresh into the pile propelled by a current of tallest, or just floating there, big and dominant. Lord I learned. After a year

I also drove a F.F. 2000, which was pretty much the same, only with slicks and wings. How good was I? Well, I was sort of there, being one of the boys that made the winner look good, but not being anything too special.

I was offered a works F2000 drive in England.

Now that sounds good, doesn't it? Well the manufacturer wasn't selling any cars so he had to try something. I had given him his first win and his first lap record, busting an impossible time set by Senna, so he had given me the job. I guess the orangutan was still busy elsewhere.

Things went O.K. The F2000 grid in England was good at the time in that everyone who was on it was as tough as hell. One day at Silverstone the top nine of us on the grid had set the same time to the 1,000 of a second - who got there first was on pole. Looking back most of the grid went on to F1 or win Le Mans (Donnelly, Bailey, Herbert, Sala, Wallace, Gugelmin, Brabham - the list goes on). There were guys that were never going to win but would keep you really honest, like Rick Morris. Hell, down midfield was some guy called Bradley; he sold fish for a living, and I'd seen him beat Senna in a straight fight at Donnington on a drying circuit. They were tough.

So, with nothing but two classes of Formula Ford I basically talked my way into driving for an impecunious English team at Le Mans. It was that simple. My Irish racing license enabled me to race in England - it was an international - thus, through a back door, I had the paperwork to do the job.



Le Mans 1984: The Dorset Racing Associates Dome RC82 (March) - Ford Cosworth DFL driven by Nick Faure, Mark Galvin and Richard Jones

© Rupert Lowes

The car, which was a Dome, had been built some time in the late 70's by a Japanese parts manufacturer who wanted to have a good show at Le Mans. To this end those boys had designed something that was as narrow as a bicycle, and it had run, and it had blown up, and it had been superseded by a design that could actually go around corners. A couple of years later a small British team bought it from the chicken farmer that was using it as a Hen Holiday Inn, painted it BRG, renamed it an '82 and polished the hell out of it. The plan was that their car would run with the big boys, in the C1 class.

With my C.V. I was lucky to get in the door.

In the team owner's view the automobile had been brought to Le Mans just to race, not to test and not to practice with. Each driver was given three laps - at night - to get in his time so that he could race, and that was that.

Learn a circuit? At night? With 23 corners and Jacky Ickx flying about? Hey, no problem!

I was white with fear when I got into the car, particularly as my co-driver was harping on about a flogged rose joint on a front wishbone. It would seem that the steering wobbled about a bit. As did the car. Oh yes, it had been clocked on the straight at 222 mph, so it was fast. Keep an eye on the mirrors, they had just gone on. And good luck!

There was a fresh-ish 3.3 DFL in the back and it growled like a bear in heat as I set off onto the circuit. The Mulsanne straight had a kink about 2/3 down the way, and that, I had been reliably told, was flat. There was a bump in the road before it so that the lights would sort of be pointing the wrong way when you were supposed to turn in, so one should count to four after the bump and start sawing on the wheel.

Did I take the kink flat first time out?

A very big HELL NO!!! I stomped on the brakes. It wasn't bad actually. I took it without lifting on the second lap.

By then things were interesting. Flat out in top total horsepower equaled total drag, which is to say this animal of a motor was straining, pumping out every erg of power it could while a giant hand of air held it back, squishing the car down to the circuit and fingering at wiper and mirrors. The mirrors weren't up to the fight; almost simultaneously they just vanished into the night, and then the wiper blade was suddenly jerked into the middle of the windscreen, moving so quickly it went between being there to being here with a quantum leap. The car did wander, but one could live with it; all I had to do was one lap within a certain % of pole and the Dome '82 was racing and I was an entrant.

On the next lap I came up to a Jolly Club Ferrari Boxer who was also on his qualifying run. He too was hard at it, I could see flames coming out of his exhaust, making the whole night blacker, his car straining to go faster. The odd

thing about the view was that subjectively he was reversing down the road towards me at some 40 mph! (He didn't make the cut.) I kept an eye out for headlights in the trees beside me for without mirrors I felt naked, and then I pulled back into the pits and switched off. Sitting in the silent car, knowing I was in, now that was a great moment.

I was 28 and it was a week away from my next birthday.

Now, you should know that Dome was cursed. If it competed in a six hour race it broke in hour four. If it did a 24 hour



Le Mans 1984: The Start

© Rupert Lowes

competition in broke after sixteen. It wouldn't finish, unless the race was red flagged I guess. Even then, it would probably have been the car that brought out the red flag in the first place. So it lived up to it's promises; it broke in the small hours of the morning, but not before I had learned to feel at home in it and, more importantly, at over 200 mph. Le Mans is almost always run the week of the full moon, and seeing our closest neighbour blurred by trees flashing as it rises in the warm summer air is incredible.

The straight is dull - as are all straights. I would use the first third to let go of the wheel with a hand and shake it, to give the wrists a break, and then all one had to do was keep

an eye out for traffic, faster and slower, and focus for the kink. Once you got up to speed any stone on the road hitting the underbody sounded like gunfire, and if you were slipstreaming a works Porsche or something else fast, their diffuser would pull up dust and stones from the track and pump it into your air vents, leaving you dry eyed and squinting when you most needed to look.

I got on well with the crew chief, in that I knew the RPM at various corners and the temperatures of the fluids around the circuit. He got a job with Spice, and the next year, when they were looking for a third driver for Le Mans, I got the phone call. Would I be interested in driving for the team that were leading the C2 Championship? You can guess what I said...

So you want to hear about '85? Don't read it - it's too long! Sorry.

Spice Engineering, a concern that was owned by Gordon Spice and Ray Bellm, had employed Jeff in '85 to turn things around, and he had done so remarkably quickly. The previous year their car had scarcely finished a race, but now it was dominant, thanks to Jeff and his passion for details. Around the factory he was known as 'The Ferret' because he was in everything and poking about everywhere. I was more than flattered that he had called - everyone who had ever driven an ass and cart was trying to get in that car for that race. (Jeff went on to be the production manager for the McLaren F1 car - not the race car, the sports car.)

I called around to the unit in Silverstone for a seat fitting, an ordeal that consists of you hanging off the steering wheel at the right height while two-part foam is poured into garbage bags under and behind you. The foam hardens very quickly, emitting a noxious gas as it does. Thanks to my spectacular luck the bag overflowed and the foam poured out onto the back of my head. Did I mention that the stuff was also used as an industrial adhesive? No? Well, it was, it is, and given its properties, probably always will be. They had to use an old hack saw blade to get my head (and the rest of me) free of the car. My next stop was a barber, one with power tools.

The need for the seat arose from the fact that Ray Bellm was huge, I was average, and Gordon was compact or small, depending on who you were talking to. We would each take care of our own seat during a pit stop, and if it broke, well then, that was your problem.

I ran in a CWP unit for the team at Silverstone and did a photo shoot with a couple of Hawaiian Tropic girls (one of the sponsors), and then a month or so later, we all met up again at Le Mans.

Now, this was more like it. Gordon wafted up to the farm house they had rented in his Rolls, Ray came in a new turbo Bentley, various beautiful friends came in various beautiful cars and I got a lift from a local, having bummed a flight to Le Mans with a factory team who had rented a plane.

The Spice was a hell of a lot nicer than the Dome to drive, it didn't wander and wish to commune with the scenery, it stopped, it turned, it did everything you wanted it to do, but it was heavy on the wrists. This year qualifying was easier, and there was a lot more of it. Jeff wanted fuel consumption tests and I was happy to do the driving, grinding

around the circuit with various gear ratios and on various tire compounds. During one run I saw a Sauber closing on me between the Mulsanne kink and the hairpin, leaving me to wonder if I should give him room before the corner or let him find his own way around me after it. They were fast cars, powered by a Mercedes engine that sucked through fuel at an unbelievable rate. The paddock scuttlebutt was that they would try and lead and then go into economy mode after half an hour, their sponsorship goals having been attained. I glanced back to see how much ground he was making against the Spice and found that he had - disappeared! Gone! I sorted my braking out and looked again, just catching sight of the car as it crunched down on it's nose cone, like a diver on a board hitting the surface of a frozen pond, and then it took off again, and then I had the hairpin to sort out and was gone. A lap later I spotted John Nielsen standing beside the shrapnel of his car. It was unbelievable that he was alive, forget walking about, but there he was.

I must say, by early Saturday afternoon things were looking very good. It was then that the ACO sent a messenger to get me. I headed up to their headquarters on the other side of the circuit and was ushered in to see a busy official.

"Good morning Mr. Galvin. I have been reviewing the paperwork collected at scrutineering last Tuesday and just come across your medical form. It is something we don't recognise, it looks completely different from everyone else's. It's white, not brown."

"I can understand that, the only other Irish driver has his medical done in England and thus uses a Royal Automobile Club form; mine is the Royal IRISH Automobile Club International. As you can see it has been properly completed and signed."

"I'm sorry Mr. Galvin but without a confirming telegram from your association - the RIAC? - I cannot accept this. If you get through to them please let me know, otherwise I hope you enjoy your stay and have a good time watching the race. Oh! Could you please notify your team that they should either find another qualified driver or confirm that they will be driving as a team of two? Thank you."

He stood up to reach across the desk to shake my hand and end the meeting, and that was the end of that.

Not.

I knew at once what was going on. Our car had qualified well and there was some local driver who wanted a seat in it. He had personally qualified, but his car had broken down or been smashed up, and he wanted to be in the race. Someone had drawn the short straw for me, it was sort of being like back in FF1600 in Ireland.



Le Mans 1985: Spice-Tiga GC85 (RAM) - Ford Cosworth DFL driven by Gordon Spice, Ray Bellm and Mark Galvin

© Rupert Lowes

There was no point in trying to get a telegram out of the RIAC, it was a weekend so no one would be in, and even if they were in they would never get it together to reply properly by 3:30 pm. If they were in, and they did reply, it would be to state that their paperwork was what it was and that the French should go and..... Well, you get my drift.

Back out into the heat of the day the place was chaos. People were running everywhere trying to get last minute bits and pieces for their cars, journalists were doing interviews under trees, and officials wearing vests were yelling at each other, at the journalists, and at the trees for want of better targets.

Tell the team? I wasn't going to be the bearer of bad news, at least not immediately. Tell them that their race was going to be screwed because I hadn't provided a suitable piece of paper? Jeff would be furious; Gordon and Ray would kill me. Looking at the problem sideways all that was missing was just a piece of paper, not a deed or a measurement, just another colored document, so to fix everything all I had to do was give them their little brown colored document.

Without further ado I headed back to the ACO's field office on my side of the tracks.

With all the officials running about the actual building was surprisingly empty. Out of the five or six desks only one was occupied, and the woman at it was so engrossed in producing some document from a typewriter that she never

looked up as I made my way past. I was relieved to see that there was no sign of an ACO vest or uniform, and if she wasn't wearing one then probably neither were most of her coworkers. I glanced about for some sign of Red Cross bureaucracy and then, over by the corner, I saw a Formica plaque that read 'Medical' in white letters against a black background, and best of all the desk below it was wonderfully unoccupied. I sat down and opened up all the drawers, finding a pile of blank medical forms of every nature, and, finally, a few of the drivers' sort, the ones that were so dearly loved by the ACO bureaucracy. I filled one in quickly and then I levered a picture out of my A.A. International permit and stapled it to the form. I looked around for stamps so that I could frank the thing and for once my luck held. The chief medical officer's stamp was on the desktop, along with an ink pad, so I franked the association column, franked my picture for good luck, tidied up, pushed back from the desk and walked out, passing a load of incoming people as I left. No one had even looked at me.

The next stop was the first aid tent. The doctor in charge was without a patient and we had gotten on when we had first met at the driver's briefing. She was about 55, sharp as a tack, and had a good sense of humor, but while she didn't throw me out of the tent it still took a bit of an effort persuaded her to sign the certificate, a deed she performed while looking both put-upon and amused. Had she known that the ACO hadn't issued me the document in the first place I think the amusement would have died rather rapidly, but the fact that I had walked rather than being carried, had the paperwork issued by her boss and was smiling a lot got the job done. Just.

After that it was simple. A trip back to the main ACO building, a few minutes of bluster and bulls**t with the secretary about presenting the wrong document - entirely my fault - and everyone shook hands as the little misunderstanding went away. Would they check up on the doctor who had signed it? With that much shouting going on? With all their doctors volunteers? Read a doctor's signature? Good luck.

Gordon who did the start made up a few places during his stint. Both he and Ray were very good drivers, but of the two he had the much better feel for the car. My turn came soon enough.

The Spice had a DFV in it, fresh for the race, and like all DFVs it would not run below 3,000 rpm. If you took your foot off the throttle the engine would go from a rattling shriek to dead silence instantly, there was a tiny clutch plate and thus no flywheel effect, and with a crank throw about as deep as the average cork screw, there was also little reciprocating inertia from the guts of the motor to keep things running. On top of that the clutch throw bearing had a life of 13 seconds when depressed, so pulling out of the pits was interesting, particularly with various marshals waving you down. If they wanted to let someone else out first or inspect some part of the car you were better off kicking the thing back into neutral and waiting it out. The same was true when you came to the new light system at the end of the pit lane.

Once out into the race it was great. The car pulled strongly, the gear box was smooth and the traffic well defined. Of the eighteen other cars in the C2 class there were only seven to worry about.

So what do you think about when you're driving at Le Mans? You don't think. Your whole mind and concentration is totally on the task at hand, in fact you are so busy concentrating there is almost no mental energy left over to remember the event. That's why pit crews hold out signs giving you your lap time, your place, and the number of laps left during your stint. If they didn't all the drivers would keep going until they ran out of gas, unless their car was equipped with a gas gauge and looking at it became part of their driving pattern.

Sometimes something so unusual happens that you do remember it. I was pulling a dawn shift when the sun came out, and as the earth started to warm, small pockets of mist formed in the undulations of the circuit. Driving down the Mulsanne, and again down to Indianapolis, you would see a road like a Chinese dragon, hump backs sticking out of a white sea of mist, and then you would dive down into a pocket and see nothing at all, and you would hope and pray that no one had broken down and was parked right where you were going. If someone had, it was all over for both of you. That lasted only about two laps, or less than eight minutes, for the charging cars ripped the mist to rags and then the sun burnt away the wandering shreds, which made it time to focus again.

The two Mazda's that were leading the class had a spot of gearbox bother and ended up well behind us, which took the pressure off in the last few hours. There was a rumor that our engine was failing, but it was untrue. We just backed off to make sure nothing bad happened, remembering that it wasn't the number of laps done that made a win, just the fact that the car was still in front and moving when the clock hit the twenty four hour mark. Come to think of it there is a piston out of the thing that Ray's father gave to me, it is somewhere in the basement and is in sound condition, ready to be built into a new engine and do another race.

The only disappointment was that due to the crowds I couldn't get up to the podium. Gordon Spice felt really badly about it for the same thing had happened to him a few years earlier when he had finished 3rd overall, but the bottom line was the just short of four years from starting I had a finish at Le Mans, and a class win thrown in to boot which was a hell of a lot more than I expected or deserved. A couple of friends had come from Ireland to watch, so I thumbed a lift off them down to the South of France; it was wonderful to have someone else do all the driving.

I turned 30 the next weekend.

(... to be continued in the Club Arnage Guide 2009)

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 2008 as to your allocation for 2009. 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 may 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>

	<p>Campsite Supplement</p> <p>If you arrive on a campsite before Wednesday, you will also be asked to pay a supplement for each extra night, 2008 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</p>
	<p>Parking</p> <p>As per camping, these are in the form of a hanger, for the pay car parks close to the circuit</p>

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. They also offer 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 (2008: 47 € instead of 62 €)
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 up to four 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. **Please note – this is now (from 2008) an additional €20 on top of the membership fee.** This provides fairly limited cover, and for people who are not France-resident, 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:

- 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
- The official film of the race – on DVD
- Photo report of the race – unpublished photos from the ACO taken by professionals – on CD-ROM

What Does It Cost?

For 2008, the costs of membership are:

- | | |
|---------------------|------|
| • Club 24 | € 95 |
| • Club 24 Collector | €195 |
| • Breakdown cover | €20 |



Is it worth it? From the writer's perspective – yes, for the Club 24 package. This year, the saving on 6 general entry tickets (€90) all but covers the cost of membership. The savings on campsite tickets (€24) meant that I made an overall saving of €19, and have all the other benefits as well. (In actual fact, the ACO allocated me 9 general entry tickets at the discounted rate, thus providing a further saving of €45 – but this, of course, was an error and can not be guaranteed!) Due to the lack of availability of certain camp site tickets this year, it may be that in the future, the only way to obtain the site of your choice is to purchase from one of the many ticket agencies, who appear to get priority over the general public. This will not only add to the costs of the camp site tickets, but also reduce the benefits of ACO membership to a level where the savings do not quite cover the cost of membership.

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!

Le Mans Moments: Dragons, Napoleon and a Big Angry Dog

By Steve TTTD – Team Tickle The Dragon



On the way back from this year's race we had a couple of hours to kill in Boulogne so we went to visit a WW1 war grave cemetery up on the cliffs overlooking the town to pay our respects. Leaving the cemetery two of the team decided to go and have a look at the statue of Napoleon...

I took my daughter off to the shops on the other side of the road..

20 minutes later, back at the car two breathless TTTD's came running over with the following story...

The garden around the statue was closed, but there was a low wall around it, over which they climbed.

They spent some time looking at the bullet scars in the base of the column and then Jon heard a dog bark. Jokingly he said "Mark, let me know if you see a bl**dy big guard dog"..

At which point this came charging across the garden, with a bad attitude and heading straight for them.

They scrambled up the base of the monument and stood looking down on a now, rather angry dog that was circling the monument with the clear intention of having two Dragons for lunch, Jon was also nursing a wounded foot where the dog had caught it as he climbed. After five minutes the dog got distracted by something and looked away...

Cue the two guys leaping off the column and sprinting for the wall, followed again by the dog..

They leapt over the wall and landed in a 7 foot high patch of stinging nettles outside the garden. Fortunately the dog was too big to jump... Looking up the breed of dog on the web we found this information...

The history of the Bordeaux dog is full of fighting. The breed has been used for hunting, guarding of his human family, house and property, and in the ring, pitted against all kinds of animals; bears, wolves, tigers and lions

So, it can add being pitted against Dragons to it's list, only we now know that Dragons can run faster than a Douge De Bordeaux.

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!



Around twenty signs in Michelin colours have been erected to make it easier to find your way around, in addition to more of the traditional plans of the circuit on the "Decaux" boards. What is more, three teams of two "balloon hostesses", recognisable by the Michelin balloons above their heads, will be on hand in the village to come to the aid of spectators and direct them as to the best routes for getting around the circuit.

Concerts

2 concerts will take place during the 24h of le Mans 2008, both of them on the stage close to the Dunlop bridge and free to anybody with a general entry ticket.

- Wednesday, 11th June, 21.00: "The Hoosiers" and "Fiction Plane"
- Saturday, 14th June, 21.00: "Mademoiselle K" and "Starsailor"

Breakdown Service

In case of breakdowns, spectators can call the A.C.O.'s breakdown service, phone +33 (0)2 43 50 50 50

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 some years ago 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!

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

A free wireless internet access point is available at the McDonalds on the Mulsanne straight (1st chicane), actually all McDonalds branches in Le Mans seem to offer this service. 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. Should you stumble across other Wi-Fi hotspots this year, please drop us a mail.

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.

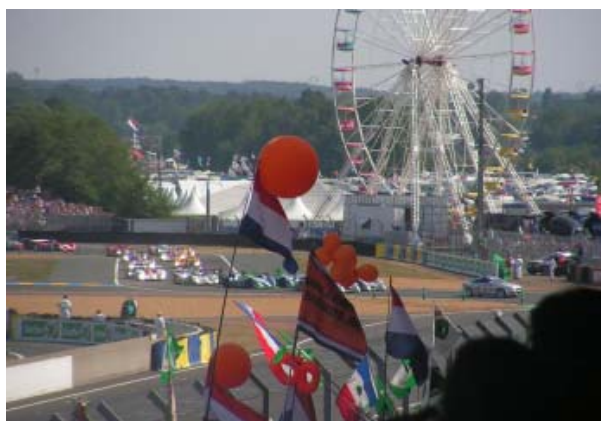
They use various track iterations but even the smallest circuit offers an exciting challenge. The standard varies wildly which lends itself to many a racing incident! This is definitely worth a visit and surprisingly quiet; sometimes you don't have to wait more than 20 minutes to get a race.



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.



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 'Consiergerie' 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 second is at the opposite end of the same row of buildings, on the way to the "Restaurant du Balcon".

Kangaroo TV - Portable TVs for rent

A novelty for 2008: Kangaroo TV sets will be available for rent at the circuit, the rental rate is 55 € per day for Saturday 14th June or Sunday, 15th June or 80 € from Wednesday 11th June 5.00 pm to Sunday 15th June 6.00 pm. The set comes with audio head set and a spare battery. They promise proper reception in all spectator areas (within the limits of the Bugatti Circuit, see the trackmap) as well as in the village. Furthermore you get real time access to the overall classification, class classification and lap times as well as all the race images (pits and circuit) plus the on-board cameras. Reservations can be made online at <http://www.kangaroo.tv/kangaroo-sports/lemans.php>.

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. Cruising at 200ft and just over 100 mph gives a different perspective of the circuit and race. The 10 minute 85 Euro flight completes about one and half laps of the circuit with the final part cutting across from the first Chicane “Playstation” to the Porsche Curves.

Views are good and it isn't necessary to all charge for the seats by the pilot. The flight enables you to see all the circuit and all the track campsites, it is easy to spot you own tent and any of your group lounging around having a cold one.

Cars slip by underneath as they are traveling much quicker. It might be wise to take the flight early on during the race, as by Sunday morning half the field could be retired, particularly if there are specific cars you would like to see around the circuit.



The aircraft seat between four to five passengers at a time, you can let the ground crew know how many are in your group and they will make sure you are together. The flights operate over PQ Test Day, the early part of the Qualifying sessions on Wednesday and Thursday and throughout Saturday and Sunday. The ticket office and take off point are almost in front of the main ACO HQ building. There are some signs for directions but look out for helicopter activity and a hole in the airfields concrete paneled fence and people heading towards the flight ticket portakabins.

There are two pay windows, one with a long queue, none French speakers and one with a short queue, French speakers, it is possible to pre-book tickets and booking forms for the 24 Hour race and the classic are included in this guide.

Next is the security check and after that you get directed to one of the tents to await your flight departure. It is all very straight forward and well organized.

From queuing to flight we waited almost an hour, but we had a large group of five and only one helicopter operating that day was large enough.

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.

Le Mans Moments: Navette

At 2pm on Sunday was sufficiently knowledgeable, wet and cold to predict an Audi win so trudged out the main gate to take a navette to my car parked in the Mulsanne car park, hopefully to catch the finish and then departing to my camp site. Sat around for 10 mins before the bus boss said '2 hours minimum to Mulsanne' to be greeted by boos and hisses. Next, a new navette pulled up and we were asked to transfer before departing via the one-way route past Expo, along the motorway to Arnage where we were greeted by the CRS who indicated Arnage was closed off and NOBODY was coming through, so back to the circuit. (Oh how they laughed as we left - the bar stewards !)

Sat around for another 10 mins - the race had now finished, changed into Navette no3 driven by a delightful blonde lass, almost gridlock but she retraced past Expo, along the motorway and came into the back of Arnage to find more CRS, the village was still blocked off, but we managed to then take the back road via Monce en Belin into Mulsanne to find my car in the middle of a muddy lake but just drivable out.

What was going on in Arnage - a break out of green monkey disease or something ?

Left the car park with heater on full blast (glad I left the Westie this year) and managed to reach the main bar in Mulsanne to get the first glass of refreshment down while watching the race highlights on M+M widescreen. Couldn't resist a smile at the Badgerham driver who parked his car outside (no weather equipment / windscreen etc) and carefully peeled his gloves off to dry over the table edge while separating wallet, euros, ciggies to make use of! A very wet chappie.

A big thanks to the Navette gang in getting through despite severe adversity and serious wet weather, although I will not leave it so late next time, and the hostelry at Mulsanne to have a beer on the table just when I needed it. (*Shades of Ice Cold in Alex here*).

Regards

Bryan C

Team LeMansZone – 23 pilgrimages to “La Sarthe”

How it all started: It was in spring 1984 when I sat with 2 friends of mine in the kitchen of my apartment, smoking, drinking beer and making plans for the summer. We were all committed petrol heads and after a couple of beers the idea of visiting the famous 24 hours of Le Mans came up. After some more beers this idea became a decision and preparations started soon thereafter. For the younger readers: Back in those dark ages there was no internet available, so I had to do a couple of phone calls to find out about the date of the race weekend. Someone – I don't remember who it was - gave me a date in June. One week prior to the race, on Saturday late afternoon we switched on the TV to watch football; but what we got instead was a report about the start of the 24 hours of Le Mans. We were wrong by a full week! Fortunately there were no cameras around and no one took a picture of my face that moment...

A year later we were much better organized and after a 500 mile journey from Cologne, Germany to Le Mans we arrived safely in my Mom's borrowed compact car at the race track. At that time life was simple: You could just turn up at Campsite Houx Annexe, buy your ticket at the gate, chose your pitch, occupy as much space as you wanted and have a good time. We had a fantastic weekend and in the following years more and more friends joined us and our team became bigger. Some people came back almost each year, some never; the average size of our group is around 10 – 12 people at the moment.

The hard core:

- **Andreas** – graphics designer and therefore our man for the production of team-T-shirts, stickers, banners and all that stuff – last year he came up with nicely designed individual name tags for our beer glasses.
- **Georg**, technician – our best boy: If we need to mount a generator to a hired cooling trailer in no time, construct a stainless steel mobile shower unit with an integrated fireworks rocket launch pad or set up a 20 feet flag pole including a satellite dish – he's the man!
- **Ihno** “Al Goldeone” Goldenstein – tax advisor in real life, the logic choice for the position of the chief financial officer of Team LeMansZone.
- **Michael** – gifted amateur camera man, he runs around with his camcorder and compiles our yearly DVDs – his specialty are bonus tracks hiding the not so family-compatible shots....
- **Werner** – that's me, no special talents, but as I'm the last surviving founder member of Team LeMansZone they address me as “the president”!



Team LeMansZone 2007 - Picture puzzle: Where is the president?

may be 8 - 10 portable loos for 1000+ people, so one who has not seen this himself cannot even remotely imagine what the nearby lawn looked like after 2 or 3 days. Mobile shower units seemed to be unknown in this part of the world anyway.

But watching the race action was much better then: We will never be able to stand as close to the track as in those years and gone are the days where you could take good pictures from almost everywhere at the track because there were no catch fences – maximum safety always comes with a price. Gone are also the days when you could turn up at the gates and buy campsite tickets for any site you liked – no months long nail-biting wait for the outcome of the annual A.C.O. ticket booking lottery. And in those days the fairground with its dancing girls and freak shows presenting e.g. the fattest woman on earth really deserved this name!

Over the years more than 30 different people came with us, not enough place here to present them all, like **Rolf, Franz Josef, Diddy, Stefan, Jan, Reinhard, Bocuse, Alfred, Gerd** and many others.

From 1985 to 2008 – The changes:

The author of these lines is normally not a fan of those “everything was much better in the old days” rants, usually done by frustrated grumpy old men, but I need to make an exemption for the purpose of this report: **It was much better at Le Mans then!** At least from a spectator's point of view – the drivers will most likely think different about it.

OK, one has to admit that the campsites were a complete mess in those days: In 1985 Houx Annexe had

Best race: Hard to say, we actually saw a lot of exciting races over the years, but those who were with us in the early days all remember the years 1987 and 1988 with the legendary battles between Porsche and Jaguar. Another epic race was the 1998 event with Porsche, Mercedes, Toyota and BMW competing for overall win.

Best moment: Visiting the Kruse Motorsport pit in 2007 and getting the car and engine explained by Team Manager and engineer Kai Kruse. Kai spent about half an hour with us and answered even our most stupid questions with great patience.

Worst moment: 1999, when some dickhead stole our generator from the campsite: We had to drink warm beer for the rest of the weekend!

Most irritating moment: Some years ago I was having a late night pee at a pile of garbage bags in some dark corner near the track. I was almost finished when I realized that those bags were moving. A closer look at the "garbage" bags revealed that some people were using them as sleeping bags...



Fairground attractions - 1991



2007 – Team LeMansZone visits Kruse Motorsport

Supporting our local team: When we started our annual Le Mans pilgrimage mid of the eighties, most of us either lived in Cologne or the area around or had some other ties with this beautiful city. Once you have started to fall in love with Cologne, you'll also start more or less automatically to support the local sport teams, like the Cologne soccer club, the ice hockey team and at that time of course the Cologne based Porsche Kremer team, which was for many years a regular starter at Le Mans and even scored an overall win in 1979. Unfortunately Kremer left Le Mans after 31 (!) participations in 2000 and we were left with no home team to cheer for. It took until 2007 before another Cologne based team hit the scene: Kruse Motorsport with its Pescarolo-Judd in 2007. Actually they had already been in 2005 in Le Mans but at that time they were using a British license and we just didn't know that they were from Cologne. We got into contact with team

manger Kai Kruse, a very nice bloke and he admitted that he is kind of proud now to have such a fan group supporting his small team – he even ran our sticker with the www.lemanszone.de web-address on the Pescarolo. Beginning 2008 Kai has founded a new team – Kruse Schiller Motorsport – thumbs up for them!



2007 – Expo Campsite



2007 – Support the local team!

Outlook: Well, 2008 is the 23rd trip of Team LeMansZone to the race and I'm sure many more will follow. A couple of years ago an intensive care nurse joined our team as a regular member, so we're well prepared for the future – we're all getting older, you know...

Cheers

Werner

Radio Le Mans – Tune in at 91.2 FM

Courtesy of John Hindhaugh

Radio Show Limited move into year 3 of the 'new' Radio Le Mans and most of the changes for this year concern the



service away from the track. Spectators at Le Mans for test day and race week will still be able to hear the popular mix of music, competitions and live commentary via FM transmitter. Further afield fans have even more to choose from to keep them entertained, both during the week of the race and the rest of the year. The portal to this information is the new look www.RadioLeMans.com.

RadioLeMans.com was re-launched in March and now boasts year-round audio streaming as well as an extensive free archive of ALMS, Le Mans and other endurance content. During three weeks in March the site attracted almost 100,000 visitors and that number was bettered in April thanks to some new, live, exclusive coverage of sportscar racing.

The classic Monza circuit was the first time the RSL team had attended a Le Mans Series race, indeed this was the first time that any commentators had been at a LMS venue for live coverage of the event. Bolstered by the new features, including video content from partner SpeedTV.com, April 1st to 28th saw over 236,000 visitors on the site.

Of course the biggest draw is still the Le Mans 24 Hours. In race week 2007 over 900,000 visitors found their way to www.radiolemans.com - adding that to our monthly numbers should mean that by the end of 2008 around 2 million people will have been exposed to the world of sportscar racing via www.radiolemans.com

This is all a far cry from the formative years of Radio Le Mans. Back then Radio Le Mans was only on air for a few days in June and existed (barely) from year to year and often scrambling for sponsors right up until (and sometimes during) race week. 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 French 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. (Interestingly the French Service has never moved on – it's still just like that!) Fine for the locals but this wasn't helpful to the biggest single national group at the race – the British.

In 1987, spurred on by sportscar enthusiast Harry Turner, 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.**

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

Over the years there have been numerous backers of the radio station with Unipart, Chrysler, BMW and Audi perhaps the most prominent. Haymarket's decision to bow out after the 2005 race saw Radio Show Limited – a company formed solely to ensure the continuation of the station – take over as rights holders. 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 the expansion of the website into a year-round resource.

For this year expect all the usual suspects: In essence the broadcast team remains very similar with regulars such as Paul Truswell, Graham Tyler along with USA's finest Charles Dressing and Jim Roller, all providing their usual brand of passion mixed with informative insight. Paul 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.

www.radiolemans.com will be covering the test day live on the Internet and at the track on FM. As usual the station will be on-air in the vicinity of the circuit from the Monday of race week. RadioLeMans.com also covers every ALMS and LMS event plus the Nurburgring and Silverstone Britcar 24 Hour races.

The Saint Saturnin Classic British Welcome

(Courtesy of www.classicbw.org)

For their eighth successive year the organisers of the now familiar and very popular Classic British Welcome, are pleased to announce that their partner for 2008 is the Ferrari Owners' Club.

1958 – Le Mans 24 Hour race - 10 Ferraris start, three finish, Ferrari N° 18 crashes and is burnt out – Ferrari N° 14 the 250 TR (Phil Hill/Olivier Gendebien) takes the lead in the 3rd hour and despite awful weather conditions, holds it for 21 hours of hard racing and crosses the line in 1st place – Ferrari's third win at Le Mans. Now 50 years later, in cooperation with the Ferrari Owners' Club and the Classic British Welcome, Ferrari is the featured marque at St. Saturnin on Friday 13th June 2008. Phil Hill, three Le Mans victories and Formula 1 World Champion in 1961, has kindly agreed to personally support this event.

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, Healey and Guests of Honour have included Jan Lammers, Derek Bell, Sir Stirling Moss, Johnny Herbert, Paul Frère, Michael Salmon and Jean Bloxham. For the 2008 edition visits of Le Mans race drivers including Jack Sears and Michael Salmon are planned. Within the site there will be restaurants, bars, picnic areas, boutiques, a Ferrari exhibition, plus models, photographs, paintings by well known Le Mans Artists, ACO Ticket Office, an air conditioned cinema, free car wash, Meguiars Car Care, live music and lots more!

The event, **with free entrance and parking**, is held **all day Friday 13th June and the Saturday morning 14th June 2008**. 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 This will include a selection of Ferraris (by courtesy of Motoring Adventures) and various other makes including Bentley, Lagonda, and Jaguar – exact details to be confirmed nearer the day.

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 13th and Saturday morning 14th June 2008. Doors will close at 12h00 on Saturday 14th June. For further information see the website www.classicbw.org.
Contacts and further information:

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Please note: There will be a Club Arnage cavalcade from the circuit to St. Saturnin on Friday, 13th June, start app. 2:00 pm, return to the circuit app. 6.00 pm.

We all love Le Mans, except for going to the toilet!

A retrospective look down the toilet of terror at Le Mans – By Andy Zarse

Vital information for rosy-cheeked Le Mans virgins. However, the CA Guide Editors recommend only those readers possessed of a strong stomach continue...



The annual preparations just prior to departure are a highlight of the whole Le Mans experience. You can nearly taste the ice cold Kronenbourg, feel that sandy gravel in your shoes and smell the thousands of burning sausages wafting on the evening breeze, whilst the rolling thunder of racing cars fills your psyche and nourishes your petrolheaded soul. It's great isn't it, a once-a-year binge of all that is bad, mad, wasteful and frowned upon by people who's job it is to tell us what to do and how to do it. Well, for one week in June they can all go hang as far as your average Le Manner is concerned; this is our week and we'll do it our way thank you.

So as a motoring event it's perfect right? Wrong! There's something nasty in the woodshed, something which fill one's contemplative mind with dread. The recollection of such matters brings your utopian dream of Le Sarthe back to grizzly reality. Problems like queuing in the traffic on a Friday, or the multiple speed traps set by Les Flics to raise funds for their Christmas party are worrisome. Campsite theft seems to be a big growth industry too. And what on earth is going on with all these numbered pitches on the campsites? We didn't need them in the old days when you just turned up and bought a camping pass on the gate. Oh yes, there's a lot to moan about, there really is. However, there is one thing far far worse than any of these minor nuisances; the dreaded French lavatories.

The terrible ablutions at Le Mans have become quite a talking point over the years and many are the tales of toilet woe described on the Club Arnage forum. I've been attending the big race for twenty years and the one thing that always ruins my sense of anticipation is the knowledge that somewhere, at some point, I'm going to have to gingerly place a Euro coin into the bleached hand of a member of Madame Shitehouse's gang, enter a fetid unventilated sweatbox and lower my strides. It's a frightful prospect, and there nearly always seems to be someone in a "terrible predicament" in the neighbouring trap. Perhaps it was our regular CA correspondent BigH, he got into some severe difficulties on Maison Blanche last year.

"Talking about movements, did anyone share the same experience as me in the squatters at LM this year? I don't know if it was the diet or the weather, or, God forbid, the company, but I remember slipping into one in an initially buoyant frame of mind on Sunday morning. You know how it is, you drop your shorts and assume the position and start straining. What followed was a new one on me, there wasn't really much action at first, then the Gattling gunning started, armour piercing ball bearings shooting out at rapid, though uneven intervals and ricocheting around the cubicle, I could have done with some safety goggles and was lucky to get away with a couple of small nicks. By now, you're getting a little knackered, and your legs are starting to shake so you try and compensate by taking your hands off your knees and pressing them to (the very near) walls. Sweat beads are forming on your brow. The bullets must have been a "plug", as the real action now started, and images of that river through Boscastle came to mind, and if there'd been a Post Office nearby, it would have been swept away. I can confirm that removing your shorts completely is a good idea, as is training up your thigh muscles, I was shaking like a leaf and grimacing like a monkey in a NASA centrifuge by then, and any thoughts of clearing up just weren't entertained.



And yet, you, or at least I, manage to exit the cubicle, not looking good, but with a straight face, nod to the next guy in the queue and say "it's all yours, mate!" Hours of endless fun, ones toilet."

Being a lady is no escape from such terrors. CA member Dark Warrior, a gentleman no less, decided he couldn't wait in line like the rest, so he put on his best impression of Little Britain's Emily...

"I was involved in a movement this year on Saturday morning that Charles Clarke should ban... I wandered from our encampment very, very, very hungover with that slightly loose feeling round the midriff and nether regions that one gets first thing the morning after the night before and I joined the queue for the traps at the bottom of MB. As we all know, at LM it can take some time before one can sit down, grasp the straining bars and take care of business of a morning but, as with the rest of the gents there, I waited patiently in line.

10 minutes, then 20 minutes go by... and I began to realise my 'Leave Tent, Wait, Dump' timing is very severely awry. The front of the queue was still a good 10 minutes away when the turtle's head slowly but surely forced its way into the subdued light of my shorts. Cloth was being touched by his little nose. There was no way he was going to be denied his bid for freedom. Things were looking decidedly embarrassing for me and unfortunate for all around me, when hallelujah, there appeared an empty trap in the ladies block and there were no ladies in the queue. Apologising to all around me, I hastened my way (in a gait used never before or since) to the trap where the turtle completed his escape and bejesus to the animal life behind him. He was making a swim for it, when there was a sound that was akin to the noise made by a flock of pigeons exiting their basket on the long flight back to the loft coupled with a massive physical sense of relief.

I go on record now if there were any CA'ers (or anyone else for that matter) there that morning, the need was genuine... and I didn't leave a mess for any of the fairer sex. There is a footnote to this sorry tale; I had an MRI ticket... If I had had my wits about me I could have walked up there and used their traps... I am embarrassed to this day!"

Quite! To be fair to the ACO, matters have improved in recent years. This is mainly due to the sterling efforts of the Shitehouse Family, that eclectic bunch of caravan-borne peripatetic bog cleaners, whose mission is to travel through France in an unending quest for lavatorial sanitary excellence. Woe betide you if you are unlucky enough to have to use any facilities at Le Mans where they are not involved. It serves as a terrible warning as to how ordinarily-normal folk's equilibrium can be upset once the demon drink's involved in sufficient quantities. I'd personally hazard a guess I wouldn't be embarrassed to go into the household lavatory of anyone who posts regularly on Club Arnage (The Gimp excepted of course) for a random and unannounced General Inspection of the Ablutions, and even if I didn't wish to eat my dinner off it, I'd likely find it in entirely satisfactory condition.



It remains a mystery therefore that by Saturday night some of the toilets at Le Mans resemble a bad day at a Crimean War Dysentery Hospital following an especially nasty outbreak of The Liquorice. For some unknown reason, shit gets plastered absolutely everywhere, up the walls, underneath the seat, down the outside of the pan, on the door handle, there's even flecks on the light shade. Who makes this terrible mess and why? It baffles and upsets me in equal measure, really it does, but being of a charitable disposition I'm always hopeful there's a logical explanation. It might be that a similar fate befell the previous toilet occupant of one lavatory just before my brother got to it;

"Phil popped into one of the long row of Porta-loos the ACO had set up in the field where they held the Jamiraquoi concert. I think he'd eaten some tartiflette that had strongly disagreed with him and which was racing through his digestive tract faster than an asylum seeker down the Channel Tunnel. Getting his bottom over the porcelain, or vacuum-moulded plastic in this instance, was deemed a necessity. He headed for the first vacant facility, was up the step like a mountain goat and had the door slammed closed in very swift order. The overture began when he went into that well rehearsed simultaneous movement, you know the one, whereby one fluidly undoes one's belt and buttons, pulls down the strides, bends forward and manoeuvres one's arse over the seat, whilst the Safety Car turns out the yellow flashing lights and pulls into the pit lane to allow the "cars" clear passage to hurtle down the "pit straight" and into the pan. Well, what could possibly go wrong?

It was at this moment Phil became aware of certain coolness on his right foot. Looking down he was aghast to note that he'd trodden in the worlds longest turd and crap was now oozing between his toes in his reef-sandal. I'm sure I need only mention the phrase "reflex gag" for you to understand the gravity of his predicament. The horror of what had befallen him stopped him dead in his tracks, so to speak. Whilst his backside had frozen pendulously in mid-air before it was even halfway positioned over the seat, the stench of freshly disturbed excreta hit the back of his olfactory canal, the gagging started and he was distressed to find himself vomiting into the back of his own trousers. Meanwhile, the tartiflette, together with the mortal remains of some prawns he'd eaten on the boat on the way over and goodness knows how many pints of beer, took this unfortunate moment to make good their escape from his rectum and jettisoned themselves all up the wall, the seat and even the light fitting...

It was at this point in proceedings he noticed that (drum roll) THERE WAS NO PAPER! Thus he was obliged to clean up using his tee-shirt. Fortunately the organisers were giving out those Audi 24 Hour Jam shirts, so good old VW Group saved the day."

It gets no better if you travel with the East Anglia Cobra Club, as CA Moderator Steve Brown's tale confirms:

"This is where my memory gets a bit murky, but I recall one of our brethren had his birthday that weekend, so we comprehensively Mickey Finned him. Later, he could not be found, so we drunkenly searched for him, only to find him asleep on the floor of the shitehouse, naked and covered in his own excrement and vomit. It transpired that, whilst sat having a dump, he felt the need to chunder and slid off the seat and rolled around to barf down the pan. In doing so, he laid a turd on the toilet seat, which he then put his arm on, and most of his upper torso - it was not a pleasant sight. He then chundered over himself and continued to shit on the floor - suffice to say that I refused to allow him back in the tent that evening. Oh happy days..."



And don't think you can escape this hell by the expedient of leaving the circuit. It's just as bad in the local environs, as CA's JP Chenet explains:

"On our way back to Cherbourg, 2001, we stopped at a mediocre supermarket for our "Booty" only to find the shelves stripped bare (no doubt by former visitors from this forum) So we decided to use the facilities before heading closer to the port to obtain supplies. We asked for directions to "Les Toilettes" and found ourselves at urinals on the outside wall of the building in the open that were in full view of the car park. Being so desperate, we had to partake but one of our group was so in need of the porcelain he had to brave the only "cubicle of hell" Whilst it was a single cubicle, with walls and a door (although still open air) it stunk to high heaven, looking as though it hadn't been flushed for at least three months, and the

smell of the thing meant he deposited more from being ill at the smell than what went down the pan."

And as if to reinforce the point Dave Harper, who was over from the States, had a similar experience:

"All these toilet tales puts me in mind of a run down from the UK 2 years ago where during our supplies purchase at a Super U, my previous several days quaffing in England had caught-up with my colon and it was time to drop the kids off at the pool. Having just emulated a space shuttle launch in the bog at the front of the supermarket, facing the main entrance, I was sitting there contemplating life and getting my breath back.

Unfortunately the "lock" on the door was no such thing and a middle aged lady promptly entered the bog I was in, screamed and fled, leaving the door wide-open to the supermarket main entrance. To complicate things the door was easily 5 or 6 feet from the porcelain throne so I basically just sat there, strides around my ankles nodding at passers by."

If you need to go, then for heaven's sake go! Don't try to hold it in; you'll never last until you get home. We tried it once, but thanks to the yeast in some dodgy cheap Boddingtons, matters got out of hand and we ended up protecting the car seats with newspaper as we'd run out of clean pants and trousers. It was on the same Sunday night an angry hotel owner in Cherbourg threatened to call the police on us at 3.00am. Apparently we were farting too loudly and waking up the other hotel guests.

My best advice is to bring plenty of toilet tissue; a 24 pack of Andrex per person should be enough for a few days. If there are more than two of you travelling, then a minivan-full might be a good idea. Avoid Izal Medicated like the plague. Go to the lavatory regularly, at least three times a day, but make sure you put lots of paper down the bowl before you sit down. A good length of vulcanised rubber to bite on is always a boon, in my experience. Don't drink the water but do have a bowl of Kellogg's Allbran every morning; you wouldn't want constipation, or it's polar opposite, to ruin your trip of a lifetime.

So to all newbies, please note; looking after one's bowels is terribly important, especially abroad. Haemorrhoid unctions are freely available in France, though we normally bring our own. We take a campervan kitted out with our own enema equipment, complete with a colonic irrigator. Our bottoms are models of cleanliness and probity, so shiny you can see your face in them. If you have any questions regarding problems of the digestive system, then someone at Club Arnage (and probably from Team Zarse) knows the answer. Just post your bottom-based query on the CA Forum in the Just to Say Hi section, you'll get a very warm welcome. Be warned, this is far preferable to being obliged to make your introduction to CA via the "It Happened To Me" section!

We'll leave the last word on this tawdry subject, once again, to BigH. I think he might have seen the future, but it isn't orange.

"Spread and scatter", not to mention 'carpet bombing' is normally a term reserved for military usage, but there are some fantastic textbook examples and specimens in evidence in the 'restrooms' of the circuit. In fact, 'restroom' seems a bit of a misnomer if you ask me, you're not going to get a coating of the processed remains of last night's cod, chips and piccalilli on the ceiling and adjacent fixtures by having a rest. I'd say some poisoned runaway from the Cirque-du-Soleil must top the list of suspected culprits.

*These thoughts and your poor brother's unfortunate experience bring us round to nature's design flaw here. There's just no rearward vision. God and his pearly design dept. have let us down badly on this one, even the boys at Morgan would have come up with something. A macro eyeball in a buttock (which would, I suppose, need a bifocal monocle as we grew older), or the biologically evolved equivalent of some of those reversing sensors would do the trick. Once, when preparing for a "sit-down" I'm absolutely sure a big bluebottle flew out of my ar**hole. A little disconcerting, I think you'll agree, and although I'm 99% sure about it, I really would have liked to have been the complete 100% before going to see my GP about it.*

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.



© Craig Antill

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: In France, as in the UK, smoking is now banned in all enclosed public places, even bars with who sell tobacco. Although rumours abound about this new law being generally flouted, this is not the writer's experience.

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.

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 Briocherie 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 “spécialité 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 choose one or the other.



The famous “Hawaiian Tropic” Girls

© Steve Brown



Nice try, boys!

© Steve Brown

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 your 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 centimes is about right) 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.



© Craig Antill

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.

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:

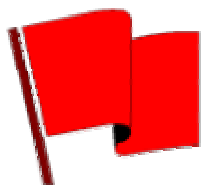
Course/Flag/Observer, these are effectively the Race Directors 'ground troops'. These three will work together on a post, the Course Marshal is the

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.

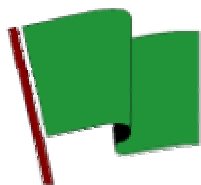
Pits, these Marshals will observe and report on all pit lane behavior and stops. To do that requires a knowledge of the rules and regulations, no mean feat when you consider that they need eyes everywhere and will need to react quickly, nimble feet are needed in the lane to see all, but avoid being in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



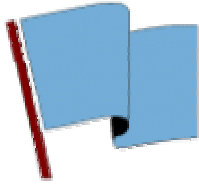
Red flags can only be waived upon instruction of the race director. When a race or a practice session is "red flagged" it is stopped due to some condition that has made the track unraceable. Typical conditions are accidents, weather problems or surface problems like too much oil or debris on the track. 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 waived 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.

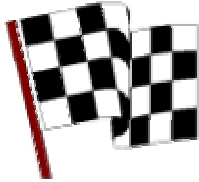


The blue flag indicates to the driver that there is a quicker car following and about to pass him:

- 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 waived blue flag indicates that the driver is about to be overtaken and should take care to permit the following vehicle a safe pass.



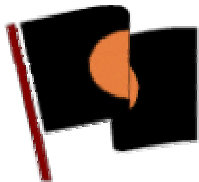
The black flag generally means that there has been an infraction of the rules and the driver, to whom that flag is shown must bring the car to the pits. It is usually displayed along with a pit board listing the driver's car number



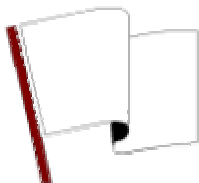
Without doubt the best know race flag, it is waved for all cars to indicate the finish of the race or a practice session.



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

Team Beermountain - One of life's great adventures



Booking your tickets to the “24 Heures Du Mans” is just the beginning of one of life's great adventures – a trip to the biggest motorsport party on Planet Earth. What you need now is what we at Beermountain describe as a “cunning plan” – getting everything organised so you get the most out of your trip can actually be very much a fun part of the challenge. By reading the Club Arnage guide, you have already made a great start to your own adventure!

Even though we have over 100 years of Le Mans experience in the team, every year we seem to make even more friends and discover new ways to have fun in new ways. Like many old hands, we used to turn up on Thursday afternoon and buy a ticket at the gate to camp

on Houx Annexe (where there was plenty of space) – crikey, how things have changed!

1664 Squadron

The team at Beermountain comes from all walks of life, but for one week of the year they have one purpose in mind – a cracking break from work in the sun with old friends - and a healthy dose of eccentric British humor thrown in for good measure. This year's Squadron includes old hands such as Mr. Disco, Buzz, Baldrick, Swiss, Oddball, Doctor, Fluffy, Mme Fluffy, and of course their spiritual leader, Mr. Toad.

Each member of our team has his own specialist skills – cooking, Chopper maintenance, sanitation services, paddling pool safety, munitions display, and entertainment – but all our squad are at heart hardened Beermountaineers! The team also has a medal system to recognize gallantry and bravery in the face of danger, adversity, and suspicious off cuts from the meat counter at Carrefour...



Beermountaineering for beginners

Like many visitors to Le Mans, Beermountain like to participate in some light Beermountaineering whilst in residence at the campsite. The sport has grown hugely in the last decade, and there are now many sub genres of the great game – alpine, freestyle (unaided by silicone and guy ropes), beer walls, beer towers, and as we get older, some wine mountaineering too!

We have an on call world record adjudicator in case you think you might be about to top out on a record breaking peak this year. Give us a shout on Radio Le Mans or look us out on Maison Blanche if you need help or a record confirmation.

If it's your first time in the world of Beermountaineering, please play safely – we recommend good quality silicone, a strong level base plank and plenty of guy ropes to begin with. Don't forget that to avoid an avalanche, you should only use one type of bottle – our favorite is the 1664 bottle with the temperature sensitive label. With the rate of exchange this year, its worth shopping for the best deals – and looking out for the cases with extra bottles free.

“The Wild Choppers”

In 2005 the Beermountain Chopper Display team “The Wild Choppers” put on their first major display in the village at Le Mans. A squadron of 8 daring and fairly unfit pilots, original mark 2 Raleigh Chopper bicycles and some military grade smoke made for an interesting site!



Supported by everyone we meet, the team has been getting more and more serious about the art of Chopperbatics each year since then. For the last two years we have closed the Driver's Parade in Le Mans town centre, as well as some trips out onto the strip for Mad Friday. We thought they would have banned us by now, but fortunately the good humour of the spectators, organisers and the pungent aroma of a lot of smoke has not led us to the cells just yet.

Each year we have to run training and familiarisation sessions for new pilots in the team – quite a spectator sport. Like the Red Arrows, our team rotates several members each year and the positions in the formations we use are fairly precise – one wrong move and its potential carnage, and that's before we let Baldrick release the smoke! On the morning of the main display, Sdn Ldr Toad

conducts a final briefing session for flying officers using models to run through everyone's place in each formation, then it's a cold beer to steady the nerves...and the call comes to scramble. Each bike has its own challenges – missing gears, limited brakes or malfunctioning horns! All part of the fun.

As this guide goes to press this year we are working on a new display which we hope you will have a chance to see – if it comes off it will be quite a sight! If it doesn't, we shall just smoke our pipes and reminisce over a cold beer at our HQ, ready for the big scramble!

Our plans for 2008

Based on Maison Blanche, we are aiming for a cracking time as always. Mr. Toad has got hold of an original 1974 “Super Flight Deck” game and will be challenging visitors to try their skills at landing a plastic F4 on the deck of the aircraft carrier whilst balancing a beer on their head. Doctor has an original copy of “Escape from Colditz” and will be inviting fellow campers to join him in the Great Escape whilst the ACO security play the role of the guards to our camp. Oddball will be back for the first time since 1997, with a unique acoustic live set on his didgeridoo. The Wild Choppers will be on standby, as well as our vintage Willy's jeep. There is talk of a large paella, and well known BM club DJ's have been booked for the private “Zulu Lounge” sessions in the evenings.

Like Club Arnage, Beermountain has an open session for all its members – this year it is at Jannine's Bar (Aux Portes du Circuit), on the road into the city just past the main entrance (opposite the entrance to the Expo pig pen, sorry, campsite. This will take place from 16.00 on Thursday 12th June. (With thanks to Jannine for welcoming us here again.) Members of Club Arnage are very welcome to attend this event.

Have fun & play safe

Make sure you have a great time this year – in 2007 there seemed to be a higher level of petty crime than usual on some campsites. Don't let anyone spoil your fun – lock away your valuables, keep an eye on the areas around you – and look out for your fellow campers when they are away from their base. Without sounding too much like a spoilsport, it is all our responsibility to make sure everyone can have a great trip without accident and injury – drive safely, don't drink and drive, and respect the fantastic cars driven by many race goers like they were your own.

On behalf of all at Beermountain, we hope your trip this year is truly vintage stuff. It will soon be June, and we will all soon be there. Take care out there, and if in doubt, smile and enjoy each twist and turn in your own Le Mans adventure!

With best regards, and as we tend to shout loudly at each other as we steer our trusty Choppers into a scrap, “Yahooo!”

Mr. Toad, Beermountain.com

Club Arnage Forum Gathering

The traditional CA gathering in the race village will be on Saturday, 14th 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...



Following the race from home

So you can't go, for whatever reasons, don't dwell on it, stick the tent up in the garden, and make the most of the weekend. You've got a few choices.

TV Schedule

Le Mans is not being shown on Motors TV this year, so you have to live with Eurosport:

Wed 11 June

- LIVE qualifying 18:00 - 20:00 (BE2)

Thu 12 June

- LIVE qualifying 21:00 - 23:00 (BE2)

Sat 14 June

- LIVE warm-up 08:00-08:45 (BE)
- LIVE race 13:30-14:45 (BE)
- LIVE race 14:45-17:15 (BE2)
- LIVE race 17:15-19:00 (BE)
- LIVE race 19:00-21:00 (BE2)
- LIVE race 21:00-21:30 (BE)
- LIVE race 21:30-00:45 (BE2)

Sun 15 June

- LIVE race 00:45-7:45 (BE)
- LIVE race 07:45-10:00 (BE2)
- LIVE race 10:00-11:00 (BE)
- LIVE race 11:00-13:00 (BE2)
- LIVE race 13:00-14:15 (BE)

Carlton Kirby, Chris Parsons, Tony Delahunty and Simon Hill will be the Eurosport commentary team.

European TV schedules are available on the ACO website here: http://www.lemans.org/24heuresdumans/actu/2008-05-13_CF_2882_fr.html.

Internet

If you've got a reasonable quality broadband connection, you can follow the race from home quite well. You may exceed your download limit if you do have one. Some providers get a bit humpy about vastly exceeding your allowance. It's best to register for access on the relevant sites using Internet Explorer, as Firefox sometimes doesn't work properly.

Radio Le Mans on the Internet: Hindy et al will keep you up to date with it all, as it happens, and it is as invaluable at home as it is at the circuit. You can listen online www.radiolemans.com then click on the 'listen live' button. They have live pretty much uninterrupted coverage of all practice and race. Also they are a very good source of info for further locations for obtaining streaming coverage / live timing. This is the first choice for following the race, everything else comes second. Don't forget to send your regards to the luckier CA members.

Speed onboard pass: This may require you to sign up, but it is free at gms.speedtv.com/ONLINE/. You should get decent (but small) online footage from certain cars (Well, you did from Sebring anyway).

The ACO themselves: Their live timing and scoring is free, but access to the webcams around the circuit requires a membership of club24web, (About 12 quid) but may be available elsewhere, address is www.lemans.org. The facility is also available free to all ACO members.

Eurosport: Was allegedly pretty rubbish online for the LMS 1000 km races see www.eurosport.com



www.planetlemans.com – The team will cover the race and qualifying live minute by minute in their online reports.

Forums: These will be populated by those like yourself, the fractious, grumpy staybehinds, see www.clubarnage.com, www.beermountain.com, www.pistonheads.com. etc. There may be a free subscription to www.dailysportscar.com too, listen out on Radio Le Mans for any details.

TVU – wheels – speed: Download and install the free player from www.tvunetworks.com. Then you can open the player, and select the 'sport' tab. Scroll down and you'll find the 'wheels' channel. Last year was pretty good, and worked well for Sebring too. But it's American, and they sometimes clog up the streaming video with Nascar. Yee-Haw. Wear a silly hat and marry your cousin etc.

I hope you all have as good a time this year as I did last year. You'll be there in spirit.

The Club Arnage Charity Fund

A few words of thanks ...

Just a quick note to say thank you for the incredible amount of money we raised in 2007 for our nominated charities. When we added the donations for the guide to the money raised at the charity auction held at the DfH party on the evening of Mad Friday we had £2198.16. Split three ways this gave each of our nominated charities £732.72. Cheques have gone to all three charities with two giant cheques being presented to the beneficiaries by members of CA. The stories of these two cheques are included here for you to read. I am working on arranging the presentation of the third giant cheque to the AICR in the near future. As they are one of our permanent charities the presentation will be made after Le Mans and the amount on the cheque will represent two year's worth of donations.

Special thanks go to our Dutch friends from "Drinking for Holland" for allowing us to hold the charity auction during their party. Without their help and friendship so much of what we do to raise money would be so much more difficult. Special thanks also to all who worked, and continue to do so, at gathering goodies for the charity auction. We did well in 2007. Let's see if we can do better in 2008 - you have for sure donated when you downloaded this guide – have you?

Doris
Head of Club Arnage Charity

13th April 2008: Club Arnage presents cheque to Motorsport Safety Fund at Silverstone.

It was sunny. It was wet. It was warm. It was cold. It was fun! It was typical British Motor Racing! The meeting was a BRSCC (British Racing & Sports Car Club) meet and the Motorsport Safety Fund had arranged complimentary tickets for us as we were to present our big cheque to them. Unfortunately none of the trustees could attend but The MSF had arranged for us to meet with Glynn Lee – Senior Clerk of the Course – and present our cheque to him.



We arrived early and watched some racing before heading to the relative comfort of the Paddock Café for a coffee or two and a bacon roll. Then it was back to watch some more racing before grabbing a quick pint while final details were added to the cheque.

Once the cheque was ready and the clock struck ten past two we headed up to race control to find Glynn. Glynn was hopeful we would be able to make the presentation on the podium but unfortunately the door to the podium was locked, and rather than keep Glynn from his busy schedule we presented the cheque to him in one of the media suites.

Glynn then headed back to his position in race control and we were left to our own devices.

Now, to get from race control to the media suites at Silverstone you have to walk across a gantry, and if you look down from this gantry you can see the steps that lead up to the back of the podium. So it was we found our way onto the podium with the big cheque. Those of us who travelled to Silverstone for the cheque presentation got a day we will remember forever. Not just because we got to stand on the podium, but also because we got to hear those commenting gems - "Whoosh", "And they're all searching for the start lights on the gantry!", "And it's Mini, Mini, Mini, Mini" and "There are 110 cars in second place."

28th April 2008: Club Arnage presents cheque to Kidney Research UK.

The presentation of the cheque to Kidney Research UK was a quiet affair, especially compared to the MSF presentation at Silverstone. On the afternoon of Monday 28 April CA moderator Geoff Morgan took our big cheque along to the Kidney Research offices in Peterborough and handed over not only the big cheque but, more importantly, the real cheque to Pete Revell.

CA member "Big H" had hoped to cycle to the presentation but feared Peterborough beyond his limits. He did say something about driving to Peterborough and cycling the last 100 yards or so but it was understood this was even too much for him now he's out of training.



Spyker Squadron at Le Mans 2008

By Sander van Dijk, Spyker Squadron b.v.

Although the team did everything to put the best possible car on the grid, reliability was Spyker Squadron's main competitor in the first half of last year's season. The team tried to do their utmost with the budgets available and around the season midpoint the team managed to get things right and even finished their Le Mans Series season with a podium finish in Silverstone. Weeks later the team almost managed to repeat their UK success in the 'Mil Milhas' of Brazil where they finished just off the podium in a fourth position.



Only days after their podium finish in Silverstone the ad-interim Spyker CEO Mr. Hans Hugenholtz announced the sale of the Spyker Formula One Team to Indian businessman Vijay Mallya. It became increasingly clear that Spyker could not continue to operate in both the world of Formula One as well as to maintain the investments needed to grow and develop the road car division. "First priority is given to Spyker's investors, employees, dealers, suppliers and customers and it is therefore time for us to return to our core activity" said mr. Hugenholtz last September.

Early December the Dutch manufacturer of exclusive sports cars announced that it entered into exclusive

negotiations with SNORAS group of Vilnius, Lithuania, an affiliate of the Convers Group of Moscow, Russia, for the refinancing of its operations. Right before Christmas Spyker reached an agreement with SNORAS to reinforce the working capital, fund the development of the Spyker C8 Long Wheel Base (LWB), and the Peking-to-Paris SSUV thus implementing the recently finalized long-term business plan.

"Spyker's participation in professional motor sport remains important for the Spyker brand because the direct impact it has on its road cars being accepted as high performance sports cars" said mr. Victor R. Muller, CEO, in early January. And with the F1 team sold, Spyker again focused on the development of the GT cars.

Much later than anticipated the Spyker Squadron engineers and mechanics could finally start building their 2008 cars. Although a lot of design and CAD-work had been completed in the months before, the designs now had to be translated into prototypes and eventually in the new cars.

The new Lavolette GT2R

Although Spyker Cars announced a strong focus on the production of the LWB models, the team decided to further continue the development of their C8 Short Wheel Base (SWB) platform, simply because the new LWB cars were not to be produced before mid 2008. Instead of continuing to race the Spyder (cabriolet) version of the C8, the first Spyker that earned podium positions for the Dutch manufacturer in the international GT arena, the team decided to use a Lavolette (coupe) for its better aerodynamic qualities amongst other reasons.

The 2008 SWB Spyker C8 Lavolette GT2R is built from the ground up and should really be seen as a new platform for further developments in 2008 and 2009. Joint tests with longtime Squadron partner Hegemann, the manufacturer of the chassis used in the GT2R versions, showed that their new aluminum spaceframe was over 50 per cent stiffer than the chassis of last year's C8 Spyder.



Based on the team's knowledge and experience with their previous GT racer, a long list of components were changed or improved. To name a few: the suspension, data acquisition, electrical harnesses and fuel tank were upgraded. Also the dashboard layout, engine components and motor management systems have been updated to

the highest standards. Furthermore the aerodynamics of the car have been further improved. The total package results in a new platform for Spyker to engage the GT2 competition at the highest level thinkable.

Partners



The new Laviolette GT2R was presented to the press earlier this year at the International Geneva Motor Show where Spyker Squadron also welcomed Lithuanian SNORAS Bank as its title sponsor for the upcoming season. At the same time Spyker Squadron again signed a partnership with Alexandre Pesci, owner of Swiss Spyker dealer team 'Speedy Racing Team'. Speedy Racing is again partnered by LEMO Connectors and welcomes Rebellion Horlogerie as one of its latest sponsors.

The partnership of SNORAS Bank and the continued support of Alexandre Pesci helped to accelerate the team's 2008 plans. Whilst the new car was presented to the press the team worked hard in their Zeewolde based facilities to finalize the

cars for the first race meeting; the LMS season opener in Barcelona, Spain. With just a week to go before the first race the first car was barely ready before it completed its first laps at a nearby test track in the Netherlands before the team headed for Spain.

The 2008 Drivers

In the week before the race the team also announced their 2008 Le Mans Series driver line-up; "Our number 85 car will be driven by Alexey Vasiliev (RUS), Ralf Kelleners (GER) and Peter Dumbreck (GBR)" said Peter van Erp, Managing Director of Spyker Squadron, before the Spanish round. "Peter Dumbreck is well known to the team. He has lots of experience with the car and I am happy that he rejoins us for another season. I am also very pleased with the arrival of Ralf Kelleners. Ralf brings lots of race experience but he is also one of those drivers that is technically well underwritten. Alexey is also new to the team although he tested the car earlier this year in Estoril, and I am looking forward to work with him". The second car, the number 94 Speedy Racing Team car, will be piloted by Andrea Chiesa (SUI) and Benjamin Leuenberger (SUI). Peter van Erp: "Chiesa is our second Spyker regular. He knows the team and car very well. He is a very keen driver and based on his experience I expect him to reach a new level of performance. Benjamin has tested a Spyker in 2007 and also drove the C8 Spyder at Paul Ricard last month. I was surprised by his calmness and professional approach and suspect he will perform well". Both drivers will be joined by fellow countryman Iradj Alexander for the 24 Hours of Le Mans.



The Le Mans Series

As the team missed valuable track time in preparation to the first race their goal for Barcelona was to work towards a setup that would match the performance of its predecessor. From there the team would be able to gradually improve times and performance, and, with new components and improvements already scheduled, they could improve their pace in the events to come.

The race turned out to be one of extremes for the Dutch team - one car retired early in the race due to technical problems while the other car managed to finish in a fifth position - better than the team could wish for. After all the car turned its wheels for the first time this weekend and many small problems had to be resolved. The team returned to Zeewolde as quickly as possible, there was plenty of work still to be completed and Le Mans was approaching fast.

Back in the workshop the team had only two weeks to continue their continued quest for improvements; some of the startup problems the team experienced in Spain were eliminated and upgraded the radiator exit duct. The newly developed exit duct resulted in a more effective radiator air-flow but also improved the down force on the front axle. In the weekend before the race the team completed a thorough shakedown at the RDW test track in Lelystad before heading down to Italy for round two of the Le Mans Series.

Due to its high speed nature Monza was of high importance in the essential preparations for this month's 24 Hours of Le Mans. Both cars did well in the race and gradually moved forward. After almost five hours of racing, when the leading Peugeot was already in its final race lap, Peter Dumbreck called the team over the radio that there was a problem with the engine whilst running in a fifth position. While the Peugeot 908 LMP1 crossed the finish line Peter just made it to the pit box and therefore did not finish...

The other car started from the pit lane due to a penalty for high temperatures in the cockpit but fought its way to the front of the field. The car eventually finished fifth but as a top-3 car was disqualified after the race the Leuenberger-Chiesa car were classified 4th.

With the three Le Mans Series races in just under six weeks, shakedown and tests, in a season full of national and bank holidays, the team was stretched to its limits. Time was not only spent on the preparations for the races but also on the ongoing development of the new cars and the essential but time consuming preparations for this month's 76th run of the 24 Hours of Le Mans. Only two weeks later the team was on its way to Spa-Francorchamps in hope for more good results after their encouraging season start. Swiss Iradj Alexander joined the Swiss crew at Spa to get prepared for the 24 Hours. Spa proved to be a promising weekend. The team brought their new engine to the track to see how it would perform in the #85 Dumbreck-Kelleners-Vasiliev car. With the altered firing order and with the new flat plane crankshaft layout the sound changed from a typical American V8 to a high-pitched race engine. Car #85 did very well in the race and ran in a fifth position half-way in the race until it had to return to the pit after it was hit by a prototype. It could later rejoin the field but finished ninth.

Although the other crew had a hard time finding a good setup and decided to start from the pit lane, they did an exceptional job in the race. When track conditions improved it was Swiss Andrea Chiesa who improved his quickest time every few laps in the final stages of the race. With only 15 laps to go before one of the diesel prototypes would hit the 1000 km mark he engaged a fight with the number 88 Porsche to go after a podium position. Andrea was about 2 seconds per lap quicker and tried his best to close the 20 second gap with Porsche as quick as he could.

After another accident in the race the safety car got out once more, giving Andrea the best possible chance to go after his competitor. With only 4 laps to go, Andrea went after the car as soon as green was given for the re-start but unfortunately he was hit by a prototype. As a result the steering was a bit off and he could not overtake the car. The Chiesa-Leuenberger-Alexander Speedy Racing Team car therefore finished in a fourth position.

Le Mans outlook

The main focus for this year's '24 Heures du Mans' is reliability. In many races we have seen that if you stay out of trouble and minimize time in the pit you can finish in top-5. Our goal is to stay out and finish as high as possible. Modifications have been completed in time for the race so our hopes are high.

Spyker Squadron in 2007



Last year Spyker Squadron kicked off their race weekend with the Drinking for Holland / Club Arnage team update. A group of 35 was invited by the team for a one hour team update by the team manager and all drivers. Mike Hezemans gave his view on the track and the competition. After the meeting a large photo canvas and team clothing were given for Friday night's DfH / CA auction for charity at the Maison Blanche campsite and many fans visited the box to get a close view of the cars.

After all the barbecue parties on Friday the fans returned in thousands on Saturday morning to find a good spot to view the start of the race at 3 p.m.. A group of Dutch dressed in orange found a spot opposite to the Spyker box and welcomed the team with orange smoke just before the start.

After about four hours in the race, both cars were running without any problems. The number 86 was running in fifth position while the number 85 was a bit behind and ran in a 12th position. After seven hours of racing, just after 10 p.m., car number 86 came to a hold at the track – Jarek Janis was not able to restart his engine and was retired at 20 minutes past 10.

At that time the other car, the number 85, was running in a 7th position. It held this position till just before 2 a.m.. After almost eleven hours of racing the number 85 had to return to the box for repairs. Alex Caffi missed his braking point in one of the chicanes on the Mulsanne straight and hit the tire barrier. Although the damage looked serious initially, it took the team only about 10 minutes before the car was sent out again.

Just after 3 p.m. this car also came to a stop. Alex Caffi told the team that he lost transmission and was not able to continue. The car was officially retired from the race at 3:35 p.m.



SPYKER C8 LAVIOLETTE GT2R 2008 SPECIFICATIONS

Engine

- Make: Audi
- Type: V8 – 90 degree block angle
- Capacity: 4000 cc
- Power: approximate 445 bhp (but depends on restrictor size)
- Torque: 442 Nm
- Maximum revolutions: 8700 rpm
- Pistons: Mahle
- Valve train: Del West
- Conrods: Pankl

Electrical system

- Bosch MS 4.2 engine management system
- Pi Sigma Data logging system
- Pit to Car radio communication system
- Tyre pressure warning system
- Electrical power steering
- Xenon Lights
- Race application wiring harness

Brake system

- AP-Racing
- Twin-circuit brake-system with adjustable brake balance, 6-piston aluminium brake calipers at the front and rear with ventilated grooved brake discs
- Brake disc diameter, front 355 x 32 mm and rear, 78 x 35.5 mm

Wheels and Tyres

- OZ racing wheels with central locknuts
- Tyres Michelin, Front 260-670/18, Rear 70/710/18

Chassis and suspension

- Aluminium space frame with integrated roll cage
- ATL Safety fuel tank of 90 liter capacity
- Fully adjustable independent suspension
- Moton coil over damper Adjustable shock absorbers with Eibach springs
- CNC machined Upright from solid billets of aluminium

Sizes and weights

- Kerb weight: 1125 kg
- Wheelbase: 2580 mm
- Overall length: 4177 mm
- Fuel tank capacity: 90 Ltr
- Minimum ground clearance: 50 mm

Transmission

- Rear wheel drive
- Hewland NLT 6 Speed Sequential gearbox
- AP-Racing carbon clutch



The team in numbers

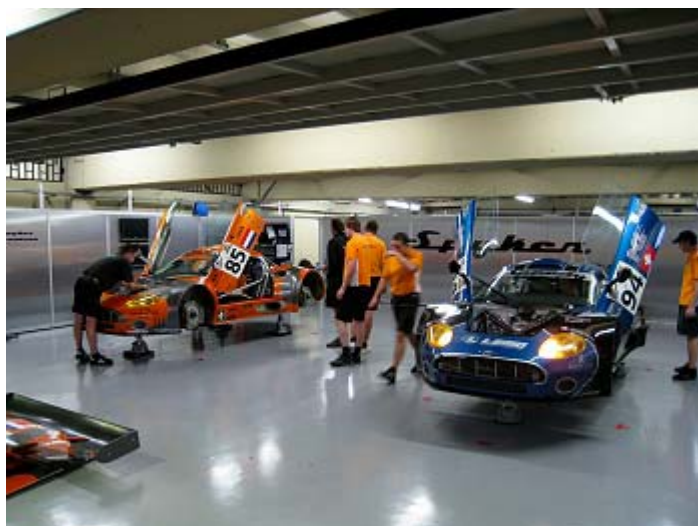
Running a race car requires in-depth knowledge; specialists in various disciplines. It requires men and women who will give their everything for that single goal: a podium position. Daily 16 men and women work full-time on the development and the production of the Spyker C8 Laviolette GT2R race cars. At Le Mans the team more than doubles...

Although some roles are supportive to the team, each car has its own crew led by the two car engineers: Jille de Kleine and Michiel Reijmers. A team of one chief mechanic and three mechanics are responsible for the preparation and setup of each car. During a pit stop they will operate the airjack and change tires.

Another crew of six per car supports the mechanics with refueling, tire supplies and they will operate the fire extinguisher and pit board.

To complete the technical team two engineers are responsible for data analysis, sensors, electronics and radio's and another mechanic is responsible for the 'shop'.

If you translate this all in lunches and meals: the team of 30 eats 110 pancakes for lunch or 45 big hamburgers. 1300 cans and bottles are consumed in a warm race weekend but the Le Mans equivalent is 4500 cans... 1500 meals are served from official test day till the race (and this does not include the Dutch drivers not driving for Spyker this year that always join the team when Indonesian food is on the menu...)



The anatomy of a Spyker Squadron pitstop at Le Mans

...from ten laps to go the team counts down. When the tank is empty the driver receives a warning on his dashboard. He reports to the team manager that the light is on.

...the team manager tells the driver when to return to the box and secondly he informs the driver if he needs to change seats. In the LMS races the driver normally does an extra lap but given the length of the track at Le Mans they normally pit in the same lap as the warning light goes on.

...in the meantime the crew put on their protective clothing and prepare themselves for the stop. Tires will be taken out of the oven and the team manager tells the amount of fuel he wants to get in the car. Fuel is not counted in liters but in kilograms.

...unlike in F1 the team has to wait behind the line until the car has come to a stop.

...as soon as the driver enters the pit lane he reports back to the team that he is in the pit lane. He calls the team again if he passes the race tower. The lollipop man guides the driver to the box and shows him where to stop. If there is traffic in the pit lane the lollipop man will tell the driver.

...the driver switches the engine and lights off and jumps out the car. He then helps the new driver to get in the car, buckles him up and connects the radio.

...in the mean time the car is grounded to earth to avoid an electric spark that might light the fuel. Then a crew of 2 starts to refuel the car, in our class a maximum of 90 liters.

...no pumps are used so there is plenty of time for one mechanic to clean the windscreen (the only task a mechanic is allowed to do under refueling).



...as soon as the refueling has been completed the tires are changed. Air-jacks are used to lift the car from the ground.

...the crew of 4 uses pneumatic wheelguns to replace the tires. Tires coming off the car can be close to 100 degrees centigrade.

...when the tires are fitted the mechanics raise their hands to show the lollipop man that they are ready. Air is released to lower the car.

...the driver receives a signal when he can start the engine while the lollipop man monitors the pit lane for traffic.

...and finally, when the driver leaves the pitlane, the team checks the radio once more if it is working properly.



The Story of Drinking for Holland so far

2004 – the beginning

Back in early 2003 a group of Formula One enthusiasts -who knew each other via a forum- came together for a booze night in the North of Amsterdam. We discussed racing, and soon the 24 hours of Le Mans was mentioned. We should do that one day, like so many other great races. Little did we know then...



The spring of '03 gave us nothing but negative signals about going to Le Mans. From what I can remember, all we heard was many campsites were shut down because of maintenance. So we gave up for that year, next year should be better. Somewhere in September 2003 I applied for tickets for Camping Karting Nord, that should be next to the track. Early January 2004 I got the message from the travel agency: it became Camping Beausejour. By the looks of it, the track should be visible from the campsite (we all knew s***t about the circuit), so we decided to take a scaffolding. Little did we know that this scaffolding would be our trademark for years to come, together with the draught machine which we took the first year. We arrived Monday late afternoon, only the two of us. Somewhere on the right side of Beausejour we found our spot, as close to the track as we could get, but still about 400 yards away! We built up the scaffolding anyway, what else would we do with it?

Soon we made friends though. The idea we had was to support the Dutch, and via the 10/10ths forum we found out many groups had their own name. So I invented "Drinking for Holland", as a tribute to Racing for Holland. They drive, we drink - and support. First thing I did was make contact with the crew of Racing for Holland, that's how we got their logo to print and put on the scaffolding. Soon the group name was becoming popular, and Radio Le Mans came over as well to take a first interview with us.

The race was a huge success to us. The Friday night party got born here, neighbours of Beausejour probably are still complaining about the amount of people attracted to the free beers and great music. Waking up next to the track while a race is on is an experience which is unknown to F1-fans, but very recommendable!



2005 - trackside at last

This year would be very different from the previous year. I found Mark from Team JPChenet on the Club Arnage forum at the end of 2004, and he was willing to give us "virgins" a helping hand to get things done properly. His first reaction was "800 litres for 2005? better make it 2000 litres! There's a few of us!!". Friendship started there and never stopped.



Mark got us onto Maison Blanche by helping with tickets, and that's where the Drinking for Holland Story really began. We -Roy and I- had this wild idea to do things bigger, better and more spectacular. The group itself raised from 12 to 30 people. A lot to arrange and carry, so we arranged a truck. My neighbour Gerrit de Bruin -a transport distributor- was very willing to help, so we got a 17 tonne truck to carry everything. Including probably the biggest individual scaffolding Le Mans has ever seen, a huge platform of 30 by 20 feet, 12 feet high above the ground. Ideal for watching the race from behind the fence. That was until some American guy came up to us on Thursday, saying he had some neighbours who were actually a band called the Flying Baguettes, and he thought it would be nice if they could play on

our scaffolding on Friday night. The gig was great, our first Friday party on Maison Blanche drew about 250 people. If only the people from Karting Nord (across from the track) weren't complaining about the noise afterwards...

2006 – Bigger, better, more



Of course bigger, better, more. The truck was bigger, the space we had held more people, it was better organised (we hired army tents to accommodate the members). Pieter invited and arranged for the guys from Turn 10 at Sebring came over. What a great bunch of guys! The area we had was great too, same scaffolding back on the side of the track again, it seemed like we never left the year before.

The Friday night party was great, a near 400 people coming over to see the Flying Baguettes again, while the organisers (Roy, Marius and I) of Drinking for Holland went off to Racing for Holland to pay a

brief visit to the pits and see the drivers. Supporting our favourite team has always been our priority, even though that seems to be mixed up too often with partying and drinking beer at the campsite. The party was legendary. From a mere 20 people in 2004, it grew to a crowd of about 350 people in 2006.

Sharing the fun with friends is what it's all about for us! This year was really our year to get a lot closer with other people, especially lots of people from clubarnage.com and sebringfans.com. We made a lot of friends this year, which is really important to us. The brotherhood that gets us all together at Le Mans is only to be found in one place else on the other planet: during the Sebring 12 hour race!



2007 Vinnie's Vice



Back at the same place as at the '05 and the '06 edition, but this time with a proper stage and proper bar! We took 1500 litres of beer, and it was "on invitation only" for the Friday night. Also introduced was the Charity Auction. Together with Big H(array), who drove down to Le Mans by bicycle, we collected a near €5000,- that week for various charities. Unfortunately the Flying Baguettes could not perform this year, but we had a worthy substitute, a Dutch band called Vinnie's Vice! They played the greatest blues songs from the all times greats, and the 400+ crowd had the greatest time at Le Mans ever. The aim for Drinking for Holland has always been to have a good time at track side, and I think we have succeeded so far. As long as we will have our English, American and other foreign friends together, the receipt seems to be complete for a great party, especially the Friday night. During the week our bar will be open for people passing by. Come by and have a word and a beer, you'll be more than welcome!

Cheers

Paddy

Getting 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, more details further below. 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 city centre.

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 Paris Charles de Gaulle Airport by train to Le Mans: Basically you have 2 options: There are a few direct TGV connections from the Airport to Le Mans, travel time is app. 1hour 30 minutes. Another option is to go to the City centre and continue your journey from there, trains for Le Mans from the city centre leave from the "Gare Montparnasse on an almost hourly frequency, travel time is app. 1 hour.

Tickets should be booked in advance, this can be done online at www.sncf.fr, they have an English language version of their website. 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. Another option is to use [raileurope](http://www.raileurope.co.uk) at www.raileurope.co.uk, there you can book 3 months in advance.

The SNCF French Railways station at Paris-Charles-de Gaulle is located in Terminal 2:

Level 1 : Platforms for TGV, Thalys, Mainline and RER B regional express trains

Level 2 : SNCF French Railways station, Relay (books, magazines & tobacco etc); booking office & info; bar with food; toilets

Level 3 : Hotel Sheraton Business Center

Level 4 : Moving walkways for accessing Terminals 2C, 2D, 2E and 2F

Level 5 : Departure level for Taxis and Hotel shuttles

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.

In your arrivals terminal, take a look at the times of TGV, Thalys, Mainline and RER B regional express trains shown on the information screens. These screens are located opposite the exits from the baggage claim areas in Terminal 2 (A, B, C, D, E and F). Moving from one Terminal to the next is easy since the introduction of the CDGVAL subway, e.g. the trip from Terminal 1 to Terminal 2 takes 8 minutes.

To reach the SNCF French Railways station in Paris city centre:

- From Terminal 1 : Take the Aéroports de Paris subway CDGVAL. Stop at "Terminal 2 Gare" and follow the signs for "Paris by train" or stop at "Terminal 3 / Roissy-pôle" to use RERB to Paris.
- From Terminal 2 : Follow the signs for "Paris by train" (Paris par train) using the moving walkway.
- From Terminal 3 : Take the footpath (about a 250 meter walk) and follow the signs for "Paris by train" (Paris par train). Use RERB to Paris or use the Aéroports de Paris subway CDGVAL and stop at "Terminal 2 Gare".

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.

From Le Mans railway station to the racetrack: Please see the chapter "Transport in le Mans" in this guide

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.

24 Hour Radio Information: English language bulletins are available on the hour and half-an-hour on 107.7 fm.

Vehicle Breakdown: If you do happen to breakdown, pull over onto the hard shoulder, switch on your vehicles hazard warning lights, put on your high viz jacket and position a red warning triangle 30 metres behind your vehicle. Free orange emergency telephones are located every 2km along all autoroutes. There are regular autoroute road patrols.

Accidents: if you need the emergency services use one of the free orange emergency telephones, the Police must also be informed. Follow the instructions provided by your insurance company, they normally provide a 'European Accident Statement' form for these purposes.

Emergency Telephone Numbers:

Ambulance 15	Police 17
Fire Service 18	All Three Services 112

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 "itineraires bis" alternative routes network road signs, these will get you around busy sections of road. Motorway routes to Le Mans are served by "Autoroutes à Pèage" 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 vests which are compulsory from the 1st July 2008

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 parked 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 Serious Bit



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. Fixed or mobile speed cameras and radar traps either 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 a reciprocal agreement between all European countries, that points will be applied across borders to licenses from other EU member states. So be extra vigilant.

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 used instead of road numbers. When using a French road map, you may 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 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

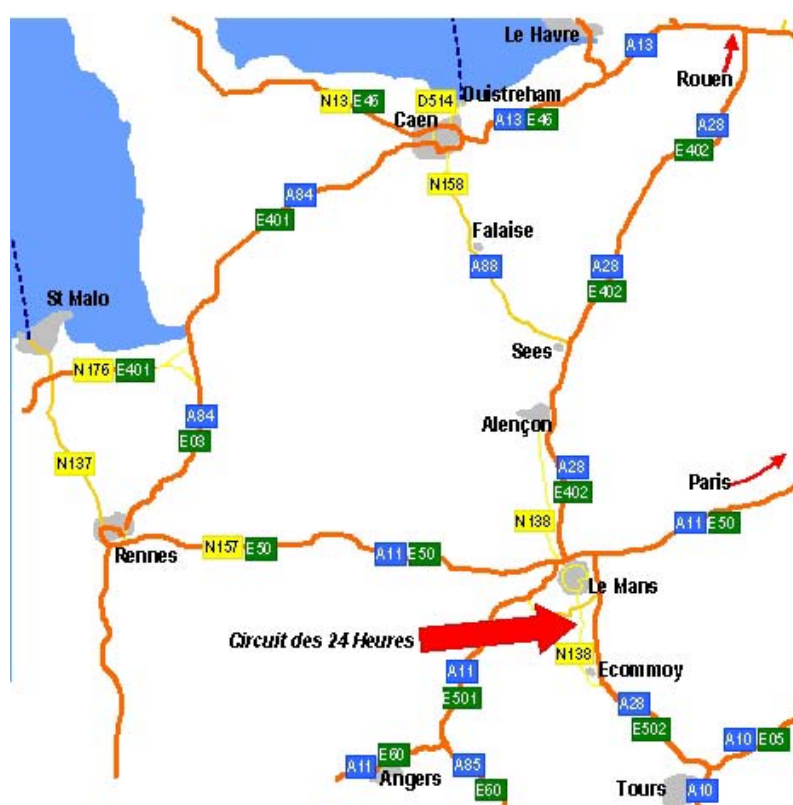
Toutes Directions	All Directions
Autres Directions	Other Directions
Cédez Le Passage	Give Way
Chaussee deformer	Uneven Road/Temporary Surface
Deviation	Diversion
Gravillions	Loose Chippings
Passage Protégé	Your Right of Way
Peage	Toll
Priorite Pietons	Give Way to Pedestrians
Rappel	Reminder
Rids de Poules	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 Euros	Time
	km	m	km	m		
Dunkerque	480	300	468	295	24.00	5.0+
Calais	440	274	415	258	24.00	4.5+
Boulogne sur mer	408	253	383	238	24.00	4.0+
Dieppe	287	178	259	161	17.10	3.0+
Le Havre	257	157	230	143	21.90	2.5+
Ouistreham	190	118	111	69	6.40	2.5+
Cherbourg	300	186	210	130	6.40	3.5+
St Malo	237	147	217	135	10.30	2.5+
Roscoff	380	235	343	214	10.30	4.5+



From the northern ferry ports the route is either via Rouen or by-passes it. The whole route (except the bit through Rouen!) is autoroute since the latest section of the A28 was opened. 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 the 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 appropriate 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 Jaune" or "Parking Jaune", 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 Bergues 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 There is a 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 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, PETIT-QUEVILLY-AUTRES QUARTIERS, GRAND-QUEVILLY
11	After a few km's the road rejoins the N138, continue for 5 km Signposted	LE HAVRE, CAEN, ELBEUF LE MANS, GRAND-COURONNE
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	TOURS LE MANS
14	Around 30 km from Bourg-Achard you will pass over the new bridges at Brionne VIADUC du BEC & 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	Join "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	Join "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	Join 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	Join "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	Join "Alternative Route for by-passing Rouen" at step 6	

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	Join "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	Join the A131/E05 for 16km Signposted	ROUEN, PARIS, EVEREUX QUILLEBEUF-SUR-SEINE PONT-AUDEMER
5	Join the A13/E05/E46 for 16km Signposted	MAISON-BRULEE, ELBEUF, ROUEN EVEREUX, PARIS
6	Approaching Bourg-Achard take the new junction from A13 onto A28/E402 for 180km - Signposted	ALENCON LE MANS
7	Join "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	Join "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	Join 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!!!!

From the Paris airports to Le Mans by car

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 **Only** 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 – Avoid big towns and boring roads



Town	Directions	Miles	Cum. Miles
Boulogne	From the port, follow directions to Abbeville (A16 motorway). Just prior to the motorway junction, is an <u>E Leclerc</u> hypermarket – a good fuel stop. Then on to the motorway, through the toll plaza and over the viaducts. This part of the journey is over a fast, relatively quiet toll motorway. It is a good psychological boost to eat up a few miles into France before lunch time. Alternatively, if you have plenty of time and fancy a more sedate start to your journey; take the near parallel D940 out of Boulogne down the coast towards Le Touquet, then Berck, Le Crotoy and then the D40 towards the A28 at Abbeville to continue the route below.	54	

Abbeville			54
	Just before Abbeville, exit at junction 23 to the <u>A28 motorway</u> towards Rouen, paying at the toll plaza. At junction 3, leave the motorway and continue on the route national - <u>D925/D928(N28)</u> There now follows a lovely tree lined stretch of road with good straights and long bends through a number of small villages. This road parallels the motorway and crosses and re-crosses it occasionally. Foucarmont has a subtle one way system that can catch out the unwary.	32	
Neufchatel			86
	Just before Neufchatel, the road again crosses the motorway and then heads downhill in a nice twisty section into a valley and the town of Neufchatel. Here is a good stop for an early lunch. Park in the square by the church. Look out for other groups of Brits in little sports cars. Around the church and square are a number of quality cafes / bistros with the usual French fare / plat de jour. When you've filled up on Croc Monsieur and Leffe, continue towards St Martin Osmonville - <u>D928</u>	17	
A28 junction 12			103
	Even though the roads through Rouen have been improved, any way of skirting the main centre can be a challenge. To continue the 'pretty route' theme with the minimum of drama, this is what I suggest. Rejoin the <u>A28 motorway</u> at junction 12. I suggest stopping at <u>Quincampoix rest area</u> for a comfort break and to 'regroup' prior to attacking Rouen.	17	
Rouen			120
	Continue into Rouen, down into the tunnel. Now pay attention. BEFORE you cross the River Seine, turn off the motorway onto the <u>N14 / N15</u> towards the <u>airport</u> . This is a tricky junction with traffic lights, watch out for battered Renaults trying to push into your lane. At the fork in the road, head right downhill on the N15. Big clue – the River Seine will be on your right – you are on the east bank.	15	
Rouen			135
	At a roundabout, continue right on the <u>D7</u> towards Cleon. This will shortly become a duel carriageway and pass under the A13 motorway. There are now many traffic lights – easy to split up your group. Follow the <u>D7</u> towards Elbeuf, crossing the River Seine.	15	
Elbeuf			150
	Drive thorough Elbeuf town and up the hill, heading towards Verneuil, the road becoming the <u>D840</u> . This next stretch again follows the French tradition of long, empty, tree lined straight roads – great for care free, top down motoring. Either follow the le Neubourg, Conches and Breteuil bypasses or pass through the villages (taking in a bit of the local culture / more wine and beer) continuing on the - <u>D840</u>	42	
Verneuil			192
	Follow the 'ring road' and join the N12 towards Mortagne, this road has a number of dual carriageway stretches – great for convoy photos. Approaching Mortagne, follow the centre ville signs and directions to Belleme (<u>D930 / D912 / D938</u>).	24	
Mortagne			216
	As before, Mortagne has a main square and a labyrinth of one way lanes. Just keep an eye out for signs and directions. Above all, follow your heart as Le Mans is just over the horizon. Continue on the <u>D938</u> to Belleme.	12	
Belleme			228
	Yet more tree lined vistas as you approach this small town. Continue on the <u>D938 / D301</u> through St Cosme en Vairais to Bonnetable.	16	
Bonnetable			244
	On the Bonnetable bypass, look out for signs to the <u>Super U</u> . This is a convenient fuel stop and, perhaps, a place to stock up on provisions and beer for your first night under canvas. Continue on the <u>D301</u> to Savigne.	10	

Savigne l'Eveque		254
	You're getting excited now. Turn left on the <u>D20bis</u> . Continue, shortly, the road parallels a motorway. Follow signs towards Change and join the <u>N23</u> dual carriageway. Leave the N23 at either the <u>N138</u> (for a clockwise tour of the public road sections of the 24 Hour circuit) or the next junction on (<u>D139</u>) and follow the loop road to the main entrance of the circuit. For Maison Blanche campsite – follow signs to Camping / Parking Blanc.	11
Le Mans		265
	You've arrived, set your camp up, met old friends and are on your way to the Stella Bar for a well earned cold Leffe. Have a great time, see some of the racing and soak up the atmosphere – you'll be back next year. As a challenge, now try this route in reverse, back to Boulogne. We'll see you on the way.	

Channel Crossings

Port	Route	Duration	Frequency crossings per day	Fast or Slow	Company	web address
Dover	Dunkerque	2 hours	12	slow	Norfolk Line	www.norfolkline.com
Dover	Boulogne-sur-Mer	55 minutes	4	fast	Speed Ferries	www.speedferries.com
Dover	Calais	1 hour	15	slow	Sea France	www.seafrance.com
Dover	Calais	1 hour	25	slow	P & O Ferris	www.poferries.com
Folkestone	Calais	35 minutes	25	fast	Euro Tunnel	www.eurotunnel.com
Newhaven	Dieppe	4 hours	3	slow	Transmanche Ferries	www.transmancheferries.co.uk
Newhaven	Le Havre	5 hours	1	slow	LD Lines	www.ldlines.co.uk
Portsmouth	Caen	3 ¾ hours 5 ¾ hours	4	Fast slow	Brittany Ferries	www.brittany-ferries.co.uk
Portsmouth	Cherbourg	3 hours	2	Fast	Brittany Ferries	www.brittany-ferries.co.uk
Portsmouth	St Malo	10 ¾ hours	1	slow	Brittany Ferries	www.brittany-ferries.co.uk
Portsmouth	Le Havre	8 hours	1	slow	LD Lines	www.ldlines.co.uk
Poole	Cherbourg	2 ¼ hours 4 ½	3	Fast slow	Brittany Ferries	www.brittany-ferries.co.uk
Plymouth	Roscoff	6 hours	3	slow	Brittany Ferries	www.brittany-ferries.co.uk

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.le,ams-series.com** – Official website of the Le Mans Series. In 2006 and 2007 this site was really an example for poor promotion with very limited information on it, but it looks much better now.
- **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.

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.highcroftracing.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 They have run the Audi factory team at Le Mans in the last years, with 9 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.kruse-schiller-motorsport.com** –located near Cologne, Germany, LMP2 class
- **www.peugeot-sport.com** – the Audi challengers for 2007
- **www.saulnierracing.com** – They run an LMP1and an LMP2 Pescarolo 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
- **www.afcorse.it** – Italian GT2-Team
- **www.scuderiaitalia.it** – Italian GT2-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.porschecurvepirates.co.uk** – Another UK fan website
- **thebrethren.co.uk** – the official site of The Brethren Le Mans Team
- **lmspm.ifrance.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

2008 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.it – Monza, Italy (in Italian and English)
- www.silverstone.co.uk – Silverstone, England
- www.circuitcat.com – Barcelona, Circuit de Catalunya, Spain (in Spanish, French and English language)

2008 American Le Mans Series (ALMS) race circuits

- www.sebringraceway.com – Sebring, Florida
- www.gpstpete.com – St. Petersburg, Florida
- www.gplb.com – Long Beach, California
- 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.detroitgp.com – Detroit, Michigan
- 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.fm - (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