

# Le Mans (not just) for Dummies



The Club Arnage Guide to the 24 hours of Le Mans 2009

**ARNAGE**

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**„After 12 years in Formula 1, where the FIA takes care about every little hump, this is a race track for real men. It's more a fight than a pleasure, but I love the challenge Le Mans!”**

(Alex Wurz, youngest winner ever in 1996, upon his return to Le Mans 2008)

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## Foreword

**By the beginning of 2009**, the world economic crisis had hit sports car racing. Not exactly a surprise. But within weeks more and more alarm bells started to ring worldwide: Audi pulled the plug on their LMS and ALMS programme, Peugeot left the LMS, Martin Short cancelled his Rollcentre LMP1 project due to a lack of funds, Embassy Racing closed its doors completely and at one stage over the winter there were more than half a dozen Porsche Spyder LMP2 racers for sale – and most of them still are now. In an effort to cut costs the ACO cancelled the Le Mans test day and shortened the LMS race weekends.

The old hands among the fans still remember the 24 Hours of Le Mans 1992 when – although for different reasons – there were just 28 cars on the grid; fears rose that the 2009 race would be equally meagre. When the entry list was finally published one could almost hear the sigh of relief all over the Le Mans-related news portals and forums on the internet. With the exception of one class the current entry list is actually of the same fine quality as it has been in previous years.

**LMP1:** First of all hats off and big applause to David Richards and Aston Martin for their decision to move up into the highest class of sports prototype racing. OK, in terms of budget and engineering the Aston Martin factory effort is definitely not in the same league as Audi or Peugeot. Neither did they develop their own chassis, nor did they build an LMP1 race engine – but the previous LMS races have shown that, thanks to the A.C.O. rulebook, their package of an off-the-shelf Lola chassis combined with a production-based engine and Aston Martin-branded front bodywork *is* competitive – at least in comparison with the other petrol-powered entries. Depending on further economic developments in the automotive sector, the big budget entries in the style of Audi or Peugeot might become a thing of the past anyway, so this is maybe a concept for the future. Getting Gulf to continue their over 40 year tradition as a Le Mans team sponsor was a cool move – in the long row of Gulf-sponsored sports prototypes like the GT40 and the Porsche 917, the new Lola Aston Martin in its livery shines brightly.

Audi versus Peugeot: Pundits and fans alike have the feeling that the Peugeot people missed their chance for the overall win last year against the then significantly slower Audi R10; the French squad finally blew it either because of chaotic pit stops, wrong tyre decisions or questionable driver performances in the rain – or a combination of all of these: your choice! To make things even worse they came so close to securing the Le Mans Series title, only to lose it in the last round at Silverstone – it's fair to assume that several heads rolled at the headquarters in Velizy during wintertime! For this year Peugeot has ramped up the stakes by running a fourth car in the experienced hands of King Henri, but the German opposition looks powerful: Audi will turn up with three brand new shiny Sebring-proof latest generation diesel sports prototypes, and as a back-up there are two reliable Audi R10s which will be entered by the Kolles team. For Peugeot, with a 908 design already three years old, it will be hard to compete against the new Audi R15, so another victory for the team from Ingolstadt would be no real surprise.

**LMP2:** Notable in this category is the variety of different chassis – the 12 entries come from 6 different chassis manufacturers – and the increased commitment of Mazda as an engine supplier. Last year only the German KSM team raced this engine; this year we will see four Mazda-powered LMP2 cars on the grid. In 2008 two factory-supported Porsche teams scored a convincing 1-2 victory in their class and this could well happen again. Porsche will support the Team Goh from Japan and the Essex squad from Denmark in the form of two seasoned Porsche works drivers as well as technical assistance. As the LMP2 category was designed as a class for privateers, the A.C.O. and the competitors are probably not too happy about this. Last year already showed the enormous gap between the teams who could afford to race a Porsche Spyder and those who could not.

**GT1:** From 15 cars in 2007 to 10 cars in 2008, and now down to 6 cars in 2009 – the downfall of this class is rapid and highly visible. The already legendary Corvette versus Aston Martin battles which we enjoyed these past four years are a thing of the past now. If everything goes according to plan for them, the two factory Corvettes will score an easy win against the four privateers, so don't expect too much excitement here. The Americans have already announced their withdrawal from the GT1 category after the race in Le Mans, which probably closes the book on this class completely.

**GT2:** Ferrari president Luca di Montezemolo will travel to la Sarthe and act as an honorary starter for the 77<sup>th</sup> edition of the 24 hours of Le Mans – and he has very good reason to do so. The 10(!) Ferraris make the Italians the largest manufacturer on the grid and the GT2 class has almost become a single manufacturer's cup. The high number of Ferraris is also a clear indication that the guys from Maranello deliver high quality, competitive and reliable race cars to their GT2 customers – a market which was once dominated by a well-known German manufacturer. Although numbers are clearly on their side this will not be a simple walk-over for the F430s: the five Porsches will definitely give them a run for their money. The chances of seeing the single Spyker or the Aston Martin on the podium are rather limited.

Enough talk – now let's watch the 77<sup>th</sup> edition of the biggest sports car race in the world. On behalf of Club Arnage, I wish all of you an exciting 24 hours of Le Mans.

Werner Kirchmann



## Hall of fame

Wow, this is already the 4<sup>th</sup> edition of the Club Arnage Guide to the 24 Hours of Le Mans, something which could not be taken for granted when this project was first started beginning of 2006. Over the years the guide has changed, it grew bigger almost each year, became more professional but the way it is created and published stayed the same. The whole project is managed on our project page at [www.clubarnage.com/caguide](http://www.clubarnage.com/caguide), it's still non-profit, ad-free and free to download, although we ask you for a donation for a charity. CA members discuss the guide and its progress on the Club Arnage forum throughout the year. **More than 40 people have been involved** in the production of the 2009 edition and make this publication as a very good example for the efficiency of community work done by people working together in the same spirit. The following list of contributors – using either their CA forum nicknames and/or their real names – is probably not complete, apologies in case someone is not mentioned:

**Adrian Jackson-Woods aka "ajw"** for his help with the Paris CCDG airport–train to Le Mans; **Allon Stokes** and **Graig Antill** for Arnage campsite info and pictures; **Anita Williams aka "Piglet"** for her information about the Spay campsite; **"Barry"** for pictures, **Bas de Graf aka "Bas"** for compiling the www-links and the Formula Le Mans chapter; **Charis Whitcombe** from Motor Racing Legends; **Chris Clark aka "Chris24"** for the Sebring pictures; **Chris Howles** from [www.finetext.co.uk](http://www.finetext.co.uk) for proof-reading; **Chris Norris** for the campsite Arnage report and pictures; **Christopher aka "Kpy"** for legal advice; **Deborah Dudley aka "termietermite"** and **Ian Dudley aka "Mr. Termite"**, our field officers at Le Mans for many contributions; **Derek Appleyard aka "Delboy"** for his regular updates of the race regulations and many other chapters – and also special thanks for organizing the CA T-Shirts again, a big job; **"Doris"** for the charity fund report; **Ewan Dalton aka "ewan"** for help with the ticket pictures and his campsite security warning; **"Fagey"** for his pictures and much more; **"Fran"** for her update of the Bleu Nord campsite; **Geoff Morgan aka "smokie"** for proof-reading; **"Gordonwr"** for the post 31 report; **Graham Goodwin** from [Dailysportscar.com](http://Dailysportscar.com) for his permission to reproduce the KSM Le Mans 2008 report; **Hansgerd Bramann aka "hgb"** for his many pictures for the entry list and the "family ties" story; **Ian Swan** for the "Le Port" campsite information; **Jason Gore aka "Jason"** for the chapter about the race marshals; **John Curtis** for info about the Saint Saturnin Classic British; **John Dickinson aka "6Euros"** for the campsite Beausejour update; **John Hindhaugh** from Radio Le Mans for his contribution; **Julian aka "Jules G"** for his Maison Blanche zoning map; **Justin Moran** for proof-reading; **Marcel ten Caat** from [www.planetlemans.com](http://www.planetlemans.com) for the Le Mans history story and pictures; **Marius van Herpen aka "LangTall"** for pictures; **Mark Every aka "jpchenet"** for the mad Friday report; **Mark Williams aka "mgmark"** for the campsite security chapter; **"Martini"** for Sebring pictures; **Martyn Gilbert** from KSM for his report; **"mwbenett"** for his info for vegetarians; **Neil Dobson aka "Dobbo"** for his permission to loot his website [www.racetours.co.uk](http://www.racetours.co.uk); especially the brilliant map and the track description; **Nick Livingstone aka "nickliv"** for the tv info and proof reading; **Paul Richards aka "Risky"** for his info about Interieur Musee; **Peter Catchpole** for route descriptions and getting the Mark Galvin reports; **Rick Wilson aka "Mr. Rick"** for the Jacky Ickx story; **Rob Preston aka "RobP"** for the Tertre Rouge campsite description; **Rupert Lowes aka "Nordic"** for many chapters and excellent pictures; **"SmithA"** for information about the Le Mans bars; **Steve Barnes aka "SJ"** for his pictures, review of the Mulsanne and KN campsites and proof-reading; **Steve Brown aka "Steve Pyro"** for his chapter about the pretty route for sportscars and many pictures; **"stu\_mchugh"** for information about the Mulsanne campsite; **Thierry Charge** for pictures from his site [Les24hdumans.free.fr](http://Les24hdumans.free.fr); **Tony Brown aka "lynxd67"**, for his contributions to the bars & restaurants chapter and for pictures; **Trevor aka "topcatz"** for help with the ticket pictures and Beausejour campsite;



and of course thanks to all Club Arnage moderators, administrators and the fund raising committee for keeping the CA forum up and running!

**Last not least a request:** 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 to improve the next edition by mailing your feedback to [president@lemanszone.de](mailto:president@lemanszone.de). It may take a while, but all feedback mails will be answered – promise!

## 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 £618.70.

This year we are supporting 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](http://www.aicr.org.uk)
- **Motorsport Safety Fund**, charity registration no. 296802: After the death of Roger Williamson at Zandvoort in 1974, a fund was set up in his name with the primary aim of educating marshals on fire fighting and rescue techniques. In 1987, it was reconstituted as the Motor Racing Safety Fund and became a registered UK charity with the wider scope to generally aid improvements in safety standards at motorsport events. For further details please see [www.motorsportsafetyfund.com](http://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 2 charities listed above.**

- **Paypal:** Please go to [www.paypal.co.uk](http://www.paypal.co.uk) and donate to [ca.charity.fund@tmdg.co.uk](mailto: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 (not just) for Dummies – A brief history

*Courtesy of Marcel ten Caat, Gabriel Portos and [www.planetlemons.com](http://www.planetlemons.com). All pictures are in the public domain except as noted otherwise.*

### Once upon a time...



It is 16.00 hours on May 26th, 1923 and 33 cars await the start signal under the pouring rain. A gruelling 24 hour race awaits them running in a road circuit of 17.262 kilometres. The drivers do not know it yet but this is the birth of the race of races, the first edition of the 24 Heures du Mans. The idea of a 24-hour race was not new and actually a few of them had taken place both in Europe and the United States already when 3 visionaries with initiative created what would become the most popular long distance race in the world. It was the combination of George Durand (secretary of the Automobile Club de l'Ouest, the A.C.O.) and Charles Faroux (editor of La Vie Automobile) that started turning an idea into reality after they met at the 1922 Paris Motor Show. The final ingredient was the involvement of Emile Coquille, Rudge-Whitworth wheels

representative in France who committed a donation of 100.000 French Francs and established the triennial Rudge-Whitworth Trophy for the races of 1923-24-25.

So, with some strict (and sometimes complicated) homologation rules and a winner which would be declared only after 3 years of running for the main trophy, the first race started in 1923 with 30 French entries, 2 Excelsiors from Belgium and a single private Bentley representing the UK. By 16.00 on Sunday and after 2209.5 km covered in 128 laps, it was the Chenard-Walcker of André Lagache-René Léonard that crossed the finish line first although it would not be recognized as winner, rather as top qualified in the Rudge-Whitworth Cup. A whole odyssey with rain, mud, no windscreen wipers and a lot of champagne consumed at the "Hartford Hotel" (a sort of proto-paddock of the time), the experience encouraged participants to engage the year after and 1924 saw 40 entries for the June scheduled race. Just one of them was non-French and it would win the race: the number 8 Bentley of John Duff and Frank Clement which had learned the 1923 lesson installing front brakes to improve their performance. The following two years saw the domination of André Rossignol and his Lorraine-Dietrich, despite the increased international presence and entries ranging in the 60 cars.

1925 saw the first appearance of the "Le Mans start" which would be a trademark of the race (until the famous Jacky Ickx walk to his Ford GT40 in 1969) as well as the first two fatal accidents on the track. The Bentleys were very competitive but eventually retired so it was the Chenard-Walckers to win the only ever triennial cup and the newly established biennial cup. 1926 saw new pits, a new prize (the Index of Performance) and another French victory, the last one until 1932. And the reason for the first 4 of that 5-year drought was no other than the Bentley Boys.

### The Bentley Boys

A fundamental step in the creation of the Le Mans legend, the 4 victories in a row of the green machines put the La Sarthe race into the definitive map of the greatest events in the world. Driven by the men that would become the everlasting symbol of the Gentleman Driver, the Bentleys were unbeatable until the appearance of another symbol of the big race, its first Italian winner. The names of Woolf Barnato, Sammy Davis, Dudley Benjafield, Bernard Rubin, Henry Birkin and Glen Kidston would forever bind the UK fans and teams to the dream of a 24-Hour win.



The 1931 victory would also be for a British team, however on an Italian car which would reign for another 4 years: the mythical Alfa Romeo 8C. The circuit, that had been shortened in 1929 to 16.430 km and would go to 13.492 km in 1932 was constantly evolving in terms of facilities, safety and road surface, therefore allowing higher speeds to be achieved and longer distances to be covered. 1933 saw 233 laps (3144km) being covered by the winning car, a works Alfa Romeo where Raymond Sommer (who had won the year before with Luigi Chinetti) shared the drive with the legendary Tazio Nuvolari, in his only (very successful!) appearance at Le Mans. Lagonda, Bugatti (twice) and Delahaye would be the last pre-war winners, the race not being run in 1936 due to a strike. The name of Jean-Pierre Wimille would be associated with both Bugatti successes (1937 with Robert Benoist, 1939 with Pierre Veyron), reaching a record 248 laps and 3354.7 km covered on the last summer before the start of World War II. By this time the Le Mans 24 hours was established as a top international event, one that manufacturers wanted to attend and win to show their cars' performance in the



most demanding of events; a race where anything could happen and unpredictability was a fundamental part of the plot, circumstances that changed constantly and unimaginable reversals of fortune, the very same components that attract so many people to this day to Le Mans in mid-June.

The war would put a stop to the race and 10 long years would go by before a swarm of racing cars would return to La Sarthe to take history from where the Bugattis had left it. The spirit of the race would be reborn with multiplied energy and the 1950s would witness more amazing victories (including the first of a small red car with a prancing horse) and the biggest tragedy ever in motor sport history.

### After the war



By 1944 the location of the Le Mans circuit next to the local airfield had taken its toll. Practically nothing had been left standing of the infrastructure after the bombings and even today unexploded bombs can be found when any modifications are going on at or near the track. So it was only through a titanic effort from the A.C.O. that the "24 Heures" could return in 1949 with new pits, new grandstands and a road surface in race condition. It was the start of a new era, an era where road racing would become the source of tales to tell your grandchildren, where races like the Mille Miglia, Carrera Panamericana or Targa Florio would flourish and attract the cream of the crop in terms of drivers, privateers and manufacturers. But the status that Le Mans had earned before the war as the greatest race would not change, and its fame would soar

as communications became better and motor racing more popular.

The 1949 race saw a field with a big mixture of pre-war and modern cars. The British were now as numerous a force as the French and the presence of Bentley, Frazer-Nash and Aston Martin was much more noticeable. The victory however would go to a new marque, a car made by an Italian rebel that had been Alfa Romeo's racing manager many years before and was preceded by as many victories as conflicts: Enzo Ferrari. But it was not his entry, rather the British Lord Selsdon's one that saw the chequered flag in the hands of (now triple winner) Luigi Chinetti and Peter Mitchell-Thompson. 1950 would see a battle of epic proportions between Ferrari, Talbot, Jaguar and Allard. In the end victory would be for the father-son pairing of the Rosiers, the dad driving over 23 of the 24 hours in their beautiful Talbot-Lago. But by 1951 another new winner would start writing their history: with a wonderful streamlined body the Jaguar XK120C would win the race it had been designed for in the capable hands of Peter Walker and Peter Whitehead.

By this time Le Mans was also attracting attention from overseas and, after his first experience the year before with a regular Cadillac and the famous "Le Monstre", the American challenge of Briggs Cunningham would become a Le Mans feature as well as the pioneer in putting the race in the map for American motorsport. 1952 saw another new winner, this time a German one.

The unequivocal (and massive) presence of Alfred Neubauer in the pits, the collection of technical innovations and huge star signs to indicate where to stop were the clear sign of the presence of Mercedes-Benz at Le Mans. But their "gullwing" 300SL did not have an easy time and the main prize could only be clinched in the last hour by the all-German line-up of Hermann Lang and Fritz Riess who finished just ahead of their team mates Helfrich and Niedermayer. The leading Talbot where Pierre Levegh had driven almost 24 hours on his own gave up with practically minutes to go, possibly due to the driver over-revving the engine. A reversal of fortune so typical of this "gruelling monster" as someone qualified it.



The period 1953-1958 would see a ferocious rivalry between Jaguar and Ferrari which would become the first of many mythical head-to-heads at La Sarthe. The Jaguar C-Type from the works team would win in 53 with Tony Rolt-Duncan Hamilton after a Ferrari debacle that saw all but one of their cars retire or being disqualified. A new regulation was introduced as well allowing a maximum of 80 laps per stint and 18 hours total of driving per driver in order to avoid another "Levegh 1952" situation. But Ferrari would come back in strength in 1954 and the 375 Plus was able to beat both the Aston Martins as the new D-Type Jaguars. Skilled driving from Maurice Trintignant and the only South American winner ever, the Argentinian "Raging Bull of the Pampas" José Froilán González brought the first works victory for the Maranello team. "El Cabezón" González was able to resist the Jaguar pressure during a late rain period and give the Scuderia its maiden works victory at Le Mans as he had done at Silverstone in 1951 in the field of Grand Prix racing.

## The catastrophe

The biggest tragedy in racing history would cast a black cloud over the Mike Hawthorn-Ivor Bueb victory for Jaguar in 1955. The infamous flight of Pierre Levegh's Mercedes 300 SLR engine and debris into the main grandstands taking the lives of 80 spectators as well as the driver's has marked Le Mans and motor sport forever and threatened then to stop car racing altogether in Europe (the ban is still valid today in Switzerland). Mercedes retired while Juan Manuel Fangio and Stirling Moss were in the lead in another 300 SLR but the race went on in order to avoid total chaos.



Renewed safety measures and the circuit shortened to 13.461 km incorporating a new section between the main straight and Tertre Rouge saw a big crowd show up for the 1956 race. In the first of two successive victories by the Jaguar D-Types of the Ecurie Ecosse, Ron Flockhart and Ninian Sanderson covered 300 laps of the new layout winning in a close battle from the Aston Martin of Moss and Peter Collins. Flockhart would repeat in 1957, this time with 1955 winner Bueb as partner beating 10 Ferraris and five Maseratis as well as the ever competitive Astons.

The Belgian Oliver Gendebien would score the first of his four victories in 1958 driving on a mighty Ferrari 250 Testa Rossa (nicknamed redhead, due to the color of the upper half of the engine block)

with American ace Phil Hill. They had a hard time battle the Aston Martins until about noon on Sunday but they won comfortably after a series of rival retirements. The 1950s would end with a DBR1 Aston Martin giving the British team its only overall victory to date, drivers were the American constructor-to-be Carroll Shelby and Roy Salvadori. After 30 years of trying it even was a 1-2 since 2nd place went to driver-journalist Paul Frere and Maurice Trintignant in another Aston. Ferrari succumbed to the "hare and tortoise" tactics from Aston Martin which had sent Moss to drive at a furious pace from the start and forced the Ferraris (and the Moss-Jack Fairman car as well) to retire. The great "uncrowned champion" would never win Le Mans but Sir Stirling Moss is undoubtedly one of the greatest drivers of all times. But 1959 was just a hiccup in the dominance of the Prancing Horse, the 60s would see the small factory from just outside the city of Modena dominate "la grande épreuve" and trigger the fury of a certain Mr. Ford.

## The Italian era

If the fifties had been the start of the mythical marque duels at Le Mans, the sixties would propel these duels to an unknown level. The decade would start with a Ferrari victory in 1960. Oliver Gendebien (1958 winner) and Paul Frere (second in 1959) would bring home their beautiful Testarossa, just one of eleven Ferraris entered. Only Aston Martin could show some resistance to this Ferrari swarm with the car driven by Roy Salvadori and none other than Jim Clark arriving third in his best Le Mans finish ever.

It was the time of the Maserati Birdcage, the Austin Healey and so many fast cars but it was the period where Ferrari would prove unbeatable in Le Mans: 6 wins in a row (5 by the Scuderia itself and the last one by the NART) would bring first an offer and then the rage of Ford by the mid-sixties. 1961 saw another Gendebien victory, partnered again by Phil Hill like 3 years before. A clean sweep with a 1-2-3 followed by a Maserati and a Porsche which could have been even more humiliating if a Ferrari vs Ferrari battle between the cars of Ritchie Ginther/Wolfgang von Trips and Pedro/Ricardo Rodríguez would have not taken those two cars out of the race. The following year was almost a copy of 1961, same winners, same Ferrari domination and another 1-2-3 against mild resistance from Maserati and Aston. Fourth victory for Gendebien and third for the Gendebien-Hill pairing in a field with 15 Ferraris entered.

In 1963 an early Maserati lead soon gave way to another Ferrari all-Italian victory with Lorenzo Bandini and Ludovico Scarfiotti putting their 250P on the top of the podium. A curiosity in 1963 was the inclusion "hors-concours" of the turbine Rover-BRM which even managed to finish the race (it would have been a virtual eighth). The Jean Guichet-Nino Vaccarella victory of 1964 made it 5 in a row for Ferrari. However, this year saw the debut of Ford, anxious to grab the top spot from the small Italian constructor. This would be the last year for Jaguar and Aston Martin for decades and it also was a year for the victory in the GT class of Dan Gurney/Bob Bondurant in another legendary Le Mans car: Carroll Shelby's AC Cobra. Another 1-2-3 for Ferrari and on to 1964. And another 1-2-3 would materialize when the Ferrari of Jochen Rindt-Masten Gregory would lead another two Maranello cars after a disastrous performance by Ford which saw all their MkIIs abandon the race in just a few hours.

## The Ford – Ferrari battle

The Ferrari domination would come to an end in 1966 when the 13 Fords vs 11 Ferraris race ended with a legendary victory by Bruce McLaren/Chris Amon leading a procession of 3 Fords to achieve a 1-2-3 in the closest finish ever in history. The rest of the decade would be a solo of the GT40: 1967 saw the beautiful MkIV take the win in the hands of Dan Gurney/A.J.Foyt in a first ever all American win which also broke the distance record with 5232km run. The



fantastic P4 Ferraris could only manage second and third in a tough battle with the American monster. But 1968, when the race had to be moved to the end of September due to the social unrest in France, witnessed two important facts: the first was the win of (yet another) Ford GT40 run this time by John Wyer Engineering with Pedro Rodríguez/Lucien Bianchi in Gulf colors, a team/sponsor that would become a symbol of Le Mans. The second fact was that a small German manufacturer that had always raced in small classes started now knocking on the door of the big win: Porsche. Since no works Ferrari was present due to regulations issues the Porsche offensive with their 908 car was even more visible and the Ford could take over only after the 908s showed their mechanical weaknesses, as did another future star: the Matra.



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

© Derek Appleyard

1969 would see the fiercest fight ever with an almost photo-finish between Ford and Porsche. This was the occasion where the Porsche 917 did its first Le Mans appearance and it was both tragic (John Woolfe was killed in a first lap accident) and almost glorious: one 917 came close to winning the race, the Vic Elford/Dick Attwood car retiring with just three hours to go. Three 917s and three 908s had retired and the battle was left to the old 1968 winning Gulf-Ford GT40 (this time with Jacky Ickx/Jackie Oliver behind the wheel) and the sole survivor of the Porsches, the 908 driven by Hans Herrmann/Gerard Larrousse. The 908 and the GT40 exchanged positions constantly and the spectators were treated to an amazing duel that lasted until the very last lap. Ickx thought he had the race on the bag but crossed the line a few seconds before the

4PM clock so a thrilling and unexpected last lap brought Herrmann close to the Ford entering the Hunaudieres straight. A smart move by Ickx simulating he was out of fuel (a known issue in the Ford during the race) had Herrmann take the lead realizing too late that Ickx would use his slipstream to overtake him again at Mulsanne corner and hold the lead by 100 meters at the end of the race...la ronde infernale...

For 1970 a new, short lived age will start. Ford would be gone and the battle of the giants would take place between Porsche and Ferrari with a funny blue car watching right behind.

### Battle of the Titans – Ferrari vs. Porsche

1969 was the last year of the Beatles together, the year of Woodstock and the end of the hippie era but it had also been the last year of the Le Mans start. The 1970 edition of the 24 Heures would see many unique happenings: A weird start with the cars in their traditional Le Mans layout but with drivers already in them, a certain Steve McQueen shooting for what would become a classic film among racing fans and the so-called Battle of the Titans between two very powerful cars ending on the first overall victory for Porsche. In fact the duel between the three John Wyer Porsche 917s and the four works Ferrari 512S was never as thrilling as in the film: a multiple crash in the rain would cripple the red team and leave one lonely car that never made it through the night and several issues would have the legendary Gulf-sponsored cars retire leaving the victory to the number 23 Porsche Salzburg 917 of Dick Attwood and Hans Herrmann.



1967: Downhill from Dunlop Bridge towards the Esses

© Derek Appleyard

For the first time one make got the win in all classes and all classified Porsches and Ferraris were private teams. The following year would see the fastest lap to date at Le Mans, the longest distance covered at 5335 km and the first rolling start which has been kept until now. The Porsches had again the edge but victory would again escape the Gulf-Wyer team and go rather to the Martini Porsche 917 of Helmut Marko-Gijs van Lennep, for the second time the short-tail 917 K (Kurzheck) would beat the "made for Le Mans" 917 LH (Langheck). Neither the privately entered Ferrari 512Ms nor the Alfa Romeos could beat the pace of the best racing car of the century in its last outing at La Sarthe.

## King Henri and the Matras

For 1972 rules had changed and the 3-litre engine limit had completely altered the picture, much to the advantage of the small French Matra-Simcas who would become unbeatable emperors of Le Mans, this year with no real challenge as Ferrari was absent. This first victory was in the hands of Henri Pescarolo-Graham Hill making the British driver the only man to date to win Indianapolis, the Monaco GP and Le Mans with another Matra completing a neat 1-2 for the blue prototypes. Jo Bonnier was killed in an unfortunate accident leaving endurance racing without one of its main drivers and team owners. With the circuit now modified adding a complete new White House section, the next year would see a well earned Matra victory in an all-out fight with the all-but-Le-Mans conquering Ferrari 312. Henri Pescarolo was again part of the winning team partnered this time by Gérard Larrousse and they would repeat in 1974 even when gearbox failure kept them 47 minutes in the pits and put their lead at stake.



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

© Rupert Lowes

After their third victory in a row Matra would leave Le Mans and 1975 would see some familiar colors return to victory. And it was Gulf sponsored Mirage which would bring a British car back to the top of the podium driven by Jacky Ickx and Derek Bell and a first victory for the DFV Cosworth engine at Le Mans. John Wyer's team met again with victory in a year where the big works teams were absent and other names like Ligier or de Cadenet would continue growing as part of Le Mans history. 1976 would see again familiar faces on the podium when Gijs van Lennep and Jacky Ickx would help return Porsche to the first spot at la Sarthe. The Porsche-Martini team would start a long era of Porsche domination where having another manufacturer winning would certainly become a rare exception. Both the Porsches and their main rivals Alpine-Renault were using turbo engines in which would also be a change for the 24

Hour race. There was also a certain Jean Rondeau introducing a nice prototype called Inaltera...more about him later.

Alpine-Renault came back in 1977 with three cars but none of them would see the finish so victory was assured for the Jacky Ickx-Hurley Haywood-Juergen Barth Porsche when drama would come back to Le Mans in its typical fashion: a piston broke on the leading car with only minutes to go. Given their huge advantage Porsche decided to take a major risk and waited until 15:50 to send Barth back to the track with a crippled car to finish the 24 Hour race almost at walking pace in a very dramatic way. The race ended with a fourth victory for Ickx and a finish for both de Cadenet - now in his own car - and the Inaltera of Jean Rondeau.

But there is always a revenge and after their 1977 disaster Alpine-Renault managed to get their win in 1978 with

Jean-Pierre Jassaud and Didier Pironi beating the Porsches fair and square in a race that saw Porsche even change Ickx to a better placed car in a futile attempt to give him his fifth victory. Renault retired from endurance after this victory so 1979 would see Porsche be total favourites with practically no opposition. And while Porsche would effectively win again with Klaus Ludwig and Bill and Don Whittington, the big news was the second placed car since one of the drivers was Paul Newman getting to the podium on his first attempt on the race of races. The 70s would close then like they started: Porsche on top and a Hollywood actor on the spotlight. The 80s would start in a very different fashion, with the first ever constructor-driver to take the honors.



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

© Rupert Lowes

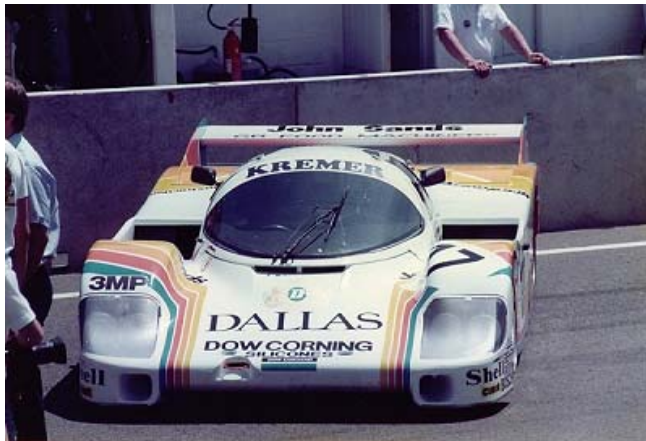
The 70's at the Le Mans 24 Hours ended with a clear Porsche victory. The German manufacturer had seven cars



inside the top 10. Apart from a lonely BMW M1 only one manufacturer was able to get two of its cars in the top 10, namely Rondeau. And for Rondeau finishing fifth was not enough... The Le Mans-built Rondeau was the car to beat in the 48th running of the 24 Hours. The number 15 Rondeau M379 of Henri Pescarolo and Jean Ragnotti had taken pole position, its sister car with Jean-Pierre Jaussaud and constructor/driver Jean Rondeau started from fifth place.

Early on in this very wet race it was the Liqui Moly-Martini Racing Porsche 908/80 of Jacky Ickx and Reinhold Joest that lead the race but lost it when the car suffered a problem. At midnight there was a Rondeau in the lead, but Ickx got the repaired Porsche back on the same lap an hour later. The Porsche increased its lead over the hours to come and had a decent lead at 7 am when it suffered a gearbox failure. Unfortunately for Ickx and Joest the Rondeau did not suffer any problems and while the Porsche was being repaired the Rondeau car of Rondeau/Jaussaud gained the lead. With just 30 minutes to go the rain came back and the Porsche went in for wet tyres in an attempt to finally close the gap and take the win. The Rondeau stayed out and won the race, despite a spin from Jaussaud (who did not hit anything), the first time ever a constructor won the race with his own car.

## Porsche dominates



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

© Rupert Lowes

Despite announcing his retirement after Le Mans 1980 Jacky Ickx was back in 1981 with the Porsche 936. The car he shared with Derek Bell was in a league of its own and won the race after completing 354 laps. The Rondeau M379s finished second and third, 14 and 19 laps behind the winner. The 1981 edition however was marred by the death of Jean-Louis Lafosse who crashed his Rondeau on the Hunaudières straight.

In 1982 the new FIA Group C rules were introduced and while privateer teams were unhappy with these new rules, the manufacturers did support them. Porsche built a new car to replace its successful 936 and the Porsche 956 was the result. The car was unbeatable and the number 1 Rothmans Porsche 956 in the hands of Jacky Ickx and Derek Bell won the 50th edition of the 24 Hours. Two other Porsche 956 cars completed a Porsche 1-2-

3. The success of the Porsche 956 in 1982 meant Porsche could sell several customer cars to privateer teams like Kremer Racing and Joest Racing. With all these teams competing at Le Mans the 1983 race turned into a Porsche parade. Eleven Porsche 956s took part in the race and nine of them finished in the top 10. Vern Schuppan, Hurley Haywood and Al Holbert won the race, just beating their team mates Jacky Ickx and Derek Bell.

Lancia responded to the 956 with its LC2 but despite running well in qualifying the cars did not finish. The 1984 race was won by the Joest Racing entered Porsche 956 of Henri Pescarolo and Klaus Ludwig. They won in the absence of the Porsche factory teams, which disagreed with the new 1984 rules and therefore boycotted the race. Despite the factory teams not being there, there were still eight 956s in the top 10 at the end of the 52nd Le Mans 24 Hours. Once again Lancia tried to win Le Mans, but even though they claimed the front row for the race it was once again a Porsche on top at the end of the race.

With a revised 956, being named the Porsche 962C, the Weisenbach-based manufacturer returned to Le Mans in 1985. This car, that was eligible under the new IMSA rules, was not able to beat the 'old' 956s however and Derek Bell/Hans-Joachim Stuck only finished third overall. The race was once again won by the Joest Racing team, the number 7 Porsche 956 driven by Klaus Ludwig, Paolo Barilla and "John Winter". Winter was in fact a pseudonym for Louis Krages, a German who used this name to prevent his family from finding out he was racing.

A year later, in 1986, no one was able to catch the works Porsche 962C of Stuck/Bell/Holbert. The number one car finished the race after 367 laps, beating several other Porsches. Unfortunately the 962C win was overshadowed by the death of Austrian Formula One and sports car driver Jo Gartner. During the night, just after



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

© Rupert Lowes

2 am, Gartner's Porsche suddenly made a hard left turn on the Mulsanne straight after suffering a (suspected) jammed gearbox. The car hit the barriers at nearly 290 km/h, became airborne and rolled down the track until it came to a rest on the right side barrier and caught fire. Jo Gartner was killed instantly.

In between the 1986 and 1987 editions of the 24 Hours of Le Mans the track underwent some reconstruction at the Dunlop Bridge. A chicane was put in place at the Dunlop Curve as the ACO tried to slow down the cars around the track. Stuck/Bell/Holbert repeated their 1986 win by scoring yet another Porsche victory at Le Mans in 1987. The Porsche-powered Cougar C20 of Yves Courage/Pierre-Henri Raphanel and Hervé Regout finishes third making it the first time in years that there is a non-Porsche chassis on the podium.

The Porsche winning streak came to a halt during the 56th running of the 24 Hours in 1988. After four previous attempts with the XJR it was the latest evolution, the XJR-9, of Tom Walkinshaw Racing (TWR) that finally managed to dethrone Porsche. The number 2 Silk Cut Jaguar, driven by Jan Lammers, Johnny Dumfries and Andy Wallace, finished just over 2.5 minutes ahead of the Porsche 962C driven by Stuck/Ludwig/Bell. Apart from another Jaguar in fourth place the rest of the top 10 was taken by Porsche 962Cs however. The WM P87 reached a speed of 405 km/h early in the race, before breaking down, a sign that the attempts to slow the cars had failed.



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

In the final race of the eighties at Le Mans Jaguar was hoping for a repeat of their 1988 victory, but there was one other team that spoiled it for the British squad. Swiss constructor Peter Sauber, who had been running cars at Le Mans for more than a decade, and Mercedes-Benz became partners and Sauber's Team became the official Mercedes-Benz factory team. The Sauber C9 with its 5 litre Turbo V8 dominated the 1989 event. The number 62 Sauber C9 of Schlesser/Jabouille/Cudini took pole position and eventually finished fifth. Its sister cars went on to make it a one-two finish for Team Sauber Mercedes. Jochen Mass, Manuel Reuter and Stanley Dickens in the 63 car won after completing 389 laps. The number 61 of Baldi, Acheson and Brancatelli followed, albeit five laps down. All three cars were capable of reaching speeds up to 400 km/h. The winning Jaguar of 1988 was down in fourth place and seemed to have been tamed... The 90's would bring a lot more diversity in race winners and of course a new track layout.

### The end of the Hunnaudieres...



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

© Rupert Lowes

The domination by the Porsche 962C and its predecessor the 956 in the 80's meant other manufacturers had to improve their cars and get higher speeds out of those cars to be able to win again. In the 1988 and 1989 races at the Circuit de la Sarthe speeds up to 400 km/h were measured and the FISA and ACO decided it was time to intervene.

As a result of the intervention by the autosport federation two chicanes were placed in the Mulsanne Straight and when the 1990 race took place the drivers had three shorter Mulsanne Straights to tackle, rather than one long.

After winning the 1989 race Sauber decided not to return to Le Mans in 1990. The TWR Jaguar team did return to France with an all new XJR-12. Their major opponents were the works Nissan R90CKs as well as numerous Porsche 962Cs. Nissan took the pole position and fastest lap in the race, but the R90CKs did not last the full 24 hours. At the end of the day the Silk Cut Jaguars took a one-two finish again, with John

Nielsen/Price Cobb/Martin Brundle beating everyone to take the victory. The renovation of Le Mans continued into 1991. A new pit complex, with modern boxes, pit stalls and suites was completed in the year between the races.

Out on the track a new World Sportscar Championship rule caused an upset. The new rules meant cars would be 750kg with 3.5L normally aspirated engines. TWR-Jaguar, Sauber-Mercedes and Peugeot built these cars, but nobody else did and there were not enough cars to fill the grid. The FIA reserved the top 10 of the grid for the new cars and invited older Group C cars to fill up the grid. The result was that the Group C cars were more reliable



and quicker than the new cars and TWR and Sauber withdrew their new cars and raced with the old ones.

However this was not enough to beat the Oreca-Mazdaspeed Mazda 787B. The Japanese manufacturer had overcome the problems that troubled the Mazda 787 and with Volker Weidler, Johnny Herbert and Bertrand Gachot behind the wheel of the number 55 car they took the first ever Japanese victory at Le Mans, as well as the first ever non-piston engine car to win.



1992: The Peugeot 905 driven by Philippe Alliot, Mauro Baldi and Jean-Pierre Jabouille

© Werner Kirchmann

Despite the problems with the new rules in 1991 the FIA did not change the regulations in 1992 and the 3.5L rules ushered in a new era of sportscar racing. Peugeot, the only manufacturer that ran the '91 event with a 3.5L car, returned to Le Mans with the Peugeot 905 Evo 1B and took on the Japanese opposition from Toyota and Mazda. The number 1 Peugeot Talbot Sport entry driven by Derek Warwick/Yannick Dalmás/Mark Blundell was the first '3.5L' car to win Le Mans, beating the Toyota TS010 and the number 2 Peugeot 905. For the 1993 race the ACO made the decision to allow GT cars back in the race for the first time since Group C was created. As a result many Porsche 911s and Venturi 500LMs were entered. The GT category in 1993 was won by Larbre Competition, putting their 2 Porsches in first and second.

The World Sportscar Championship collapsed before the 1993 season started and Peugeot and Mercedes focussed on F1 projects. Peugeot did return to Le Mans however, with the 905 Evo 1B. Eric Hélary/Christophe Bouchut/Geoff Brabham gave Peugeot a back-to-back victory, the two other Peugeots finishing second and third. Toyota Team Tom's was the best of the rest. Following this dominant performance, Peugeot pulled out of sports car racing. With new IMSA regulations coming into place to lower the costs the 3.5L cars were no longer eligible to race in 1994.

New cars had to be open-top, flat-bottomed sports-prototypes with production engines. The so-called LMP1 cars were not able to fight for victory though as Porsche exploited a loophole in the GT rules. Two street-legal versions of the Porsche 962 were built and modified to fit into the GT category. Jochen Dauer ran the so-called Dauer 962 cars, with Porsche support, and finished first and third. Toyota ran a couple of Group C Toyota 94C-Vs and finished second and fourth. The first real 'WSC' car (LMP1) to finish was the Kremer K8 Spyder, 18 laps behind the winning 962 in sixth.

The 63rd 24 Hours of Le Mans only saw proper GT and WSC cars on the track. Entries like the Dauer 962 and and dusted-off Group C cars were not allowed. The Le Mans Prototype WM's of Welter Racing took pole position and set the fastest lap time in the race but suffered mechanical problems and retired. The McLaren F1 GTR, which was in its first racing season, turned out to be the most reliable car around the track, as it had already shown in the '95 BPR Global GT Series, and beat the Courage C34. Yannick Dalmás/Masanori Sekiya/JJ Lehto completed 298 laps, one more than the Courage. The McLaren F1 GTR took the remaining top 5 spots. Porsche responded to the McLaren F1 GTR in 1996 by entering two Porsche 911 GT1s and intended to win the race overall, defeating the McLarens and the LMPs. They succeeded in beating the McLarens, but missed out on the overall victory as Joest Racing entered a prototype for Davy Jones/Alexander Wurz/Manuel Reuter that won the race. This car was built around a TWR Jaguar XJR-14, modified to fit into the LMP regulations and, ironically, fitted with a Porsche engine. At the end of the day Porsche won Le Mans, but not with the cars they wanted it to win with.

The 1997 race saw the same outcome as the 1996 race. The Joest Racing Porsche WSC-95 was not the fastest car out on the track, but mechanical problems for the Porsche 911 GT1s and McLaren F1 GTRs meant Joest Racing claimed his second ever back-to-back Le Mans victory with the same chassis. The drivers of this car were Michele Alboreto, Stefan Johansson and Le Mans rookie Tom Kristensen. In June 1998 the number of manufacturers officially involved in the 24 Hours of Le Mans saw a significant increase. Porsche upgraded its 911 GT1, BMW entered its new BMW V12 LM in cooperation with the Williams F1 team, Nissan sent 4 new R390 GT1s, Mercedes was involved with the CLK-GTR LM and the American Panoz team sent two Esperante GTR-1s. The race became a war of attrition that was won by Porsche. The cars from



1996: TWR Porsche WSC 95 from Joest Racing driven by Davy Jones, Alexander Wurz and Manuel Reuter

© Werner Kirchmann



Merces, BMW and Toyota retired with mechanical problems or accident damage, while the Nissan R390 GT1s and McLaren F1 GTRs did not have the pace to keep up with the Porsche 911 GT1-98s. Laurent Aiello, Allan McNish and Stephane Ortelli in the number 26 Porsche gave the German manufacturer the Le Mans victory it wanted and the number 25 Porsche made it even better after taking second place. Porsche announced they would not return to Le Mans in 1999, taking a sabbatical instead...



The latest diesel sports prototype - Audi R15

© Chris Clark

For the 1999 season the rules changed again. GT1 had come to an end and was replaced by the LM GTP category for GT prototypes. Despite Porsche not being at the race, the number of manufacturers involved did not drop. Toyota entered three GT-One cars, Mercedes three new CLR LM GTPs, while Nissan and Panoz moved to the open cockpit LMP class. Newcomer for the 1999 race was Audi. They decided to race in both classes and ran two open cockpit R8R's in the LMP category and two closed cockpit R8Cs in the LM GTP. BMW entered their new V12 LMR. The 1999 event became famous for the Mercedes incidents during qualifying and race. A flaw in the CLR design caused the car to become airborne. During qualifying and warm-up Mark Webber was driving the car when it lifted off. His car was withdrawn, the other two cars continued.

Unfortunately for Mercedes a few hours into the race it was Peter Dumbreck who suffered the same problem. The Scot went into the air, over the barriers and landed in the trees. The whole accident was caught by the cameras and broadcasted live on TV. Mercedes instantly withdrew the remaining car and withdrew from sportscar racing again. The race itself was won by Winkelhock, Martini and Dalmás in the Team BMW Motorsport BMW V12 LMR, ahead of the Toyota GT-One and the brand new Audi R8R. With another Audi Sport Team Joest R8R finishing in fourth place it looked like Audi had the right package to go for the win at Le Mans in the future.

### The new millennium – Audi!

In 2000 three Audi R8's were entered and the R8 turned out to be an instant winner. During qualifying the number 9 R8 of Aiello, McNish and Ortelli took the pole position, the other Audi's were second and third on the grid. At the end of the 2000 Le Mans 24 Hours the same three cars were on top, albeit in a different order. Frank Biela, Tom Kristensen and Emanuele Pirro beat the sister cars to clinch the R8s first Le Mans victory.

In 2001 the Mulsanne straight was once again changed, the large hill on the last part of the straight was lowered in order to prevent accidents like the Mercedes-Benz CLRs becoming airborne in 1999. The race itself saw a famous name making its return to the French circuit. British manufacturer Bentley, like Audi owned by the Volkswagen Group, entered a Bentley EXP Speed 8 to challenge the German Audi R8. The race was hampered by heavy rain throughout the race but even the huge amounts of water could not stop Audi. The number 1 Audi of Biela/Pirro/Kristensen won again, 1 lap ahead of the number 2 Audi and 15 laps ahead of the Bentley. The 2002 race was driven on yet another Le Mans circuit layout as the track was changed between the Dunlop bridge and the Esses. Once a straight it had now been turned into a set of fast turns leading to Tertre Rouge. Under much better weather conditions than in 2001 Bentley and Audi took on each other again and just like the previous years it was Audi that prevailed. With this result Audi Sport Team Joest and its drivers Biela, Pirro and Kristensen took their third consecutive victory as a team and manufacturer. It was the first time the same three drivers won the event three times in a row.

With the success of winning three times in a row Audi did not field a works team in 2003, but privateers like Champion Racing, Team Goh and Audi Sport UK did enter the R8 though. However it was Bentley that won the race, its first victory at Le Mans since 1930. The Bentley team was supported by Audi factory squad Joest Racing and Audi had put its drivers Rinaldo Capello and Tom Kristensen in the winning car, joined by Briton Guy Smith. For Tom Kristensen it was his fourth consecutive victory, a new record. After taking the win Bentley withdrew from Le Mans again which meant there were no official works entries for the 2004 edition of the race. Nevertheless several privateer teams returned to the track with an R8 and the car showed its capabilities by scoring a 1-2-3 finish. The winning R8 of Audi Sport Japan Team Goh had a couple of familiar names in its line-up, next to Japanese Seiji Ara Audi works drivers Rinaldo Capello and Tom Kristensen were in the car. For Kristensen it was his fifth straight victory at Le Mans and his sixth overall, he was now on the same level as Jacky Ickx. The Le Mans-



Peugeot 908

© Chris Clark

based Pescarolo squad entered its own Pescarolo C60 to compete against the Audi's and finished fourth, preventing an Audi top 4.



The 2005 edition was driven in exceptionally hot weather. The temperature was well over 30°C and caused a lot of mechanical problems for the teams. The Pescarolo Sport C60 of Collard/Boullion/Comas had taken pole position and with French rally ace Sébastien Loeb behind the wheel of the second Pescarolo the French fans all came to Le Mans hoping for a French victory for the first time since Peugeot in 1993. Unfortunately for them the Pescarolo cars had a lot of bad luck during the race and despite the lower speed of the car the reliability of the Audi R8 was the key factor. The Champion Racing R8 in the hands of Lehto, Werner and (again) Kristensen won the race, 2 laps ahead of the number 16 Pescarolo. Kristensen set a new record of seven overall Le Mans victories, six of them in succession. He was now one win ahead of Le Mans legend Jacky Ickx.

Before the 2006 event started the ACO changed the Dunlop Curve and Dunlop Chicane area again and extended the pit lane, as requested by the FIA. After receiving many complaints about the longer and slower pitlane during the Le Mans test day the ACO decided to use the old pit exit for the race. Audi Sport Team Joest returned to Le Mans as the official Audi works team with the diesel-powered R10 that had replaced the legendary R8. The car showed it was able to carry on where the R8 had left and it was the number 7 Audi R10 of Kristensen/McNish/Capello that took pole position for the 74th Le Mans 24 Hours. However the number 7 turned out to be less reliable as its sister car. While the number 8 of Biela/Werner/Pirro won the race, ending the winning streak of Tom Kristensen, it was the Pescarolo C60 Hybrid of Loeb/Hélary/Montangy that took second place ahead of the second Audi R10. Kristensen did not improve his record, but Audi did rewrite motorsport history as the R10 became the first ever diesel-powered sports car to win Le Mans.



The return of Peugeot to Le Mans in 2007 with a Diesel powered sports car prototype coupe was the beginning of a battle which lasts until this year. In 2007 and 2008 Audi won again, although Peugeot had the much quicker car last year. For 2009 Aston Martin joins the battle – hoping that the last changes of the regulations will equalize their petrol-powered engine with the diesel powered entries. With now 3 manufacturers fighting for overall win the 77th edition is set to become a thriller...

### Overall winners since 1923

Year	Car	Drivers	Distance (km)
1923	Chenard & Walcker	André Lagaché (F), René Leonard (F)	2209
1924	Bentley 3-Litre	John Duff (GB), Francis Clement (GB)	2077
1925	La Lorraine	Gérard De Courcelles (F), André Rossignol (F)	2233
1926	La Lorraine	Robert Bloch (F), André Rossignol (F)	2552
1927	Bentley 3-Litre	Dudley Benjafield (GB), Sammy Davis (GB)	2369
1928	Bentley 4.5	Woolf Barnato (GB), Bernard Rubin (GB)	2669
1929	Bentley Speed Six	Woolf Barnato (GB), Sir Henry Birkin (GB)	2843
1930	Bentley Speed Six	Woolf Barnato (GB), Glen Kidston (GB)	2930
1931	Alfa Romeo 8C-2300sc	Earl Howe (GB), Sir Henry Birkin (GB)	3017
1932	Alfa Romeo 8C-2300sc	Raymond Sommer (F), Luigi Chinetti (I)	2954
1933	Alfa Romeo 8C-2300sc	Raymond Sommer (F), Tazio Nuvolari (I)	3144
1934	Alfa Romeo 8C-2300sc	Luigi Chinetti (I), Phillipe Etancelin (F)	2886
1935	Lagonda M45R	J.S. Hindmarsh (GB), Louis Fontes (RA)	3006
<b>1936</b>		<b>Race was cancelled</b>	
1937	Bugatti S7Gsc	Jean-Pierre Wimile (F), Robert Benoist (F)	3287

Year	Car	Drivers	Distance (km)
1938	Delhay 135M	Eugène Chaboud (F), Jean Tremoulet (F)	3180
1939	Bugatti S7Gsc	Jean-Pierre Wimile (F), Pierre Veyron (F)	3354
<b>1940-1948</b>		<b>Races were cancelled</b>	
1949	Ferrari 166MM	Luigi Chinetti (USA), Lord Selsdon (GB)	3178
1950	Talbot-Lago	Louis Rosier (F), Jean-Louis Rosier (F)	3465
1951	Jaguar C-Type	Peter Walker (GB), Peter Whitehead (GB)	3611
1952	Mercedes-Benz 300SL	Hermann Lang (D), Fritz Reiss (D)	3733
1953	Jaguar C-Type	Tony Rolt (GB), Duncan Hamilton (GB)	4088
1954	Ferrari 375	Juan Froilan Gonzales (RA), Maurice Trintignant (F)	4061
1955	Jaguar D-Type	Mike Hawthorn (GB), Ivor Bueb (GB)	4135
1956	Jaguar D-Type	Ron Flockhart (GB), Ninian Sanderson (GB)	4034
1957	Jaguar D-Type	Ron Flockhart (GB), Ivor Bueb (GB)	4397
1958	Ferrari 250TR58	Olivier Gendebien (B), Phil Hill (USA)	4101
1959	Aston Martin DBR1	Carroll Shelby (USA), Roy Salvadori (GB)	4347
1960	Ferrari 250TR59/60	Olivier Gendebien (B), Paul Frère (B)	4217
1961	Ferrari 250TR61	Olivier Gendebien (B), Phil Hill (USA)	4476
1962	Ferrari 250P	Olivier Gendebien (B), Phil Hill (USA)	4451
1963	Ferrari 250P	Ludovico Scarfiotti (I), Lorenzo Bendini (I)	4561
1964	Ferrari 275P	Jean Guichet (F), Nino Vaccarella (I)	4695
1965	Ferrari 250LM	Jochen Rindt (A), Masten Gregory (USA)	4677
1966	Ford GT40 Mk II	Chris Amon (NZ), Bruce McLaren (NZ)	4843
1967	Ford GT40 Mk IV	Dan Gurney (USA), A.J. Foyt (USA)	5232
1968	Ford GT40	Pedro Rodriguez (MX), Lucien Bianchi (B)	4452
1969	Ford GT40	Jacky Ickx (B), Jackie Oliver (GB)	4997
1970	Porsche 917	Hans Hermann (D), Richard Attwood (GB)	4607
1971	Porsche 917	Helmut Marko (A), Gijs van Lennep (NL)	5335
1972	Matra-Simca MS670	Henri Pescarolo (F), Graham Hill (GB)	4691
1973	Matra-Simca MS670B	Henri Pescarolo (F), Gérard Larousse (F)	4853
1974	Matra-Simca MS670B	Henri Pescarolo (F), Gérard Larousse (F)	4606
1975	Mirage-Ford M8	Jacky Ickx (B), Derek Bell (GB)	4594
1976	Porsche 936	Jacky Ickx (B), Gijs van Lennep (NL)	4769
1977	Porsche 936	Jacky Ickx (B), Jurgen Barth (D), Hurley Haywood (USA)	4671
1978	Renault-Alpine A442	Jean-Pierre 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
2008	Audi R10	Rinaldo Capello (I), Tom Kristensen (DK), Allan McNish (GB)	5192



## 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.

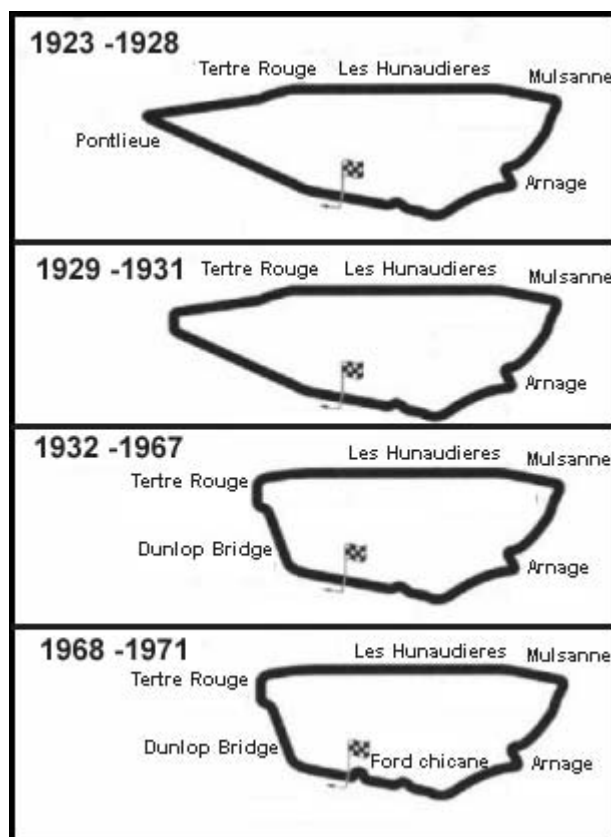
In 1929 much to the disgust of the drivers, the track was shortened slightly to 16.34km. This was achieved by cutting out the hairpin bend in the village of Pontlieue at the request of the local inhabitants. It was replaced with two right hand bends joined by a short straight just outside the village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

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).



1923: The Pontlieue hairpin corner

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.

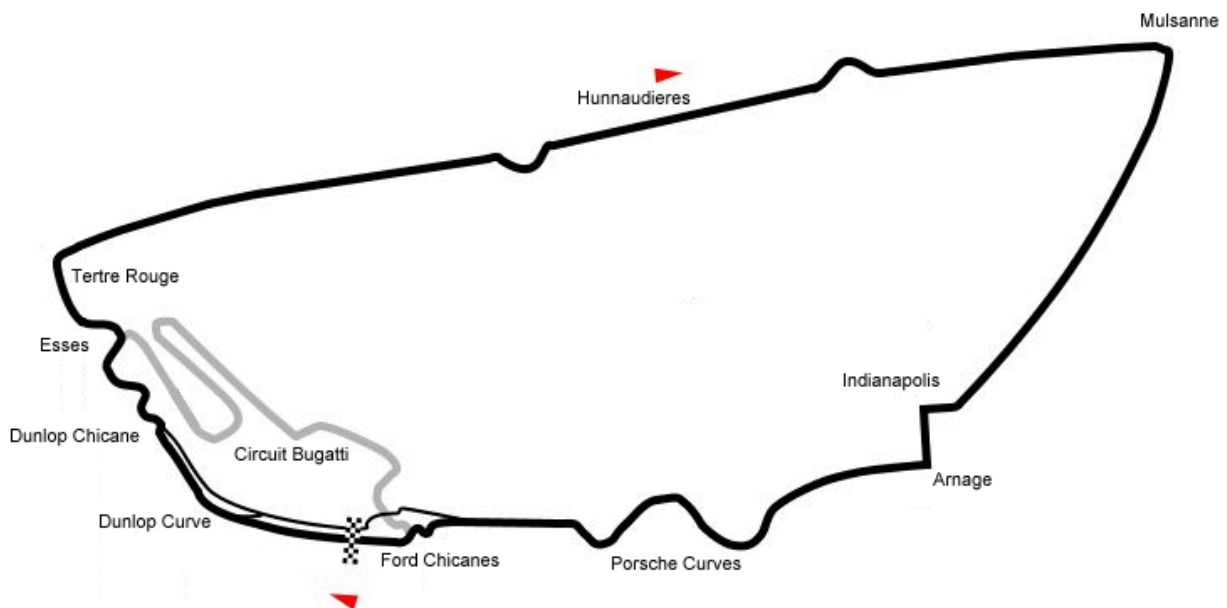
Work on the new Paddock and Village areas is completed now. The track reprofiling of Tertre Rouge to allow for the new Tram link is complete. This now serves the soon to be completed football stadium and Velodrome, just beyond the start of the Les Hunaudières and links the nearby industrial estates with 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, and special rules will apply to hybrid cars in 2009, such cars will be allowed to take part in 2009, but cannot be classified.

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, for example, a 1.5% difference in lap times between LMP1 and LMP2. The ACO constantly alter various specifications in order to maintain this differential, for example the size of the air restrictors, the minimum weight of the car and the maximum size of fuel tanks. A good example of this was in 2006 when the Chevrolet Corvettes and the Aston Martins were getting a little bit too close to the prototypes in terms of speed, so both were given 25 kg extra weight.

## The Spirit of Future Rules

In September 2008, the ACO announced the general direction that the rules will take in the next few years. In essence, the objectives are:

- to slow all cars down for safety reasons, the aim being to limit the fastest cars to a lap time of 3mins 30secs
- to create a level playing field between diesel and petrol driven cars
- to maintain the speed differential between the classes
- to reduce overall costs

The reduction in costs will be achieved by several initiatives. Firstly, the ACO state that the rules will be stabilised, thus reducing development costs. They then go on to introduce a lot more rules! The use of 'production' engines in LMP2 will be promoted. A production engine is a semi stressed engine used in a production car built in a quantity of at least 10,000 units per year. No modifications are allowed to the cylinder block, heads or any moving part of the engine.



*The Peugeot Hybrid LMP1 – a concept for the future*

© "Barry"

Engines must be used in more than one race, although how this is going to be put into practice is anybody's guess at the moment. A minor cost reduction exercise is to reduce the number of tyres used – achieved by limiting the number of mechanics allowed to effect wheel changes during the race.

In the longer term, further engine size reductions will be put into effect – LMP1 engines will be limited to the current LMP2 limits. LMP1 fuel capacities will also be reduced to 75l (petrol) and 68l (diesel), although how this will improve safety or reduce costs is again a mystery.

## 2009 Specific Rule Changes

### Prototypes

- Reduction of the air restrictors on diesel engines by 10% and the supercharger pressure by 6.5%
- Air restrictors on production engines in LMP1 reduced by 3%
- Air restrictors in LMP2 reduced by 10%
- BUT, if the car has air conditioning, the restrictors can be increased by 3mm
- Reduction in size of the rear wing, which must also now have a Gurney flap of at least 20mm

### GT

- A minimum weight increase of 25 kilos in GT1 And 20 kilos in GT2
- Mandatory Gurney flap of 25mm in GT1 and 15mm in GT2
- Reduction of air restrictor size by 2% in GT1 and 5% in GT2
- Ground clearance increased by 5mm in GT2
- If the car has air conditioning, the air restrictor advantage is cancelled!

### All Classes

- Only 2 mechanics with one air gun allowed to change wheels
- All equipment and wheels used in wheel changes must be brought out/returned to the garage while the car is in the pits.
- Tyre warmers in the pit lane are forbidden, although they can be used 'behind the pits'
- Maximum noise levels are reduced from 113 to 112 dB
- Must have a sensor which prevents the engine starting whilst the re-fuelling equipment is connected to the car

**Leader Lights:** In 2007 the A.C.O. introduced 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.



### **\*\*Stop Press\*\***

In April 2009, the ACO made further changes to the rules. Analysis of the performance of the diesel-powered cars at Sebring and Barcelona showed that they were still too fast!! Accordingly, the size of the fuel flow limiter from the fuel tank to the engine will be reduced from 38 to 33 mm (to make it the same as for the petrol-powered cars), and the minimum weight for the diesels will be increased by 30 kilo to 930 kilos.

### The 4 classes - overview

The following overview page 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](http://www.lemans.org) website. All figures mentioned are maximum values, except the car's weight of course...





## 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 (930 kg for Diesels)
- 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
- Min ground clearance 55 mm

## Sporting regulations

The full regulations (see [www.lemans.org](http://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.

### Side Numbers

- As well as leader lights (see War of the Classes chapter), all side numbers must now (from 2009) be in the ‘class colours’ ie LMP1 – red, LMP2 – blue, GT1 – green and GT2 – yellow. They must also be lit so that they are visible in the dark.

### 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 – this can be seen at the entrance to the pit lane

### The start

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

### Pit stops

- The engine must be switched off at the start of the pit stop; once the pit stop is finished it must be re-started without any additional device or outside assistance.
- During refuelling no one is allowed to work on the car (except for driver changes and windscreen cleaning), the car cannot be jacked up.
- Cars must be electrically earthed before the refuelling equipment is connected
- Fuel tanks must always be filled to the top ie no more ‘splash & dash’ scenarios
- For tyre changes, from 2009, a maximum of 2 mechanics and one only air gun is allowed, and all equipment and wheels must be taken from/returned to the garage whilst the car is stopped in the pit lane. This is a change from previous years when 4 mechanics and 2 air guns were allowed.
- For other repairs in the pit lane a maximum of 4 mechanics are allowed to work on the car. The car must be pushed back into its garage where 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 “Stop/Go” 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 qualifying 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 qualifying 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 112 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.

### En route

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

### Fuel

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

### End of race / classification

- 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 thereby “robbing” Martin Shorts Rollcentre team of a podium!.
- At the end of the race, cars must go to the Parc Fermé, and they may be weighed.

## Le Mans Moments: Post 31 report

*from Club Arnage Member “Gordonwr”*

Well we had a quiet week in the end. Our post was on the Mulsanne just down from the tram terminal at Antares, handy for a trip to town.

We had possibly the first fatality during the evening session on Wednesday when a local moggy got splattered by a vette, and it flew about 40 foot in the air, before making its way towards the first chicane in bits!

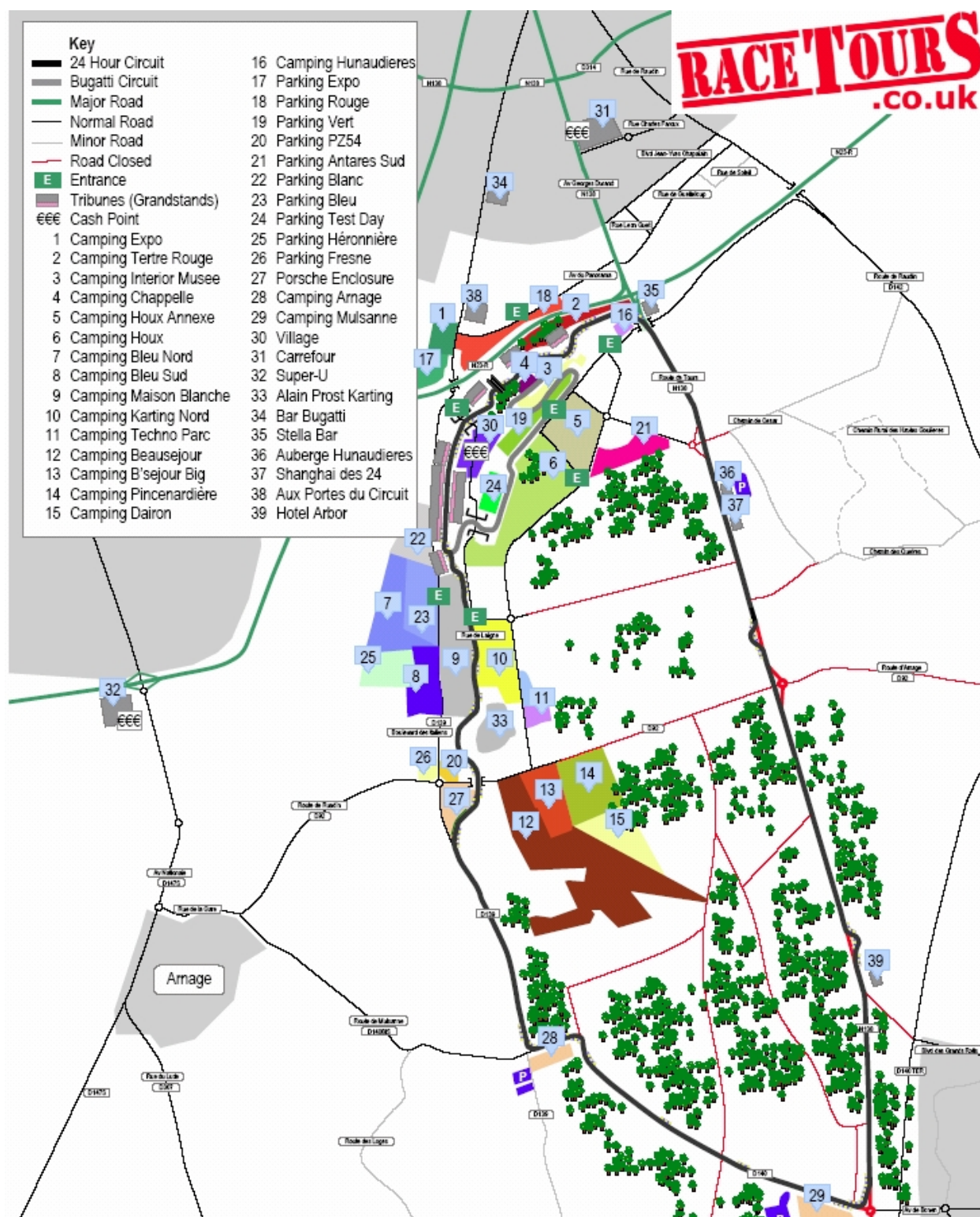
Our camp site was certainly peaceful, after we got back from the DFH party on Friday at about 2am everybody had gone to bed and the place was in darkness!!

The only visitor we had during the race was Amanda Stretton on her first racing lap in the Chamberlain car, which she managed to get back to the pits after some verbal assistance from a couple of mechanics who arrived on bikes.

Needless to say she was not a happy bunny as I don't believe the car made it back out!!

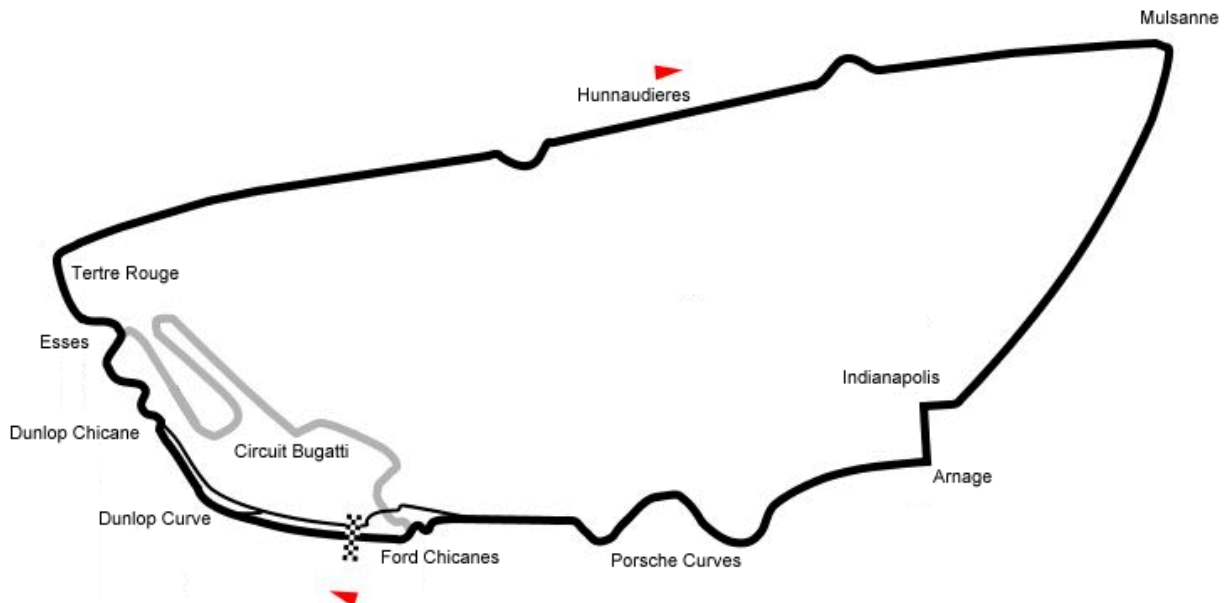


## Map of the circuit



## 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 2009 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 now 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.



## 2009 race week schedule

+ in red letters: other important events

<b>Monday 8<sup>th</sup> June</b>	2.30 pm - 6.30 pm	Administrative checking and scrutineering, Le Mans city centre at „Quinconce des Jacobins“
<b>Tuesday 9<sup>th</sup> June</b>	8.30 am - 4.40 pm	Administrative checking and scrutineering, Le Mans city centre at „Quinconce des Jacobins“
<b>Wednesday 10<sup>th</sup> June</b>	9.00 am – 12.00 am	Administrative checking and scrutineering Formula Le Mans Cup at the circuit
	10.00 am	Briefing for the team managers of the 24h of Le Mans
	11.00 am	Briefing for the drivers of the 24h of Le Mans
	3.00 pm	Briefing for the drivers of the Formula Le Mans Cup
	4.30 pm – 5.30 pm	Free practice session Formula Le Mans Cup
	6.00 pm- midnight	Free practice session 24h of Le Mans
	9.00 pm	Live concert “Pascale Picard” and “Pep's” on the stage near Dunlop bridge
<b>Thursday 11<sup>th</sup> June</b>	9.00 am – 1.00 pm	Sporting checks and scrutineering “Le Mans Legends”, paddock
	2.00 pm	Drivers' briefing “Le Mans Legends”
	4.00 pm – 5.00 pm	Timed practice session “Le Mans Legends”
	5.30 pm – 6.30 pm	Free practice session Formula Le Mans Cup
	7.00 pm - 9.00 pm	1 <sup>st</sup> qualifying practice session 24h of Le Mans
	10.00 pm - midnight	2 <sup>nd</sup> qualifying practice session 24h of Le Mans
<b>Friday 12<sup>th</sup> June</b>	11.00 am	„Ceremony of hands“ , Place St Nicholas, Le Mans downtown
	10.00 am - 8.00 pm	Pit Walk
	All day	“St. Saturnin Classic British Welcome”, for details please see the respective chapter of this guide.
	6.00 pm - 7.00 pm	Drivers parade in Le Mans city centre
	All day - late night	Mad Friday at the Houx Annexe roundabout and other locations
<b>Saturday 13<sup>th</sup> June</b>	8.30 am - 9.15 am	Warm-Up
	9.30 am	Support race “Le Mans Legends”
	10.30 am	Support race Formula Le Mans Cup
	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
	9.00 pm	Live concert “Twistel Wheel” and “Strangers” on the stage near the Dunlop Bridge
	App. 9.00 pm until the last one drops	Club Arnage Forum Gathering in the race village in the area around the “Courbe” bar, for directions please see the respective chapter of this guide.
<b>Sunday 14<sup>th</sup> June</b>	3.00 pm	Finish of the 24 Hours of Le Mans

## The 2009 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. Due to the current world economic crisis the test weekend 2009 was cancelled.

So, how does it work nowadays? 29 out of the 55 entries are pre-selected: If these teams apply for an entry, they will be accepted. **The list of the 29 pre-selected entries is compiled using the results of the previous year:**

- 1<sup>st</sup> and 2<sup>nd</sup> at the 24 hours of Le Mans in each class (8 cars)
- 1<sup>st</sup> and 2<sup>nd</sup> in the Le Mans Series in each class (8 cars)
- 1<sup>st</sup> at the "Petit Le Mans" in each class (4 cars)
- 1<sup>st</sup> in the American Le Mans Series in each class (4 cars)
- 1<sup>st</sup> and 2<sup>nd</sup> in the FIA GT Championship GT1 and GT2 categories (4 cars)
- Winner of the Michelin Energy Endurance Challenge Trophy, a trophy for the LMS team with the most efficient fuel consumption (1 car)

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 26 slots – or more, if a pre-selected entry is not taken - are given away at the organizers discretion.** The following is a quote from the 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:

The A.C.O. is also developing the "Asian Le Mans Series", 2 races in Okayama, Japan and Shanghai, China are scheduled for October and November 2009. At the time of writing, 31 cars are on the provisional entry list.



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
	<b>LMP1</b>			
007	AMR Eastern Europe	CZ	Lola Aston Martin	Charouz, Enge, Mücke
008	Aston Martin Racing	UK	Lola Aston Martin	Verstappen, Davidson, Turner
009	Aston Martin Racing	UK	Lola Aston Martin	Primat, Kox, Hall
1	Audi Sport Team Joest	DE	Audi R15	Kristensen, McNish, Capello
2	Audi Sport North America	DE	Audi R15	Luhr, Rockenfeller, Werner
3	Audi Sport Team Joest	DE	Audi R15	Prémat, Bernhard, Dumas
4	Creation Autosportif	US	Creation Judd	Ickx, Campbell-Walter, Ianetta
6	Team LNT	UK	Ginetta Zytek	Tomlinson, Dean, Moore
7	Team Peugeot Total	FR	Peugeot 908	Minassian, Lamy, Klien
8	Team Peugeot Total	FR	Peugeot 908	Montagny, Sarrazin, Bourdais
9	Peugeot Sport Total	FR	Peugeot 908	Gené, Wurz, Brabham
10	Team Oreca Matmut AIM	FR	Courage-Oreca AIM	Ortelli, Senna, Monteiro
11	Team Oreca Matmut AIM	FR	Courage-Oreca AIM	Panis, Lapierre, Ayari
12	Signature Plus	FR	Courage Judd	Ragues, Mailleux, André
13	Speed Racing Team Sebah	CH	Lola Aston Martin	Belicchi, Jani, Prost
14	Kolles	DE	Audi R10	Meyrick, Zwolsman, Karthikeyan
15	Kolles	DE	Audi R10	Bakkerud, Albers, Mondini
16	Pescarolo Sport	FR	Pescarolo Judd	Jouanny, Barbosa, Tinseau
17	Pescarolo Sport	FR	Peugeot 908	Pagenaud, Tréluyer, Boullion
23	Strakka Racing	UK	Ginetta Zytek	Hardman, Leventis, Watts
	<b>LMP2</b>			
5	Navi Team Goh	JP	Porsche RS Spyder	Maassen, Ara, Kunimoto
24	Oak Racing	FR	Lola Mazda	Nicolet, Hein, Yvon
25	RML	UK	Lola Mazda	Newton, Erdos, Dyson
26	Bruichladdich Bruneau	UK	Radical AER	Rostan, Bruneau, Greaves
30	Racing Box SRL	IT	Lola Judd	Bobbi, Piccini, Biagi
31	Team Essex	DK	Porsche RS Spyder	Collard, Elgaard, Poulsen
32	Barazi Epsilon	FR	Zytek 07S	Barazi, Rees, TBA
33	Speed Racing Team Sebah	CH	Lola Judd	Kane, Leuenberger, Pompidou
35	Oak Racing	FR	Lola Mazda	Lahaye, Aljani, Moreau
39	KSM	DE	Lola Mazda	Noda, Marsh, de Pourtales
40	Quifel ASM Team	PT	Ginetta Zytek 09S	Amaral, Pla, Smith
41	GAC Racing Team	CH	Zytek 07S	Ojjeh, Gosselin, Peter
	<b>LMGT1</b>			
63	Corvette Racing	US	Corvette C6.R	Garcia, O'Connell, Magnussen
64	Corvette Racing	US	Corvette C6.R	Beretta, Gavin, Fässler
66	Jetalliance Racing	AT	Aston Martin DBR9	Lichtner-Hoyer, Gruber, Müller
68	JLOC	JP	Lamborghini Murcielago	Yogo, Yamanishi, Apicella
72	Luc Alphand Aventures	FR	Corvette C6.R	Alphand, Goueslard, Grégoire
73	Luc Alphand Aventures	FR	Corvette C6.R	Clairay, Maassen, Jousse
	<b>LMGT2</b>			
70	IMSA Performance Matmut	FR	Porsche 997 GT3 RSR	Felbermayr Jr, Felbermayr Sr, Lecourt
75	Endurance Asia Team	CN	Porsche 997 GT3 RSR	O'Young, Hesnault, Kralev
76	IMSA Performance Matmut	FR	Porsche 997 GT3 RSR	Narac, Pilet, Long
77	Team Felbermayr Proton	DE	Porsche 997 GT3 RSR	Lieb, Lietz, Henzler
78	AF Corse SRL	IT	Ferrari F 430 GT	Bruni, Perez-Companc, Russo
80	Flying Lizard Motorsport	US	Porsche 997 GT3 RSR	Bergmeister, Law, Neiman
81	Team Advanced Engineering	IT	Ferrari F 430 GT	Foster, Dempsey, Kitch Jr
82	Risi Competizione	US	Ferrari F 430 GT	Melo, Kaffer, Salo
83	Risi Competizione	US	Ferrari F 430 GT	Krohn, Jönsson, van de Poele
84	Team Modena	UK	Ferrari F 430 GT	Mansell, Ehret, Rusinov
85	Snoras Spyker Squadron	NL	Spyker C8 Laviolette	Coronel, Janis, Bleekemolen
87	Drayson Racing	UK	Aston Martin V8	Drayson, Cocker, Franchitti
89	Hankook – Team Farnbacher	DE	Ferrari F 430 GT	Farnbacher, Simonsen, Montanari
92	JMW Motorsport	UK	Ferrari F 430 GT	Bell, Kirkaldy, Sugden
96	Virgo Motorsport	UK	Ferrari F 430 GT	McInerney, McInerney, Vergers
97	BMS Scuderia Italia	IT	Ferrari F 430 GT	Ruberti, Malucelli, Babini
99	JMB Racing	MC	Ferrari F 430 GT	Rodrigues, Lebon, Bouchut



**007**  **LMP1**

**Team:** AMR Eastern Europe  
**Vehicle:** Lola Aston Martin, 6 ltr. V12 cyl. aspirated, Michelin  
**Drivers:** Jan Charouz (CZ), Tomas Enge (CZ), Stefan Mücke (DE)



**008**  **LMP1**

**Team:** AMR Eastern Europe  
**Vehicle:** Lola Aston Martin, 6 ltr. V12 cyl. aspirated, Michelin  
**Drivers:** Jos Verstappen (NL), Anthony Davidson (UK), Darren Turner (UK),



**009**  **LMP1**

**Team:** Aston Martin Racing  
**Vehicle:** Lola Aston Martin, 6 ltr. V12 cyl. aspirated, Michelin  
**Drivers:** Harold Primat (CH), Peter Kox (NL), Stuart Hall (UK)



**1**  **LMP1**

**Team:** Audi Sport Team Joest  
**Vehicle:** Audi R15, 5.5 ltr. V10 cyl. Turbo Diesel, Michelin  
**Drivers:** Tom Kristensen (DK), Allan McNish (UK), Rinaldo Capello (IT)





**2**  **LMP1**

**Team:** Audi Sport North America  
**Vehicle:** Audi R15, 5.5 ltr. V10 cyl. Turbo Diesel, Michelin  
**Drivers:** Lucas Luhr (DE), Mike Rockenfeller (DE), Marco Werner (DE)



**3**  **LMP1**

**Team:** Audi Sport Sport Team Joest  
**Vehicle:** Audi R15, 5.5 ltr. V10 cyl. Turbo Diesel, Michelin  
**Drivers:** Alexandre Prémat (FR), Timo Bernhard (DE), Romain Dumas (FR),



**4**  **LMP1**

**Team:** Creation Autosportif  
**Vehicle:** Creation CA07, Judd 5.5 ltr. V10 cyl., Dunlop  
**Drivers:** Vanina Ickx (BE), Jamie Campbell-Walter(UK), Romain Janetta (FR)



**6**  **LMP1**

**Team:** Team LNT  
**Vehicle:** Ginetta Zytek, AIM (Judd) 4.5 ltr. V10 cyl. aspirated, Michelin  
**Drivers:** Lawrence Tomlinson (UK), Richard Dean (UK), Nigel Moore (UK)





## 7 LMP1

**Team:** Team Peugeot Total  
**Vehicle:** Peugeot 908, 5.5 ltr. V12 cyl. Turbo Diesel, Michelin  
**Drivers:** Nicolas Minassian (FR), Pedro Lamy (PT), Christian Klien (AT)



## 8 LMP1

**Team:** Team Peugeot Total  
**Vehicle:** Peugeot 908, 5.5 ltr. V12 cyl. Turbo Diesel, Michelin  
**Drivers:** Franck Montagny (FR), Stéphane Sarrazin (FR), Sébastien Bourdais (FR)



## 9 LMP1

**Team:** Peugeot Sport Total  
**Vehicle:** Peugeot 908, 5.5 ltr. V12 cyl. Turbo Diesel, Michelin  
**Drivers:** Marc Gené (ES), Alexander Wurz (AT), David Brabham (AU)



## 10 LMP1

**Team:** Team Oreca Matmut AIM  
**Vehicle:** Courage-Oreca AIM, AIM 5.5 ltr. V10 cyl., Michelin  
**Drivers:** Stéphane Ortelli (MC), Bruno Senna (BR), Tiago Monteiro (PT)





**11**  **LMP1**

**Team:** Team Oreca Matmut AIM  
**Vehicle:** Courage-Oreca AIM, AIM 5.5 ltr. V10 cyl., Michelin  
**Drivers:** Olivier Panis (FR), Nicolas Lapierre (FR), Soheil Ayari (FR)



**12**  **LMP1**

**Team:** Signature Plus  
**Vehicle:** Courage LC70, Judd 5.5 ltr. V10 cyl., Michelin  
**Drivers:** Pierre Ragues (FR), Frank Mailleux (FR), Didier André (FR)



**13**  **LMP1**

**Team:** Speedy Racing Team Sebah  
**Vehicle:** Lola B08/60, Aston Martin 6.0 ltr. V12 cyl., Michelin  
**Drivers:** Andrea Belicchi (IT), Neel Jani (CH), Nicolas Prost (FR)



**14**  **LMP1**

**Team:** Kolles  
**Vehicle:** Audi R10, 5.5 ltr. V12 cyl. Turbo Diesel, Michelin  
**Drivers:** Andy Meyrick (GB), Charles Zwolsman (NL), N.Karthikeyan (IN)



**15**  **LMP1**

**Team:** Kolles  
**Vehicle:** Audi R10, 5.5 ltr. V12 cyl. Turbo Diesel, Michelin  
**Drivers:** Christian Bakkerud (DK), Christijan Albers (NL), Giorgio Mondini (CH)



**16**  **LMP1**

**Team:** Pescarolo Sport  
**Vehicle:** Pescarolo, Judd 5.5 ltr. V10 cyl., Michelin  
**Drivers:** Bruce Jouanny (FR), João Barbosa (PT), Christophe Tinseau (FR)



**17**  **LMP1**

**Team:** Pescarolo Sport  
**Vehicle:** Peugeot 908, 5.5 ltr. V12 cyl. Turbo Diesel, Michelin  
**Drivers:** S. Pagnaud (FR), Benoît Tréluyer (FR), Jean-Christophe Boullion (FR)



**23**  **LMP1**

**Team:** Strakka Racing  
**Vehicle:** Ginetta Zyteck, AIM (Judd) 4.5 ltr. V10 cyl. aspirated, Michelin  
**Drivers:** Peter Hardman (UK), Nick Leventis (UK), Danny Watts (UK)





**5**  **LMP2**

**Team:** Navi Team Goh  
**Vehicle:** Porsche RS Spyder, 3.4 ltr. V8 cyl., Michelin  
**Drivers:** Sascha Maassen (DE), Seiji Ara (JP), Keisuke Kunimoto (JP)



**24**  **LMP2**

**Team:** Oak Racing  
**Vehicle:** Pescarolo, Mazda 2 ltr. 4 cyl., Dunlop  
**Drivers:** Jacques Nicolet (FR), Richard Hein (MC), Jean Francois Yvon (FR)



**25**  **LMP2**

**Team:** RML – Ray Mallock Limited  
**Vehicle:** Lola Mazda, 2 ltr. 4 cyl. Turbo, Michelin  
**Drivers:** Mike Newton (UK), Thomas Erdos (BR), Chris Dyson (US)



**26**  **LMP2**

**Team:** Bruichladdich Bruneau  
**Vehicle:** Radical SR9, AER P07 2 ltr. 4 cyl. Turbo, Dunlop  
**Drivers:** Marc Rostan (FR), Pierre Bruneau (FR), Tim Greaves (UK)





**30**  **LMP2**

**Team:** Racing Box SRL  
**Vehicle:** Lola , Judd 3.4 ltr. V8 cyl. aspirated, Michelin  
**Drivers:** Matteo Bobbi (IT), Andrea Piccini (IT), Thomas Biagi (IT)



**31**  **LMP2**

**Team:** Team Essex  
**Vehicle:** Porsche RS Spyder, 3.4 ltr. V8 cyl., Michelin  
**Drivers:** Emmanuel Collard (FR), Casper Elgaard (DK), Kristian Poulsen (DK)



**32**  **LMP2**

**Team:** Team Barazi Epsilon  
**Vehicle:** Zytek 07S, 3.4 ltr. V8 cyl. aspirated, Michelin  
**Drivers:** Juan Barazi (DK), Fernando Rees (BR), TBA



**33**  **LMP2**

**Team:** Speedy Racing Team Sebah  
**Vehicle:** Lola B08/80, Judd 3.4 ltr. V8 cyl., Michelin  
**Drivers:** Jonny Kane (UK), Benjamin Leuenberger (CH), Xavier Pompidou (FR)





**35**  **LMP2**

**Team:** Oak Racing  
**Vehicle:** Pescarolo, Mazda 2 ltr. 4 cyl., Dunlop  
**Drivers:** Mathieu Lahaye (FR), Karim Aljani (CH), Guillaume Moreau (FR)



**39**  **LMP2**

**Team:** KSM  
**Vehicle:** Lola Mazda, 2 ltr. 4 cyl. Turbo, Dunlop  
**Drivers:** Hideki Noda (JP), Matthew Marsh (HK), Jean de Pourtales (FR)



**40**  **LMP2**

**Team:** Quifel ASM  
**Vehicle:** Ginetta Zytek 09S, 3.4 ltr. V8 aspirated, Dunlop  
**Drivers:** Miguel Amaral (PT), Olivier Pla (FR), Guy Smith (UK)



**41**  **LMP2**

**Team:** GAC Racing Team  
**Vehicle:** Zytek 07S, 3.4 ltr. V8 cyl.aspirated, Michelin  
**Drivers:** Karim Ojeh (SA), Claude-Yves Gosselin (FR), Philipp Peter (AT)





**63**  **LMGT1**

**Team:** Corvette Racing  
**Vehicle:** Chevrolet Corvette C6.R, 7.0 ltr. V8 cyl., Michelin  
**Drivers:** Antonio Garcia (ES), Johnny O'Connell (US), Jan Magnussen (DK)



**64**  **LMGT1**

**Team:** Corvette Racing  
**Vehicle:** Chevrolet Corvette C6.R, 7.0 ltr. V8 cyl., Michelin  
**Drivers:** Olivier Beretta (MO), Oliver Gavin (UK), Marcel Fässler (CH)



**66**  **LMGT1**

**Team:** Jetalliance Racing  
**Vehicle:** Aston Martin DBR9, 6.0 ltr. V12 cyl., Michelin  
**Drivers:** Lukas Lichtner-Hoyer (AT), Thomas Gruber (AT), Alex Müller (DE)



**68**  **LMGT1**

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





**72**  **LMGT1**

**Team:** Luc Alphand Aventures  
**Vehicle:** Chevrolet Corvette C6.R, 7.0 ltr. V8 cyl., Michelin  
**Drivers:** Luc Alphand (FR), Patrice Goueslard (FR), Stéphan Grégoire (FR)



**73**  **LMGT1**


**Team:** Luc Alphand Aventures  
**Vehicle:** Chevrolet Corvette C6.R, 7.0 ltr. V8 cyl., Michelin  
**Drivers:** Yann Clairay (FR), Xavier Maassen (NL), Julien Jousse (FR)



**70**  **LMGT2**

**Team:** IMSA Performance Matmut  
**Vehicle:** Porsche 997 GT3 RSR, 4.0 ltr. flat-6 cyl. , Michelin  
**Drivers:** Horst Felbermayr Jr (AT), Horst Felbermayr Sr (AT), M. Lecourt (FR)




**75**  **LMGT2**

**Team:** Endurance Asia Team  
**Vehicle:** Porsche 997 GT3 RSR, 3.8 ltr. flat-6 cyl. , Dunlop  
**Drivers:** Darryl O'Young (HK), Philippe Hesnault (FR), Plamen Kralev (BG)





**76**  **LMGT2**

**Team:** IMSA Performance Matmut  
**Vehicle:** Porsche 997 GT3 RSR, 4.0 ltr. flat-6 cyl. , Michelin  
**Drivers:** Raymond Narac (FR), Patrick Pilet (FR), Patrick Long (US)



**77**  **LMGT2**

**Team:** Felbermayr-Proton  
**Vehicle:** Porsche 997 GT3 RSR, 4.0 ltr. flat-6 cyl. , Michelin  
**Drivers:** Marc Lieb (DE), Richard Lietz (AT), Wolf Henzler (DE)



**78**  **LMGT2**

**Team:** AF Corse  
**Vehicle:** Ferrari F430, 4.0 ltr. V8 cyl., Michelin  
**Drivers:** Gianmaria Bruni(IT), Louis Perez-Compagnon(AR), Matias Russo (AR)



**80**  **LMGT2**

**Team:** Flying Lizard Motorsport  
**Vehicle:** Porsche 997 GT3 RSR, 4.0 ltr. flat-6 cyl. , Michelin  
**Drivers:** Jörg Bergmeister (DE), Darren Law (US), Seth Neiman (US)





**81**  **LMGT2**

**Team:** Team Advanced Engineering  
**Vehicle:** Ferrari F430, 4.0 ltr. V8 cyl., Michelin  
**Drivers:** Joe Foster (US), Patrick Dempsey (US), Don Kitch jr (US)



**82**  **LMGT2**

**Team:** Risi Competizione  
**Vehicle:** Ferrari F430, 4.0 ltr. V8 cyl., Michelin  
**Drivers:** Jaime Melo (BR), Pierre Kaffer (DE), Mika Salo (FI)



**83**  **LMGT2**

**Team:** Risi Competizione  
**Vehicle:** Ferrari F430, 4.0 ltr. V8 cyl., Michelin  
**Drivers:** Tracy Krohn (US), Nic Jönsson (SE), Eric van de Poele (BE)



**84**  **LMGT2**

**Team:** Team Modena  
**Vehicle:** Ferrari F430, 4.0 ltr. V8 cyl., Michelin  
**Drivers:** Leo Mansell (UK), Pierre Ehret (DE), Roman Rusinov (RU)





**85**  **LMGT2**

**Team:** Snoras Spyker Squadron b.v.  
**Vehicle:** Spyker C8 GT2R, Audi 3.8 ltr. V8 cyl., Michelin  
**Drivers:** Tom Coronel (NL), Jarek Janis (CZ), Jeroen Bleekemolen (NL)



**87**  **LMGT2**

**Team:** Drayson Racing  
**Vehicle:** Aston Martin V8 Vantage, 4.5 ltr. V8 cyl., Michelin  
**Drivers:** Paul Drayson (UK), Jonny Cocker (UK), Marino Franchitti (UK)



**89**  **LMGT2**

**Team:** Hankook – Team Farnbacher  
**Vehicle:** Ferrari F430, 4.0 ltr. V8 cyl., Hankook  
**Drivers:** Dominik Farnbacher (DE), Allan Simonsen (DK), C. Montanari (IT)



**92**  **LMGT2**

**Team:** JMW  
**Vehicle:** Ferrari F430, 4.0 ltr. V8 cyl., Dunlop  
**Drivers:** Rob Bell (UK), Andrew Kirkaldy (UK), Tim Sugden (UK)



**96**  **LMGT2**

**Team:** Virgo Motorsport

**Vehicle:** Ferrari F430, 4.0 ltr. V8 cyl., Dunlop

**Drivers:** Sean McNerney (UK), Michael McNerney (UK), Michael Vergers (NL)



**97**  **LMGT2**

**Team:** BMS Scuderia Italia

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

**Drivers:** Paolo Ruberti (IT), Matteo Malucelli (IT), Fabio Babini (IT)



**99**  **LMGT2**

**Team:** JMB

**Vehicle:** Ferrari F430, 4.0 ltr. V8 cyl., Michelin

**Drivers:** Manuel Rodrigues (FR), Y. Lebon (FR), Christophe Bouchut (FR)



#### Our entry list photographer

Hansgerd Bramann aka "hgb" is a real petrol head and usually manages to visit all LMS races of the season as well as "the big one" in June. He took most of the 2009 entry list pictures at the 1000 km race in Spa Francorchamps. Hansgerd joined the Club Arnage forum in 2003.

Further pictures are courtesy of Marcel ten Caat from Planetlemans.com, Marcus Potts from Strakka Racing, Aston Martin Racing, Chris Clark and Deborah Dudley



## Pit allocation

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

Pit No.	Car No.	Team	Nat.	Vehicle
55	96	Virgo Motorsport	UK	Ferrari F430
54	15	Kolles	DE	Audi R10
53	14	Kolles	BE	Audi R10
52	26	Bruichladdich Bruneau	UK	Radical AER
51	32	Barazi Epsilon	FR	Zytek 07S
50	40	Quifel ASM	PT	Ginetta Zytek
49	30	Racing Box SRL	IT	Lola Judd
48	75	Endurance Asia Team	CN	Porsche 997 GT3 RSR
47	41	GAC Racing Team	CH	Zytek 07S
46	1	Audi Sport Team Joest	DE	Audi R15
45	2	Audi Sport North America	DE	Audi R15
44	3	Audi Sport Team Joest	DE	Audi R15
43	89	Hankook Team Farnbacher	DE	Ferrari F430
42	66	Jetalliance Racing	AT	Aston Martin DBR9
41	12	Signature Plus	FR	Courage LC70 Judd
40	5	Navi Team Goh	JP	Porsche RS Spyder
39	35	Oak Racing	FR	Pescarolo Mazda
38	24	Oak Racing	FR	Pescarolo Mazda
37	81	Advanced Engineering	IT	Ferrari F430
36	78	AF Corse SRL	IT	Ferrari F430
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	83	Risi Competizione	US	Ferrari F430
30	82	Risi Competizione	US	Ferrari F430
29	25	RML	UK	Lola Mazda
28	31	Team Essex	DK	Porsche RS Spyder
27	87	Drayson Racing	UK	Aston Martin Vantage
26	008	Aston Martin Racing	CZ	Lola Aston Martin
25	009	Aston Martin Racing	UK	Lola Aston Martin
24	007	AMR Eastern Europe	UK	Lola Aston Martin
23	80	Flying Lizard Motorsport	US	Porsche 997 GT3 RSR
22	39	KSM	DE	Lola Mazda
21	33	Speedy Racing Team Sebah	CH	Lola Judd
20	13	Speedy Racing Team Sebah	CH	Lola Aston Martin
19	68	JLOC	JP	Lamborghini Murcielago
18	92	JMW Motorsport	UK	Ferrari F430
17	4	Creation Autosportif	US	Creation CA07 Judd
16	77	Felbermayr Proton	DE	Porsche 997 GT3 RSR
15	76	IMSA Performance Matmut	FR	Porsche 997 GT3 RSR
14	70	IMSA Performance Matmut	FR	Porsche 997 GT3 RSR
13	11	Team Oreca Matmut AIM	FR	Courage Oreca AIM
12	10	Team Oreca Matmut AIM	FR	Courage Oreca AIM
11	84	Team Modena	UK	Ferrari F430
10	85	Snoras Spyker Squadron	NL	Spyker C8 GT2R
9	97	BMS Scuderia Italia	IT	Ferrari F430
8	23	Strakka Racing	UK	Ginetta Zytek AIM
7	6	Team LNT	UK	Ginetta Zytek AIM
6	99	JMB Racing	MC	Ferrari F430
5	16	Pescarolo Sport	FR	Pescarolo Judd
4	17	Pescarolo Sport	FR	Peugeot 908
3	9	Peugeot Sport Total	FR	Peugeot 908
2	8	Team Peugeot Total	FR	Peugeot 908
1	7	Team Peugeot Total	FR	Peugeot 908



## 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, 8<sup>th</sup> June 2009, 2:30 pm – 6.30 pm at the „Quinconce des Jacobins“, Le Mans city centre**

Aministrative Checking	Technical Scrutineering	Car No.	Team
2:30 PM	3:00 PM	1	Audi Sport Team Joest
2:45 PM	3:15 PM	3	Audi Sport Team Joest
3:00 PM	3:30 PM	2	Audi Sport North America
3:15 PM	3:45 PM	82	Risi Competizione
3:30 PM	4:00 PM	83	Risi Competizione
3:45 PM	4:15 PM	89	Hankook Team Farnbacher
4:00 PM	4:30 PM	80	Flying Lizard Motorsport
4:10 PM	4:40 PM	85	Snoras Spyker Squadron
4:20 PM	4:50 PM	63	Corvette Racing
4:30 PM	5:00 PM	64	Corvette Racing
4:40 PM	5:10 PM	70	IMSA Performance Matmut
4:50 PM	5:20 PM	76	IMSA Performance Matmut
5:00 PM	5:30 PM	77	Team Felbermayr Proton
5:10 PM	5:40 PM	75	Endurance Team Asia
5:20 PM	5:50 PM	5	Navi Team Goh
5:30 PM	6:00 PM	31	Team Essex
5:40 PM	6:10 PM	39	KSM
5:50 PM	6:20 PM	12	Signature Plus
6:00 PM	6:30 PM	4	Creation Ausportif



Scrutineering 2005 at the "Quinconce des Jacobins"

Tuesday, 9<sup>th</sup> June 2009 8:30 am – 4:40 pm at the “„Quinconce des Jacobins“”, Le Mans city centre

Aministrative Checking	Technical Scrutineering	Car No.	Team
8:30 AM	9:00 AM	92	JMW Motorsport
8:45 AM	9:15 AM	96	Virgo Motorsport
9:00 AM	9:30 AM	97	BMS Scuderia Italia
9:15 AM	9:45 AM	99	JMB Racing
9:30 AM	10:00 AM	78	AF Corse SRL
9:40 AM	10:10 AM	87	Drayson Racing
9:50 AM	10:20 AM	66	Jetalliance Racing
10:00 AM	10:30 AM	68	JLOC
10:10 AM	10:40 AM	32	Barazi Epsilon
10:20 AM	10:50 AM	007	AMR Eastern Europe
10:30 AM	11:00 AM	009	Aston Martin Racing
10:40 AM	11:10 AM	008	Aston Martin Racing
10:50 AM	11:20 AM	24	Oak Racing
11:00 AM	11:30 AM	35	Oak Racing
11:10 AM	11:40 AM	16	Pescarolo Sport
11:20 AM	11:50 AM	17	Pescarolo Sport
11:30 AM	12:00 AM	7	Team Peugeot Total
11:40 AM	1:20 PM	8	Team Peugeot Total
11:50 AM	1:30 PM	9	Peugeot Sport Total
12:00 AM	1:40 PM	84	Team Modena
12:10 PM	1:50 PM	81	Team Advanced Engineering
1:40 PM	2:10 PM	14	Kolles
1:50 PM	2:20 PM	15	Kolles
2:00 PM	2:30 PM	10	Team Oreca Matmut AIM
2:10 PM	2:40 PM	11	Team Oreca Matmut AIM
2:20 PM	2:50 PM	25	RML
2:30 PM	3:00 PM	30	Racing Box SRL
2:40 PM	3:10 PM	40	Quifel ASM
2:50 PM	3:20 PM	33	Speedy Racing Team Sebah
3:00 PM	3:30 PM	13	Speedy Racing Team Sebah
3:10 PM	3:40 PM	6	Team LNT
3:20 PM	3:50 PM	23	Strakka Racing
3:30 PM	4:00 PM	41	GAC Racing Team
3:40 PM	4:10 PM	26	Bruichladdich Bruneau
4:00 PM	4:30 PM	72	Luc Alphand Aventures
4:10 PM	4:40 PM	73	Luc Alphand Aventures



Scutineering 2005: Aston Martin No. 59



Scrutineering 2005: Vanina Ickx and Joao Barbosa





## Le Mans Moments: Qualifying the Mazda T-car

By Mark Galvin

Here is a Le Mans story I don't like to tell, principally because I don't come out of it shining and bright, but here it is...

In 1986 during a daylight qualifying session the team manager for Mazda, O'Hashi, asked me if I would like to qualify the 'T' car.

"Do you have a time in mind?"

This was a gentle way of asking if I could hammer the hell out of the machine and perhaps drag it up the grid or find out if he just wanted the machine in the race, full stop. Given that the car would only start the race if one of the other machines had been smashed up, he probably wanted it safely in, somewhere near the back of the grid.

"It does not matter. Whatever you feel comfortable with."

Now that was an invitation to mayhem in my book..... I checked out the details of the qualifying specs on the other cars. I was a simple formula. Everyone went for outright straight-line speed. The 'straight line speed' direction was hard tires, less wing and higher gears. Sticky tires were great, and while they helped on the 23 odd corners around the circuit, their glue-like nature increased rolling resistance down the straight and made the cars much slower on the two fast bits. The wing business was a no-brainer too for the smaller your car was the less horse power it needed to punch it through the air, or rather the faster it went for the same horsepower. The less wing you used the smaller your car became - and the faster you went. As for gearing, that too was obvious. The smaller the car the higher a gear you could use. So, where should I go? I spoke to Kio, our Korean crew chief.

"What can I rev the motor up to?"

"8,000 rpm."

"But Kio, it's good for 13,000 in a test cell."

"8,500 maximum. Don't blow it up. It's not in a test cell now."

Great! I asked Kio to have the rear wing and front splitter put up for extra down force, the sticky tires to be put on, and the longer gears to be left in it, a combination that was a dog's breakfast of a setup. It was neither fish nor fowl, and although he knew it, he didn't argue. In his mind if I wanted to be an ass in the spare car, that was great. I had a plan.....



Le Mans 1986: The Mazda 757 driven by Pierre Dieudonné, Mark Galvin and David Kennedy. After 10 hours and 137 laps the car retired with a gearbox problem.

Quite simply I was hoping to catch an opportunistic tow or two. If I had a fast car in front of me down the two main straights all my engine had to do was overcome rolling resistance, and thus all the wing I was carrying wouldn't matter. When I came to the corners I would rely on down force and the charity of the tires to keep me on the track, and thus, my theory went, I would have it on both the swings and the roundabouts - it would be a hell of a lap.

The safety net here was that if there was no tow out there and I was slow as hell, well then, I could argue that I was safely putting the car in the race - no risks taken, and thus come across as a good team player.

When the car was ready I headed out onto the circuit. I took the first lap

slowly, to keep the tires in good shape as I warmed them, and then at the last chicane before the timing line I let her rip, past the pits and under the Dunlop bridge. The circuit was in great shape; in fact it always was during qualifying. The race was a different matter, for by the closing hours some bits of the road got tugged by the cars, like a stairs carpet in a school, so that it was pushed into ripples and bumps by the heavy braking.

As I turned onto the straight I saw a thing of JOY! My tow car - a works Porsche no less, and by the flashing tail lights and the way he was jouncing about in the near distance he was BEDDING IN BRAKE PADS!! Wow!! He gave me a dream tow, the Mazda hitting an early 8,500 rpm and staying there as my new friend touched the brakes and slowed down just enough to keep me glued to his ass. I dived out well before the Mulsanne hairpin - I

knew he would be lightly braking early and I didn't want to lose time with that, and then away I went. It was looking like a really good lap - the signaling crew at the hairpin was still setting up the sign as I powered by.

A second tow down to Indy!! Not as good as the first, but there for the last third, which is what I needed as I had the higher gear set? There was one more small straight and after that it was corners and I was home.

It was about then that life became difficult..... small raindrops hit the windscreen.....Damn and blast!!

Learning to drive during the winter of '81 and '82 I had driven in the rain an awful lot. Racing in Ireland and England I had driven in the rain a lot. During a wet Formula Ford 2000 race I had once lapped everyone up to 3rd on my way to win, but they were not much good to tell the truth. And that was then, this was now.

Mind you, there was one lesson I had learned that was handy to know. If it showered a bit, just a spray, most folk backed off, an action that caused their tires to cool. If you overdrove your car at that point the tires would remain hot in spite of the damp and you ended up with more grip than those around you, a situation that allowed you to keep on going while they slithered and wondered how you did it. That technique didn't work for real rain, but it was a good trick when there was just a soft damp in the air and on the visor. I went for it, entering the Porsche curves and pushing the car. One of the corners is off camber. That's when I lost it. The car had a locked diff, it under steered until you put on the power. The moment I eased in the throttle the rear spun off the track.

Screams inside the helmet! Serious profanities!!

I slammed on the brakes and sat out the crash. Now that may seem stupid, in fact that may seem the worst thing to do, but there was a reason for the action.

If you spin a car with a locked diff, at some point during the spin one rear wheel will turn in one direction and the other rear wheel will turn the other way, at which point either your half shaft snaps or your diff is rubbished. You might get away with it, but standing on the brakes protects your diff. Furthermore, once you start to spin, if you hammer on the brakes, you keep spinning in the same line, one wheel doesn't suddenly steer you in a new direction.

I watched the barrier coming at me as the rain really started to come down. I was off the track, on the grass, and .....and ..... The barrier was moving away from me. I was off the grass and back on the track.



Le Mans 1986: The start – the pits looked different back then...

© Werner Kirchmann

I had spun around the corner and was back on the circuit and pointed the right way. I had done a 180, but so had the circuit! I dropped the clutch and tiptoed on as though nothing had happened, the rain falling heavily as I crawled through the rest of the corners back to the pits.

Thank you Lord!! I had hit nothing, so I just pulled in and said NOTHING! They would NEVER FIND OUT!! YAHOO!! Kio and O'Hashi were waiting for me as the door was opened up.

"You made very good time down the straight. Our split times show that this is the fastest car. Do you want to try again once the rain stops?"

"Sure! We might put on a set of fresh tires though."

"All right. You sit in the car. The rain will not last long."

At this point a mechanic opened the passenger door and started to fiddle with the electronics bolted to the bulkhead behind me. I could see he was pulling something out of some box.

"What is that?" I asked pointing.

"It...is....." and then his English failed him.

"That," offered O'Hashi, the omnipotent Team Manager, a.k.a my BOSS "is the video tape."

Oh! Cluster Fu\*k!! Caught with my pants down!! ARRRRGH!!

"Oh, yes," I offered, with a dismissive wave of my hand, "Perhaps there is something you should know....."



## 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 former 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 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

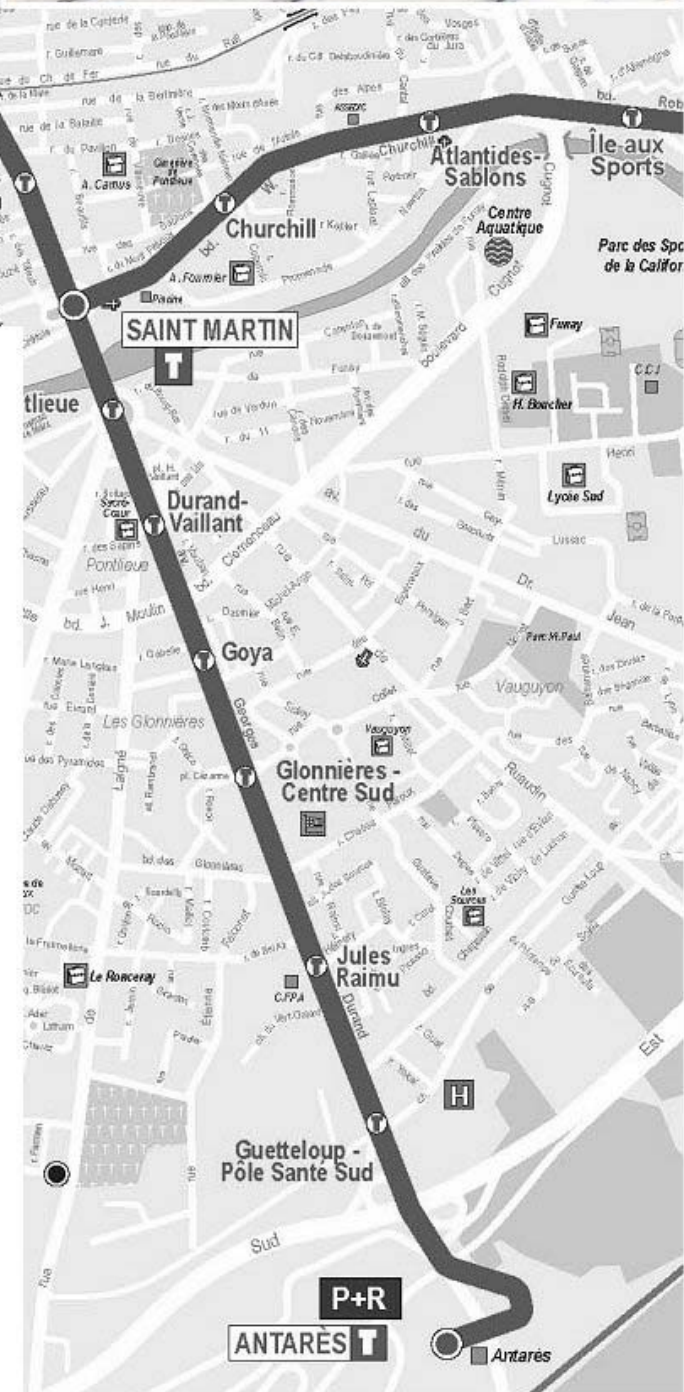
Some important tram stations:

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.

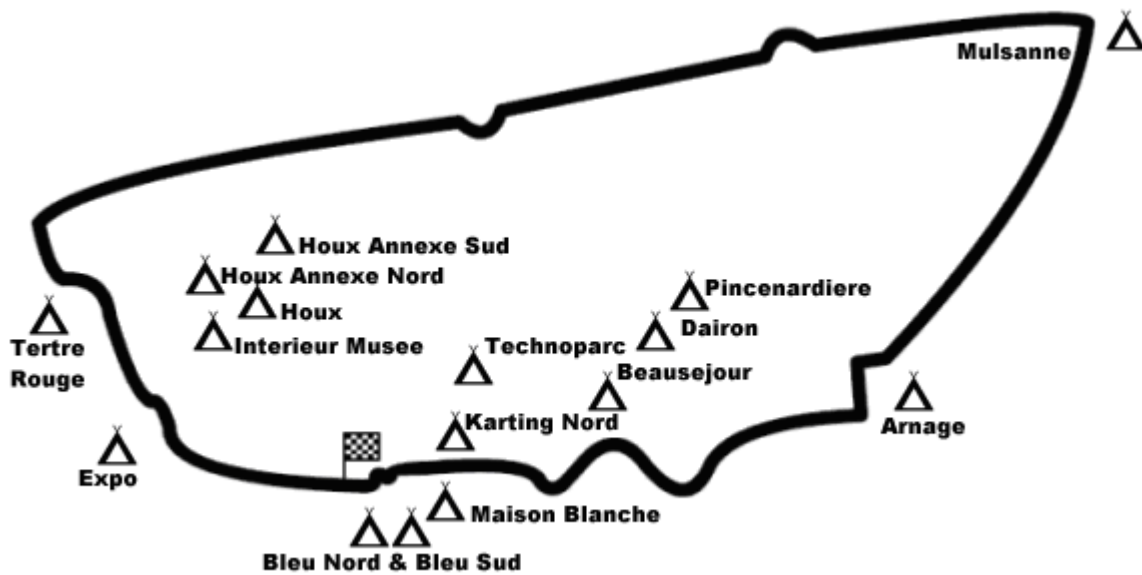
GLONNIERES - CENTRE SUD is your exit to the big Carrefour supermarket, see the shopping chapter in this guide.

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





## 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 of the pro's and cons.

**Please note:** There have been a lot of changes to the trackside campsites in the last year, some campsites have been reduced in size (Houx Annexe and Maison Blanche), new ones have appeared (Dairon, Pincenardiere) and others disappeared (Hunaudieres). There have also been last minute surprises – in 2008 it was only as the tickets were sent out that people realized that Camping Houx Annexe had been divided into 2 parts. All of this makes it extremely difficult to provide you with an accurate picture, **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. Pitches are marked on almost all campsites now, the campsites Houx, Houx Annexe, Maison Blanche, Bleu Nord and Karting Nord 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 m<sup>2</sup> including the place for your vehicle**, e.g. 5x7 meters, but this has been rarely enforced in the past except on 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 2009 are in the range from 30 € to 231 €, depending on location, facilities and services offered. **The campsite tickets are officially valid during race week from Monday 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!

**Campsites without numbered pitches:** Each campsite has areas that 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 cannot find any space, even though they have a valid ticket. They are then diverted to other campsites by the organizers. 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 can't find space on a campsite despite having a ticket - 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 is 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 completely, most likely to reduce the water usage, so it's best you leave your paddling pools at home.

For 2009 the ticket brochure of the ACO listed 17 different campsites: Arnage, Beausejour, Bleu Nord, Bleu Sud, Dairon, Expo, Garage Vert, Heronniere, Houx, Houx Annexe, Interieur Musee, Karting Nord, Karting Sud, Maison Blanche, Mulsanne, Pincenardiere and Tertre Rouge.

### Campsite Arnage

Arnage is one of the 2 ACO camp-sites remote from the main race village. It is about a 10 minute cycle ride to Arnage village, and when the track is not in use, a similar distance to Mulsanne village along the track itself. The site spans the area between Indianapolis and Arnage corners, but there is no race view possible from your tent due to banking for general spectators between the site and the track. You do need a spectator ticket to get from the camp-site to the track side: the standard "Enceinte Generale" works fine but there is also a discounted ticket available that allows spectator entrance to only the Mulsanne and Arnage viewing areas (and not the main village or grandstand areas).



Campsite Arnage entrance



Campsite Arnage



The camp-site is a large, mostly flat rectangular field edged on the south side by a predominantly birch coppice which provides some shade from the midday sun. The ground is pretty soft and somewhat marshy in places, obviously dependent on recent rainfall. Facilities are minimal: there is 1 tap available near the spectator area. However, there are obviously full facilities for the track side catering vendors (water, electricity) and a couple of the more enterprising regulars tap into these. Inside the camp-site itself there are no ablutions, however in the spectator viewing area the Shitehouse family have a small 'emplacement a virage Arnage' that was plumbed in on Wednesday evening, and (new for 2008) a shower block portacabin was functioning on Thursday. The track side catering facilities are only active during qualifying sessions and the race – Friday morning you have to sort out your own “pick-me-ups”.



Campsite Arnage



Campsite Arnage water standpipe

Arnage only opens on Wednesday – no earlier nights can be purchased. By 3pm on Wednesday the hardy regulars have taken their places but the site was only about 25% full (2008). Officialdom is inconspicuous (i.e. mostly absent) although a few dayglo marks did appear on the grass on Wednesday afternoon. These were in French but apparently translate as “go wherever you want, take as much space as you need.” By Thursday afternoon the site was pretty much full and lots of Brits arriving on Friday morning spent plenty of time trying to work out which piece of access road to block next. Arnage is pretty cosmopolitan – a mix of large motor homes, caravans and tents from car and bike folk. A numberplate audit on Thursday morning revealed the French were the largest group, closely followed by the Brits and Germans with cameo roles for Belgium, Denmark, Dutchies, Norway & a sole Swiss. There are quite a few folk who use it for dormitory purposes: Frenchies from 100km or so away who pitch their tent on Wednesday and only sleep in it on Saturday.



On Friday morning (2008) the Gendarmerie closed the public road corner that goes to/from Indianapolis. In general getting around on a bicycle was easy although the road to Arnage village can get busy, and the road to Mulsanne or Maison Blanche is occasionally in use by some very fancy Audis & Peugeots. During the race itself the Navette stop (see left picture) is right at the entrance to the site so getting around to Mulsanne & the main village is possible: hitching at the exit of the public car park is also easy.

- Ticket: 30 €
- 1 water tap
- Temporary toilets & showers in adjacent spectator viewing area (and more taps)
- 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. In fact if you are camped at the back of Beausejour, when you reach the campsite entrance, you are only half way to the circuit! 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 ground. The perimeter is surrounded by woodland making for a pleasant place to pitch your tent.

The entrance is the roundabout at the junction of Chemain Aux Boeufs and D92 Route de Tours, very close to the point where the first of the Porsche Curves bridges the road; 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 passes, because it wasn't fully booked. The showers and toilets usually aren't serviced until Wednesday, when the do open they were usually kept in good order by a permanent attendant with toilet roll and hot water always available

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.

A recent comment about Beausejour:

*The toilet/shower maintenance for 2007 was pretty dire, the 'visiting' contractors who seemingly replaced the 'resident' French peeps who had previously done such a great job were hopelessly inadequate. But for 2008, the 'resident' French peeps were back, and once again the toilet/shower facilities were kept in pretty good order. Whether or not you get a 'hot' show has always been a bit of a gamble, and certainly not before the official opening day of Wed! This year the site is officially open from the Monday, so hopefully all the facilities will be fully working from the start.*

*The entrance was still an almighty cock-up with everyone, vehicles & pedestrians, forced through a narrow 'contra-flow' gate that only worked if everyone using it employed a bit of common sense, that didn't always happen! One thing that was better last year was that the road with the 90 degree turn immediately inside the gate was wider, therefore larger vehicles could actual negotiate the turn without running off the road into the mud as in previous years.*

*NEW! The days of turning up at BSJ, picking your own spot and claiming as much space as you felt inclined (regardless of how many pitch tickets purchased) have long gone. You are now allocated your pitch on arrival by 'security' on a first come first served basis starting at the 'front' of the site and working deeper into the field(s) as it fills. They also measure your pitch space, and you will only get as much space as your ticket(s) entitle you to.*

*The free shuttle buses are a bit of a godsend, the village area is certainly walkable if you are reasonably fit, (we've done it lots of times, it's about 1.5m/2Km) but it's not an enjoyable trek when it's very hot, or you are very tired. Unfortunately at very busy times the queue for the bus to the circuit can be quite long, you might have to wait for the second or even third bus to come along to get on. The timing of buses, certainly at busy times, is quite frequent, but also seems to be a bit erratic, I suspect that sometimes there are a few buses 'missing'. I'm not sure I would rely on the 'last' bus home to actually make an appearance, you may well find yourself with no choice but to walk!*



Beausejour



Beausejour





Beausejour



Beausejour

- Ticket: 49 € for 35 sqm, 147 € for 105 sqm pitches – the latter is not a discount!
- For cars and camper vans
- Temporary shower & toilet blocks

There is an extra area within Beausejour with 105 m<sup>2</sup> pitches reserved for larger parties, e.g. people arriving in a large coach, allowing 3 cars or 2 campervans (<7m) or one really big motor home (<12m).

### Campsites Bleu Sud and Bleu Nord – Parking Heronniere

Camping Bleu is located just outside the circuit opposite the Maison Blanche entrance. Entry to Bleu Sud and Bleu Nord is on the junction of Boulevard des Italiens and Route de la Heronniere. Camping Bleu is divided into two main areas:

**Bleu Sud:** This is the smaller part of Bleu and is next to Boulevard des Italiens, running alongside the road where “Mad Friday” activities have tended to take place. The site is mostly grass and is generally flat and quite good for getting tent pegs in. There are one or two areas of slab concrete and a gravel road runs right around the site which can kick up a lot of dust in a dry year. There are a few big trees for shade. In 2008 pitches were numbered and pegged out, but this was not consistently enforced.

There is one toilet block, in 2008 there were no showers but according to the latest brochure for 2009 showers will be available now. Water standpipes (7 x double taps) are located running down through the centre of the site. The taps are on timers where you press the tap and get a measured amount of water. There is no opportunity to attach hoses to the standpipes, unless you bring a plumbing tool kit!

In 2008 a large area at one end of Bleu Sud was fenced off for the Lotus 7 Club. They had a self contained encampment with their own showers, toilets, music and catering facilities.



Bleu Sud entrance



Water standpipes on Bleu Sud

**Bleu Nord:** This is a very large site located between Parking Bleu and the perimeter of the Airport. The site is grassed but there are some big pot holes and dips that make some of the pitches difficult to use and hazardous walking back to your tent in the dark. The ground is generally good for tent pegging, but some areas are very sandy and don't hold well. There are a few trees alongside the road, but the majority of the site is wide open. In 2008 pitches were numbered and marked and this was generally enforced (once the Controle had got the hang of the numbering system and their map).

Most of the site is set out in double rows with access roads in between, so there is not so much opportunity for large groups to set up a block area. Shower and toilet facilities are very limited for the number of people on the site and later in the week you can expect queues to be pretty constant. One toilet block (no showers) is located near the entrance at Route de la Heronniere.. This block was not open in the early part of the week. The second toilet block (plus 10 shower units) could be found towards the middle of the site with one water standpipe.



Both Sud and Nord are very open sites and the lack of security and theft from tents and pitches have been a big problem over the last couple of years. On the upside, access to and from the sites is generally good throughout the week, apart from leading up to the start of the race and shortly after the finish. You might want to take care in this area on Mad Friday when it is possible to find yourself swept up in the burn out activities, whether you want to or not! Route de la Heronniere acts as a short cut to Arnage village and the Super U. This road was closed to cars during the race, but could still be used on foot or bicycle (2.4km/1.5 miles approx Bleu to Super U).

Bleu attracts a very international crowd with race fans from all continent and set ups ranging from the highly sophisticated to the French family sleeping in their old Renault estate. The atmosphere is pretty relaxed and easy going. In the past it has not tended to be particularly noisy but all that might change for 2009 when it seems it will be the main site for the Club Arnage crowd.

**Heronniere:** This is a small field behind Bleu Sud and although it is officially designated as a car park it seems to have evolved into a bit of an overflow area for Bleu or an unofficial campsite in its own right. There are no facilities at all in this field.



CA Forum comments about Bleu Nord and Bleu Sud:

- 2008: "We didn't have any problems on BN, except for a minor one on arrival where our 2 adjacent pitches were actually on opposite sides of the gravel track, at a diagonal as well! However we luckily sorted this as the ACO had done exactly the same with the English family next to us, so we just swapped. Our pitch was therefore just south of the toilet block beside the 1st-for-tickets enclosure (Blue MG ZT and Clio Williams parked up). About 20M from the 6 foot beer pyramid. So just watched the toilet and shower queues ebb and flow. Note for anyone arriving early next year in this area (R 14 place 76) water and electricity are available if you are quick."
- 2008: "Bleu Nord is similarly well laid out and marked up with little pegs confirming each pitch number. Unfortunately the girl on the gate had only been given half the map so couldn't tell them where their pitches were, but they've found them now!.."
- 2007: "... 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."
- 2007: "Stayed at BN last year and really struggled to get a tent peg in the ground"
- 2007: "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"



Bleu Sud



Bleu Sud



Bleu Nord

- Ticket: 55 €
- Temporary showers & toilet blocks
- For cars and camper vans
- Numbered pitches

## 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 walk, 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: 49 €
- 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 Forum comments about Expo:

- 2006: "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."



- 2007: *"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: 55 €
- 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 on 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 that 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 sqm. 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:

- 2006: *"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."*
- 2007: *"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: 85 €
- 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



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 are 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.

As a result of a football stadium building project and a new tram station Houx Annexe is much smaller now compared to previous years, when it was the largest campsite. Last year it was actually divided in 2 areas, Houx Annexe Nord and Houx Annexe Sud but the 2009 ticket brochure lists it as one area now again.

CA Forum comments on Houx Annexe:

- 2006: *"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!"*
- 2006: *"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."*
- 2007: *"...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."*
- 2008: *"This year, we arrived at around 3am again on Wednesday, missing the road at first and without any signs we asked the Houx security where HA is. "A droite". Without any checks whether we have Nord or Sud, whether we pitch up 7x5 or 10x10m and without anyone controlling the setups it was great fun like BSJ '06 or Spa-Francorchamps. Seen many Nord tickets on the Sud part, btw, so there was no organisation at all, no pitches marked at all, nothing. And the atmosphere was stunning"*

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: 55 €
- 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 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 and 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 forum about Interior Musee:

- 2007: *"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."*
- 2006: *"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"*
- 2005: *"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: 85 €
- 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 of slightly harder soil, meaning hardened tent pegs and a substantial mallet are a benefit.

In 2008 the pitches were marked with white paint & yellow flags. Numbers started by the Go-kart-circuit, letters started at the track.

CA forum comments about Karting Nord:

- 2008: *"KN was actually quite well organised with ACO bods on bikes taking people to their pitches. There were some stupidly marked ones (with a tree, stump or lake in the middle of them) and a few people we saw complained and got re-allocated"*
- 2008: *"...the lower down the field you get, the worse ground conditions are if it rains like it did in 2007. Plus immediately after the race, it's gridlocked for a long time"*
- 2005: *"...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."*
- 2007: *"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."*
- 2007: *"... 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 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 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.



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.

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: 85 €
- 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! A recent report listed pros like good ground & natural shade, and proximity to Mulsanne and the typical camper seems to be mixed European – probably more Euro than Brits.



Campsite Mulsanne



Campsite Mulsanne – Trackside view

It is a great spot to watch the race with Mulsanne corner at one end of the site. If you have transport (car, motorbike) you can access the village/pits area, getting around during the race itself reportedly easy. Getting away after the race is also not difficult, just travel south to Ecommoy to hit the Peage. There are good shopping facilities, a Champion supermarket is just 50 yards away from the site.

Camping: Good ground and lots of trees for some respite from the sun or rain. Early arrivals get closest to the track. This site is not massively busy, so late arrivals will find a spot. No marked pitches as yet. There are a lot of non-campers around because the viewing area is in the campsite. Mix of tents & caravans/motorhomes.

The facilities have been described as good, there are portacabin bogs in traditional British style! Good showers with plenty of hot water. Queues not so bad, because it's not a huge site. Careful planning/timing will ensure no queuing. Toilets and showers are cleaned regularly. There's also an open drain for those wanting to dispose of 'stuff' from caravans/campers.



Campsite Mulsanne



Trackside View from Mulsanne



CA forum comments about Mulsanne:

- **2008:** "Security - OK (it seems) before & during, once the race has finished, it's probably more accessible than those sites inside the circuit. Gendarmes patrol on Mulsanne corner itself & on race day 1 of the 3 entrances is closed. A couple of pikies were chased off after the race – standard stuff. (Be aware of the fact that there is a large turnover of people during the race, because it's a viewing area as well) & we had a rule that at least one of our crew had to be 'on-pitch' at any given time.)"
- **2008:** "Atmosphere: Pretty quiet. For those who want a party site or access to the pits & village, I wouldn't bother. Having previously stayed on KN, I'd say it was a lot quieter than that. That said, you don't get all the go-peds etc, so if you want somewhere 'less active' – it's good. If you aren't bothered about being at the heart of the action, it's OK. We ended up there last year because we had to, having previously stayed on KN – we'll be back on Mulsanne in 2009."

There is a large mound right up in the corner of the race track which is higher than the fence so if you are into your photography it's a good spot. There is also a Newspaper stand for the local French rag.

- Ticket:30 €
- For cars and campervans
- Toilets, shower unit, but only 1 water tap on the site
- 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 / 3-4 km 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:49 €
- Toilets, Showers
- For cars and campervans

### Campsite Tetre Rouge

Other campsites offer a wild atmosphere, unlimited space for massive groups, or non-stop partying. Tetre Rouge's charms are more sedate and relaxed - a calm retreat beside the storm being unleashed on the track literally metres away. It's been described as "noisy" in the previous CA reviews. It isn't, although the proximity of the track does mean it isn't quiet either. Campers are mainly small groups of Brits and French.

Tetre Rouge is one of the smallest campsites, with no more than 350 unreserved pitches. These are now marked out standard-sized areas, although the wooden pegs and barrier tape used for this are quickly scavenged for firewood. Most locations are fairly flat and grassed, with a few concreted areas ideal for motor homes. Unlike many other sites, there are mature pine trees throughout most of the site so there's a fair amount of shade.



There are no refreshment outlets on site, but there is a bar and concession stands within staggering distance of the site entrance, and the Stella Bar is close by. Security is pretty good, with a high wire fence surrounding the whole site and friendly staff on permanent duty.



In 2008 there were just 3 electric hook-up points across the entire site, you'll need to come with plenty of extension cables and extension blocks if you want juice on tap.

**Access:** For first-timers, getting to Tertre Rouge campsite can be "interesting". Follow the ACO's coloured direction signs by all means, but the real secret is knowing that the entrance is accessed from the D338 (the old N138) at the junction with the D323 - this is literally at the very apex of Tertre Rouge corner and the start of the Mulsanne straight. The entrance is in the shadow of the D323 flyover. This is also a pedestrian entrance to the circuit, so it's busy with race-goers during practice sessions and the race itself. Important: You need general race entrance tickets for all car occupants before you arrive at the campsite, even if you arrive early in the week: If you're lucky, the ticket booth next to the entrance will be open. Beyond the gate, a newly tarmaced lane winds pleasantly down the side of the track. Ignore the gated entrances that you reach first at the bottom of a short hill – these are private camping enclosures for race marshals. Instead, drive up the hill and behind a grandstand that's in front of you, and you soon come to Tertre Rouge campsite entrance on your right. Tickets will need to be shown again here, and don't forget to collect a counter-mark-ticket when you leave the campsite.

- Ticket: 85 €
- Track view
- Showers & Toilets
- For cars and campervans

Turning right out of the main exit (or use the side exit when open) brings you to the Museum, and 10 minutes the village and tribunes. In the other direction, Tertre Rouge corner, the tram stop to get into Le Mans, and the Stella bar are less than 5 minutes away. Those feeling lazy need go no further than the spectator banking overlooking the Esses right in front of the campsite, complete with a big screen opposite.

There's a second entrance at the Western end of the site (pedestrian only) open during peak times only.

Three toilet & shower 'portacabins' are kept clean usually with hot water for showers. Queues aren't massive, even at the busiest times. Water standpipes are located near each of the toilet blocks, and have standard threaded tap fittings.



## 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.lescampingsdefrance.com](http://www.lescampingsdefrance.com) could be useful. The following campsites have been used by some CA members in the past:

### Le Bounty

Etang des Cheres  
F-72220 Teloché  
Phone: +33 (0)1444 473335  
E-mail: [info@bountylemans.com](mailto:info@bountylemans.com)  
Website: [www.bountylemans.com](http://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 comments:

- *“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 there was 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 with 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](http://www.ville-spay.fr) (in French, follow the link to „camping“)

92 places open from 1<sup>st</sup> April – 31<sup>st</sup> 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 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 that 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](mailto: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](mailto: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 Ecommoy**

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).

## **Municipal Camping Site "Le Port"**

La Suze sur Sarthe  
Phone: +33 (0)2 43 77 30 49  
E-mail: marie.la-suze-sur-sarthe@wanadoo.fr

A really nice picturesque site with 108 pitches at the side of La Sarthe River, only 200m from town centre and 10 miles from circuit. The site offers calm and rest, with municipal swimming pool, tennis, table tennis and snack bar. If you want a good clean site with a bit of comfort and a toilet with paper, this is a site with a strong recommendation.

One CA member has stayed there the last 10 years, the agency Just Tickets also used it, but it is still quieter and cleaner than some track options - 3 shower blocks. The town has a nice village square, an excellent Super U and a couple of bars, not to mention rail station. Camp site does not have its own web site but does have a warden on site. It has a security fence and barrier system, but closes to car access after 10pm, so after qualification you have to park on the car park outside. All pitches have electric hook ups if required, essential for electric coolers and beers. Rates and a full list of facilities can be found at <http://www.francecamping.com/camping-fiche.php?id=4360&region=Pays%20de%20Loire>.

## 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."*



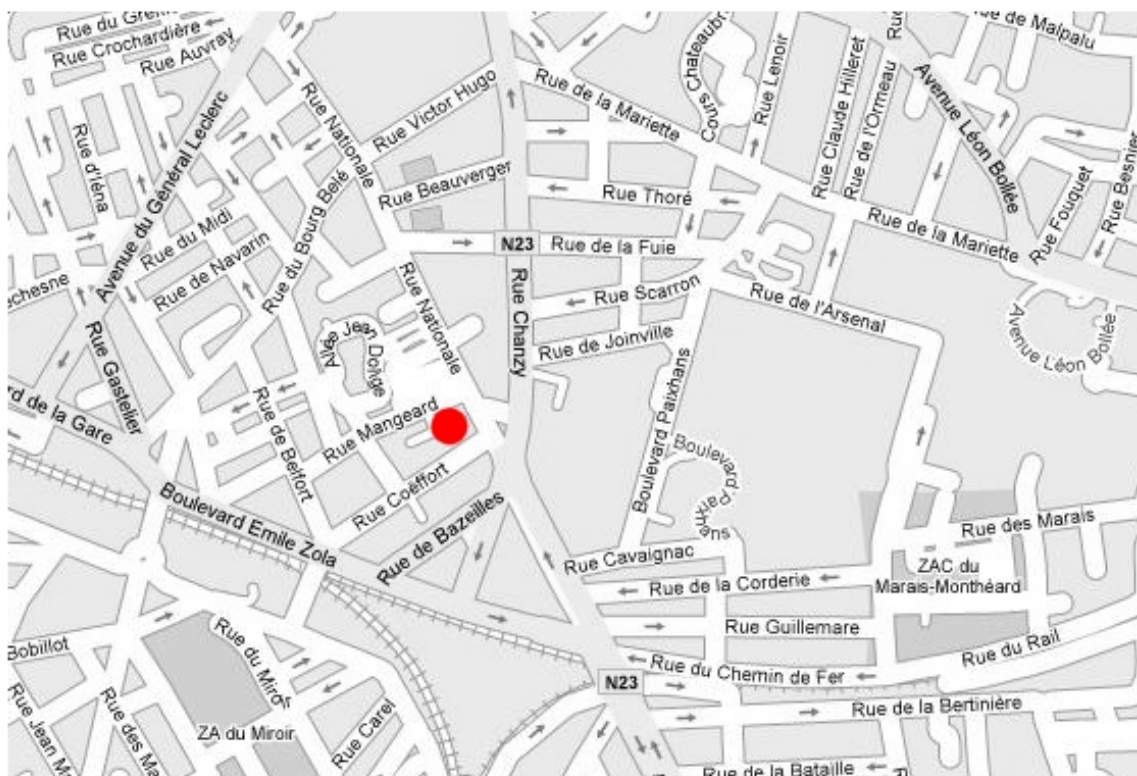
## What to do when the worst has happened

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 policemen 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:

**Commissariat de Police, 6 Rue Coëffort , P.O. Box 554, 72017 Le Mans Cedex, Phone +33 (0)2 43 61 68 00**



You then tell them what has happened and they give you a nicely stamped 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

### \*\*\* STOP PRESS \*\*\* Post-race security on campsites

A few weeks ago a CA member sent an e-mail to the A.C.O about this topic:

*Good afternoon,*

*I have 15 tickets for Camping Bleu Nord for the 24h du Mans this year, and will be camping with a large group as we have done for several years. Last year, when we returned to our camp site on Sunday after the finish of the race, a lot of our camping equipment had been stolen – and many other people near us had items stolen from their camp sites. Groups who were not camping, were driving around in their cars and vans, stealing from wherever they wanted. Some even were caught and, I believe, the police were called.*

*Security is quite good for several days before the race, and during the race: access marshals will only allow vehicles into the camp site if they are displaying a camping pass. Last year, however, any vehicle was allowed into the camp site as soon as the race finished, and this allowed a lot of theft from the camp sites of people who were staying on Sunday night.*

*I would like to request that this year, the access marshals should only allow vehicles displaying a camping permit, to access the camping site on Sunday afternoon/night.*

*Could you please let me know if this is the plan?*

*Thanks*

The answer of the A.C.O. was not very comforting:

*Dear Sir,*

*The 24 Heures campsites are extremely vast and despite the presence of security personnel who patrol these areas, together with controllers checking access points, we are unable to guarantee that there will be no thefts, in view of the large number of tents, campers and caravans on the sites.*

*We advise all those who camp under tents to lock away their belongings inside the boots of their vehicles, so as not to offer any temptation to ill-intentioned people.*

*Once the race has finished, a lot of the controllers are deployed by the traffic police. This would explain why you did not find so many controllers situated around the camping areas.*

*Yours faithfully.*



## The Le Mans Legend support race

(courtesy of [www.motorracinglegends.com](http://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 1956-1968 and the start of the great Ferrari vs Ford battles; 2008 saw the return of the Group C cars; and 2009 will again welcome cars from the 1949-65 era to do battle at Le Mans.



The 1949-1965 era starts with the post-War years, a time when entries were essentially road-going sports cars adapted for the track. The 1949 Le Mans 24 Hours was the first time for 10 years that the race had been held and it welcomed such entries as Aston Martin DB2, the Embiricos Bentley and the eventual winner, Ferrari 166MM.

It was not long, however, before road-going sports cars were replaced by purpose-built racers and, by the end of the chosen era, Le Mans had been the battleground for Ferrari 275LM and 330LMB, Aston Martin DBR1 and Jaguar C-type and D-type, along with AC Cobra and Shelby Cobra Daytona Coupé, Austin-Healey 100S, MGA Le Mans and many others.

### **"This is our ninth historic support race at Le Mans."**

Says Duncan Wiltshire of Motor Racing Legends, "This is our ninth historic support race at Le Mans and it looks likely to be one of the most exciting and competitive ever. It is the exhilarating sight of historic cars in full-on combat, combined with the Le Mans pedigree of the cars taking part, which makes the Le Mans Legend so popular with the 230,000 spectators at the 24 Hours race weekend. We want to ensure that the battle for overall victory – and in each class – is as closely fought as possible and, to this end, GT40s will not be invited this year, as their success lay after this era. Since cars from the Fifties and Sixties are so widely recognised and admired, we think this period will prove extremely popular with spectators."

The Le Mans Legend race is run on the full 8.5-mile circuit on the morning of the start of the actual 24 Hours race. It is for cars which ran at Le Mans in their day and genuine sister cars of the same specification, and is for either one or two drivers. The race pays further tribute to the heritage of this great event by starting with the traditional 'ear of corn' formation, while scrutineering will take place – true to history – in the city centre on the Thursday of Le Mans week.

### **Le Mans Legend – historic support race at Le Mans 24 Hours massively oversubscribed**

The Le Mans Legend historic race on 13<sup>th</sup> June, which this year is for Le Mans-type race cars from 1949 to 1965, has been inundated with entries as owners and drivers anticipate the thrill of racing in support of the world-famous Le Mans 24 Hours.

"Only 61 cars will be allowed to start the historic race on the morning of Saturday 13<sup>th</sup> June, so naturally we've had to turn away a lot of disappointed applicants," says Duncan Wiltshire of Motor Racing Legends, which runs the Le Mans Legend race. "It does mean, however, that the grid for this year's Le Mans Legend is quite outstanding. There's a tremendous spread of marques – from Ferrari and Jaguar to Aston Martin, Lola, MG, Austin-Healey and numerous

others, many with actual Le Mans history – such as the 1959 Le Mans-winning Aston Martin DBR1. We are always careful to pick not merely the quickest cars, however, but fascinating cars of the correct specification which will ensure a neck-and-neck battle right through the field. We intend to provide a thrilling experience not only for the drivers, but for the spectators who flock to Le Mans in their hundreds of thousands.”



Forty-four years ago, in 1965, the 24-hour race was a dazzling triumph for Ferrari, as the Prancing Horse took 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> places overall. Masten Gregory and Jochen Rindt were the outright victors in their 275LM, followed by the similar car of Dumay and Gosselin, with Willy Mairesse and Jean Blaton third in their 275GTB. Porsche 904/6 and 904/4 were hot on the heels of Ferrari, in a race which is remembered as the Italian marque's last outright win in the world's greatest endurance race... can Ferrari again scoop victory for the marque, in the historic support race, which takes place just a few brief hours before the start of the modern 24 Heures du Mans? While the Ferrari mid-engined 250LM is in with a chance, it will be under severe pressure from the likes of Ludovic Caron's Shelby Daytona Cobra, Justin Law's 1963 Lister Jaguar GT Prototype and Gary Pearson's always-quick Jaguar D-type.

Co-incidentally, it was a Ferrari which took the chequered flag in the opening year of the chosen era, too. In 1949, Luigi Chinetti and Lord Selsdon took the latter's Ferrari 166 MM to victory. While there is no 166 MM entered in this year's Le Mans Legend, there are plenty of cars from the 1950s with intriguing stories behind them. For example, Bruce Chapman – grandson of the famous lady rally driver of the 1950s, Nancy Mitchell, will be driving his grandmother's ex-Works MGA in which she competed in the 1955 Mille Miglia; and Sir Stirling Moss will be driving his own Osca FS 372, which he bought two years ago and has since had restored.

#### Schedule:

<b>Thursday 11<sup>th</sup> June</b>	9.00 am - 1.00 pm	Signing-on and technical scrutineering – race paddock
	2.00 pm	Drivers' Briefing – Motor Racing Legends Hospitality – Maison Blanche
	3.30 pm	All cars to be assembled in Maison Blanche paddock
	3.45 pm	Access to Circuit. Pit Lane open for race cars
	4.00 pm - 5.00 pm	Le Mans Legend Timed Practice
<b>Saturday 13<sup>th</sup> June</b>	8.45 am	Assemble in Maison Blanche paddock
	9.20 am	Assembly to be complete
	9.25 am	'Le Mans Start' line-up on start line
	9.40 am	Rolling Start lap with 'Le Mans Start'
	9.50 am	LE MANS LEGEND race – (45 minutes)
	10.35 am	Chequered flag
	10.45 am	Le Mans Legend Podium presentation
	4.00 pm	Le Mans Legend Awards Ceremony

#### Entry list (Status: 1<sup>st</sup> June 2009)

##### Class One - 1949-1953 - 2000cc and Below

No.	Make & Model	Colour	CC	Year	Driver(s)
1	HRG Le Mans	Green	1500	1947	Chris Conoly, Allen Tice
2	Frazer Nash Le Mans MK II	Green	1971	1952	Richard Lake
35	OSCA MT 4	Red	1494	1954	Tony Pickering, Mike Hickson
162	Porsche Pre A	Blue/White	1500	1952	Richard Clark, Andy Prill



**Class Two - 1949-1953 - 2001cc and Above**

No.	Make & Model	Colour	CC	Year	Driver(s)
4	Jaguar C-type	Green	3442	1952	Nigel Webb
16	Aston Martin DB2	Black	2922	1952	Chris Jolly
28	Jaguar C-type	Green	3442	1952	David Wenman
42	Aston Martin DB3	Green	2922	1953	Mark Midgley, Adrian Johnson
43	Allard J2	Black	5565	1950	Malcolm Verey, TBA
52	Aston Martin DB2	Red	2922	1952	Paul Chase-Gardener, David Allen
71	Allard K3	Red	5400	1953	Mark Butterworth
81	Aston Martin DB2	Green	2922	1953	Andrew Sharp
171	Aston Martin DB3	Black	2922	1952	Martin Melling, Rick Hall

**Class Three - 1954-1957 - 2000cc and Below**

No.	Make & Model	Colour	CC	Year	Driver(s)
7	OSCA FS 372	Red	1500	1956	Sir Stirling Moss, Roger Earl
22	AC Ace Bristol	Green	1971	1954	David Alborough
34	Lotus 11	Blue/Silver	1460	1957	Rudolf Ernst, Michael Hibberd
50	DB Baquette HBG	Blue	750	1957	Honore Durand, Alain Gawski
51	Porsche 55A	Silver	1498	1957	Ferbgus MacLeod,
53	Panhard X86	Blue	745	1956	Francois Deligny, Gilbert Lenoir
227	MG MGA Mille Miglia	Red	1488	1955	Bruce Chapman, Julius Thurgood

**Class Four - 1954-1957 - 2001cc and Above**

No.	Make & Model	Colour	CC	Year	Driver(s)
6	Jaguar D-type	Green	3800	1955	Gary Pearson
9	Jaguar D-type	Green	3442	1955	Ben Eastick
14	Austin-Healey 100S	Green/White	2660	1955	Peter Thornton, David Garrett
27	Jaguar D-type	Blue	3442	1955	Stefan Ziegler, Chris Keith Lucas
44	Austin-Healey 100M	Blue	2660	1955	Mike Thorne, Johnny Todd
49	Jaguar D-type	Green/Orange	3440	1955	Gavin Pickering

**Class Five - 1958-1960 - 2000cc and Below**

No.	Make & Model	Colour	CC	Year	Driver(s)
15	Lotus 15	Silver	1960	1959	Ewan McIntyre
23	Cooper Monaco	Green	1990	1959	Paul Woolley
36	DB H3R 5	Blue	851	1958	Xvier Deligny, Bernard Deligny
57	MG MGA	Green	1588	1958	Mark Ellis, Conrad Bos

**Class Six - 1958-1960 - 2001cc and Above**

No.	Make & Model	Colour	CC	Year	Driver(s)
5	Aston Martin DBR1	Green	2992	1957	Peter Hardman
8	Lister Knobbly	Blue	3800	1959	Barry Wood, Berry Cannell
12	Lister Costin	Green	3781	1958	Julian Bronson
19	Aston Martin DB4 GT	Green	3800	1960	Peter Thornton, David Garrett
21	Austin-Healey 3000 MK1	Green	2993	1960	CL Van Lanschot
24	Lister Knobbly	Blue	3800	1959	Trevor Groom, Michael Quinn
25	Aston Martin DB4 GT	White		1959	Tom Alexander, TBA

### Class Six - 1958-1960 - 2001cc and Above (continuation)

26	Ferrari 246S	Red	2394	1960	Tony Dron
61	Austin Healey 100/6	Red	2996	1956	Tim Rogers, David Smithies

### Class Seven - 1961-1965 - 2000cc and Below

No.	Make & Model	Colour	CC	Year	Driver(s)
31	Ferrari 206 Dino	Red	1986	1964	Harry Leventis
32	TVR Grantura MK III	White	1840	1963	Phil Hooper, Ian Bankhurst
33	Porsche 904	Orange	2000	1964	Joseph Koster
37	Lotus Elite S2	Blue	1216	1961	Theodore Charagionis, Alex Drouliscos
38	Porsche 911	Red	1991	1965	Didier Denat
39	MG MGB Le Mans	Red/White	1860	1964	Barry Sidery-Smith, Jeremy Rogers
40	Alfa Romeo TZ1	Red	1600	1964	Holly Mason, Charles Knill-Jones
45	Porsche 911	White	1991	1965	Peter Rutt
48	Porsche 911	White	1991	1965	Paul Carter, Nigel Batchelor
58	Alpine A210	Blue	1500	1965	Henri Stepak
88	Alfa Romeo TZ1	Green	1600	1964	Gordon McCulloch
97	Lotus MK14 Elite	White	1220	1962	Nick Atkins, James Barclay
271	Alfa Romeo TZ	Red	1590	1965	Jason Wright, Michael Gans

### Class Eight - 1961-1965 - 2001cc and Above

No.	Make & Model	Colour	CC	Year	Driver(s)
3	AC Shelby Cobra	Red/White	4700	1963	Shaun Lynn
10	Jaguar E-type	Red	3800	1961	Neil Cuningham
17	Jaguar Lister GT	Green	3800	1963	Justin Law
18	Aston Martin Project 214	Green	3900	1962	Martin Brewer
20	Bizzarrini A3C Corsa	Red	5359	1965	Alberto Francioni, Alfred Strebelt
29	Morgan Plus 4	Green	2138	1962	Keith Ahlers
30	Chevrolet Corvette	Silver	5300	1963	Mark Gibbon, James Gibbon
41	Ferrari 250 LM	Yellow	3000	1965	Carlos Monteverde
139	Morgan Plus 4	Green/Cream	2138	1961	John Emberson



### Reserves (to be called up in the following order)

No.	Make & Model	Colour	CC	Year	Driver(s)
66	Porsche 911	White	2000	1965	Nigel Williams, Will l'Anson
54	Ferrari 250TR	Red	2953	1957	David Cooke, Neil Twyman
55	Cooper T39 Bobtail	Green	1998	1955	Arnold Herreman, Jean-Paul Herreman
64	Elva Mk7S	Silver	1991	1964	Peter Strauss, Bob Birrell



## A Mechanic's Memoirs - The Inside Story of KSM's Le Mans 2008

Courtesy of [www.dailysportscar.com](http://www.dailysportscar.com) and Martyn Gilbert

*The Le Mans 24 Hours is always a daunting challenge, where a year's worth of emotions and experiences are condensed into what is essentially a three week period of testing, qualifying and the race itself. Having finished 2nd with Bill Binnie in 2006, experienced mechanic Martyn 'Gilbo' Gilbert had ridden the full range of La Sarthe emotions. Or so he thought.*

*For the 2008 edition of the great race, Gilbert joined the Kruse-Schiller Lola-Mazda team, a little over three weeks before the big weekend and had just a night test at Magny Cours under his belt before being thrust in to the cauldron of Le Mans as chief mechanic. Here, talking to Leigh Armes, he takes up the story of an intense, emotional and unforgettable week for the German based team.*

I was new to the team, the personalities and the ways of working at Kruse-Schiller; so, as chief mechanic, working out the strengths and potential weaknesses of the team was my priority.

Pre race was all going to plan; the night test at Magny Cours had gone well, the only changes made were to replace one of the drivers (Yvon with Simonsen) and have an extra mechanic. Luckily Allan Simonsen was able to use Yvon's seat and so the driving position remained almost unchanged.

The usual pre race hike in hotel charges had seemed steeper than usual (Novotel 330 euros a night...eek!), so we moved out to a gite 40 minutes away from the circuit; not ideal, but you have to get on with it. Having said that, sleeping in a kid's bunk bed with a duvet covered in Mr Men and trains did seem somewhat surreal at 3 o'clock in the morning!

The Lola-Mazda got finished and the airfield got booked for a systems check, so the scene was set for Allan (Simonsen) to get acquainted with his new steed. Sharing the airfield with Peugeot was something of an eye-opener. I have never seen so many people running one car. I'm not sure what they all did but they must have had some kind of role to play.

Allan settled in straight away and found a number of problems with the shift systems which AER duly altered. The gearcut needed tweaking, but by the end of the test everything was working perfectly; and it proved to be a very useful test as it would allow us a trouble free qualifying, or so we thought!

A noise developed during the first session of qualifying which was worrying but we had no option but to keep running. It turned out to be a noisy release bearing, which eventually failed during the session. We would have preferred to use the opportunity of taking the gearbox off and to stop there and then, change the engine for the race engine, then do the last session on Thursday. But it was decided that more analysis with the engine and drivers was needed. Also, putting extra mileage on the engine wasn't deemed a good thing. So the back end went back on for the night session.



The team had just got on the pits to car radio to inform Hideki about a technical problem, (a water pressure sensor that we needed to investigate). Unfortunately the car ran a kerb with a big rut on the inside of it going in to the Dunlop chicane and as everyone has now seen Hideki had the most appalling accident. The tub came to rest near the entry to the chicane itself, some 80 metres from the point of him losing the car. The rest of the car was scattered all over the place and very little was salvageable. Thankfully Hideki was ok, saved by the skill of the Lola composites designers and engineers who continuously strive to make these cars safe as well as damn fast.

And so it began. In these situations it is very easy to get totally overwhelmed by the enormity of the task ahead. So, I got all the team together at the back of the garage and after a brief but very frank conversation we all agreed that if the tub was repairable then the car would be ready for the warm up on Saturday morning. To a man, everybody in the team was up for the challenge ahead, you could see it in their eyes. This in retrospect was the true starting point for a job of this magnitude.

During the previous week Alex Schiller (brother of joint team owner - Hardy) the number one mechanic kept playing Brothers in Arms by Dire Straits; to a point where I had to ban it purely for my own sanity, as I can't stick Dire Straits. However, as we started work on the car, it dawned on me that the most apt CD to play was in fact Brothers in Arms. It was also not lost on most of us that we were also in severe Dire Straits!

By 3 o'clock on Thursday morning the car was stripped down to its tub so Lola could assess the situation. Thursday was the important day of the rebuild because the chassis had to go to project7 (an on-site carbon shop) to get the

initial repairs done. The repairs had to be completed in two parts. The 3" hole where the lower pick up used to live had to be repaired first, complete with cold curing. This meant that the earliest we would see the chassis in the pit garage would be 2pm Friday, so all the sub assembly had to be finished by then. The engine dressing, gearbox, uprights and corners plus the biggest job of all the bodywork also had strict deadlines.

The tub duly arrived at 2pm and in the end the secondary repair had to be carried out in the garage. This would start just before 5pm, so we used the three hours in between to get the engine and gearbox on to the car. We did as much as we could sub assembly wise, as well as a hundred other small but necessary jobs, until midnight. But there came to a point where we couldn't physically work on the car because the glue on the repair had to set. This freed up half the team to go back to the gite to get some sleep. I was able to grab two hours rest in the garage but drifted in and out as fireworks crackled overhead in the campsites. The fans are the lifeblood of the sport but sometimes...!!!!

So at 2am on Saturday morning, some six hours before warm-up, the epic battle to build the car started. The first things fitted were the bib and the front floor. However, both jobs we were unable to do whilst the glue was going off, so our data engineer Jonathan Bartlett got on with installing the electrics that had got damaged in the accident at the front of the tub. Fluids and systems checks followed and at approximately 04.30 we were ready to fire up the Mazda!



We got fuel pressure, but it wouldn't start as an errant bung in an air pipe stopped it from breathing. When removed, though, the thing burst into life. Bingo!

At this stage we are working on nothing more than adrenalin, sweets and fear. Soon came the time to check the gears. Alex hopped in to the hot seat, ready to pull the paddles; unbeknown to him (and us), the car was in limp home mode (i.e. 20% throttle) which only cuts in when you pull a gear. You can see what's coming can't you!

First gear is pulled. And in the blink of an eye the car starts bouncing around with frightening violence. 20% is a lot of throttle when you're on chassis stands. How the car didn't fall off the stands and fly off through the garage door into the pitwall is a little beyond me. But out of the scariest events sometimes has the funniest memories in retrospect. After hitting every possible switch he could, Alex as white as a sheet turned to me and came out with a phrase he'd picked up during the week and in a shaky Germanic/English accent utters "GILBO, I THINK I'VE JUST TOUCHED CLOTH....."!



Well... we lost 15 minutes working on the car, as all of us were rolling about on the floor like deranged hyenas with tears in our eyes. After gathering our thoughts and ribs the hard push started; getting the rear floor on, tidying up the electrics and hanging on the front left suspension. With the car now in one piece it was set up time and final fiddling, bodywork etc. The car was ready by about 9-15am with thirty minutes of warm-up to go. Pushing out the car was one of the most emotional events I have been involved in. I gather that some fans in the grandstands stood up and applauded, as did some of the mechanics from other teams down the pit lane. I was totally oblivious to all this and it was a good job really as I would have been in a flood of tears if I had witnessed it. The team had three targets that we wanted to achieve. The first was to get on the grid. The second was to

complete 12 hours. The third was to finish the race. We as a team achieved two of the three objectives and I think that this was not a bad effort under the circumstances and for a relatively small team.

As for the race, we lost telemetry after six hours so we couldn't monitor any pressures and, in effect, we were flying blind. This would eventually lead to a loss of gearbox pressure, then gearbox failure; stranding Jean out on the track just after Mulsanne corner. He did a sterling job to try and fix the car, achieving more with one hand than many achieve with two.

The experience was something that will never be forgotten. A special thanks has to go to Torsten from Project 7 and Adrian Wylde from Lola, who worked solidly for two days. Also thanks to John Doonan from Mazda, the AER guys, David Scotney, Julian Sole, Paul Rennie and Arthur Gover (the Lola gearbox guru) from Huntingdon's finest; and to all the teams down the pitlane that gave us so much support; especially RML, ASM and Chamberlain Synergy.

As they say in racing circles: You can't beat a good shitfight!



## Formula Le Mans

With Endurance racing in a period of growth and with several championships: in Europe, the “*Le Mans Series*“, in North America, the “*American Le Mans Series*” and soon in Asia, the “*Asian Le Mans Series*“, the Automobile Club de l'Ouest and ORECA have launched the Formula Le Mans Cup in 2009. The championship should provide an ideal springboard for drivers to discover endurance racing, and prepare for an entry in the top category in the future. The A.C.O. and ORECA manufacturer are following a low-cost philosophy, instead of buying the car drivers can hire the prototypes, a full season budget is expected to be below 300.000 Euro per car.

Formula Le Mans will consist of 6 events, the kick-off was given at Spa in May and Saturday June 13<sup>th</sup> at 10.h30 the competitors will race as curtain raiser to the Le Mans 24 Hours! Three further rounds will be held in the Le Mans Series context (Algarve, Nürburgring and Silverstone), the races will last 60 minutes and will have an obligatory driver change. The Formula Le Mans Cup will end with a 3-hour endurance race.

For this series Oreca has built an LMP2-derived open prototype fitted with a 6.2 ltr. 430bhp V8 engine of American origin with a Marelli engine control unit. Following a low cost approach, parts like engine suspension and wheel suspension are made out of steel instead of the lightweight but much more expensive carbon fibre. The gearbox with a paddle shift unit comes from X-Trac, brakes are from Brembo and Michelin is the tyre supplier for this series. The contestants:

<b>3 Applewood-LD Autosport:</b>	TOULEMONDE Damien/ZOLLINGER David
<b>5 Boutsen Energy Racing:</b>	BALLAY Pascal/SCHIEER Joan-Boris
<b>6 Boutsen Energy Racing:</b>	CHALANDON Gary/ENJALBERT Dimitri
<b>7 DAMS:</b>	MORO Luca/KAUFMANN Wolfgang
<b>8 DAMS:</b>	CRONJE Gavin/VERDONCK Nicolas
<b>9 Ibanez Racing Service:</b>	MORI Richard/DESPREZ François
<b>11 Exagon Engineering:</b>	DUCHENE Thomas/LAGORCE Franck
<b>12 Exagon Engineering:</b>	ROSSI Michael/BENNANI Mehdi
<b>15 Boutsen Energy Racing:</b>	MARTIN Jean-Michel/MARTIN Maxime
<b>16 DAMS:</b>	VOSSE Vincent/LEMERET Stéphane
<b>17 Hope Pole Vision Racing:</b>	VALLE Makela/BECHE Mathias
<b>18 Hope Pole Vision Racing:</b>	EBBESVIK Thor-Christian/PILLON Christophe

The first two races at Spa were won by the #6 DAMS car with Cronje/Verdonck at the wheel and they have made a big step towards competing in the Asia, as the winners of the 2009 Formula Le Mans Cup will be invited to The Asian Le Mans Series. Further information is available at [www.formulelemons.com](http://www.formulelemons.com) (in French language).



## Club Arnage Forum Gathering

The traditional CA gathering in the race village will be on **Saturday, 13<sup>th</sup> June, start around 9:00 pm**. In former times we always met at the “Champagne bar”, often also called the “Poo bar” in the various forum threads.

**Attention: This year we have a new location for the CA Forum Gathering:** Location is the area around the “**Courbe**” Bar – or the “Restaurant de la Courbe Dunlop”, that’s how it is officially called. This place is on the inside of the pit exit towards the Dunlop chicane.

**How to get there:** Coming through the main entrance just go into the tunnel in front of you which leads to the inside of the track. Exiting the tunnel just turn left. The “Courbe” Bar it is the bright red building by the track side, watch out for hordes of people in CA T-Shirts. 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.”



## Left something at home? - Shopping in Le Mans

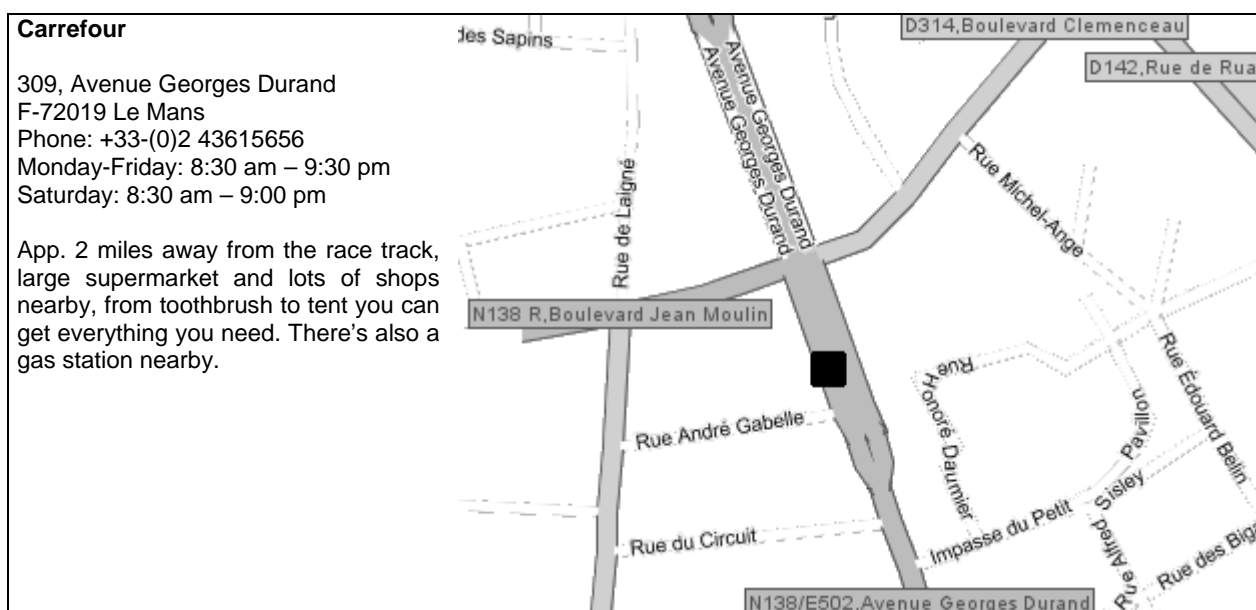
Just in case you've had no time to prepare properly for Le Mans, don't worry. It's no problem to arrive with just your brain and a valid credit card.

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:

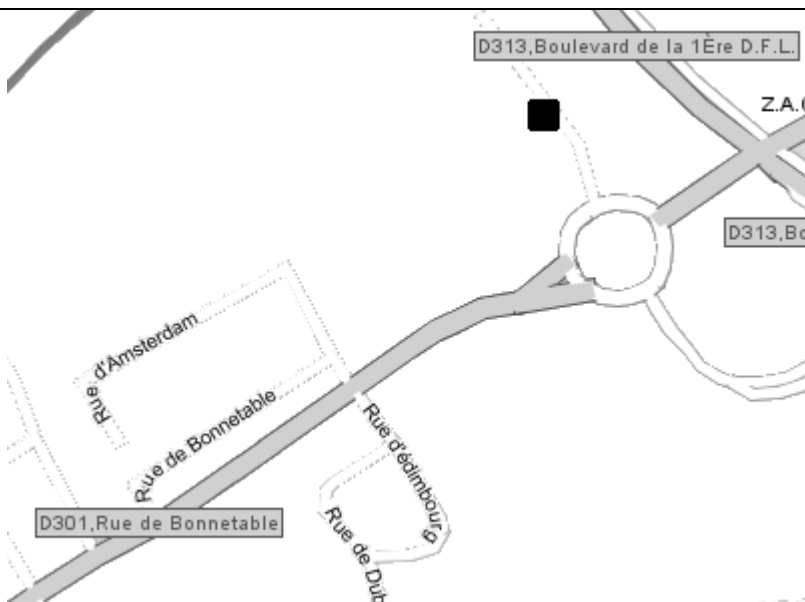
- **By car from the Maison Blanche side of the track:** Follow the road up towards the main entrance (track on right hand side). At lights outside main entrance, go straight ahead going under the dual carriageway. About 50 yds after bridge turn first right into Avenue du Panorama. Continue to end and 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

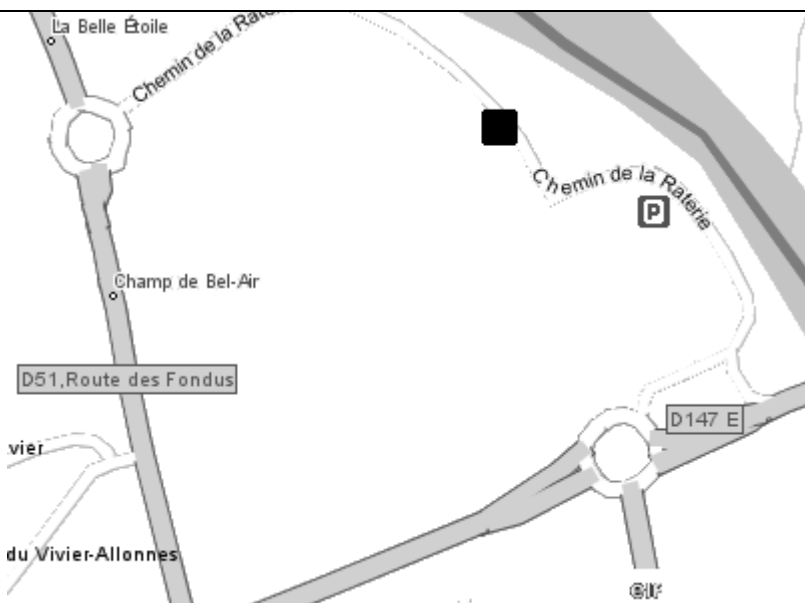
Large French supermarket chain, also good for cheap garden furniture and pool and camping equipment, app 10 km away from the circuit



### 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

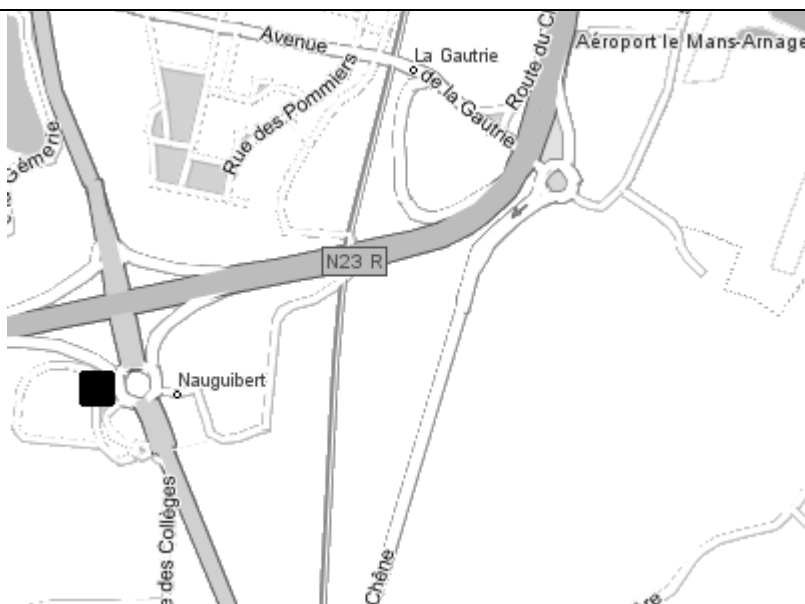
Large French supermarket chain, app 8 km away from the circuit



### 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



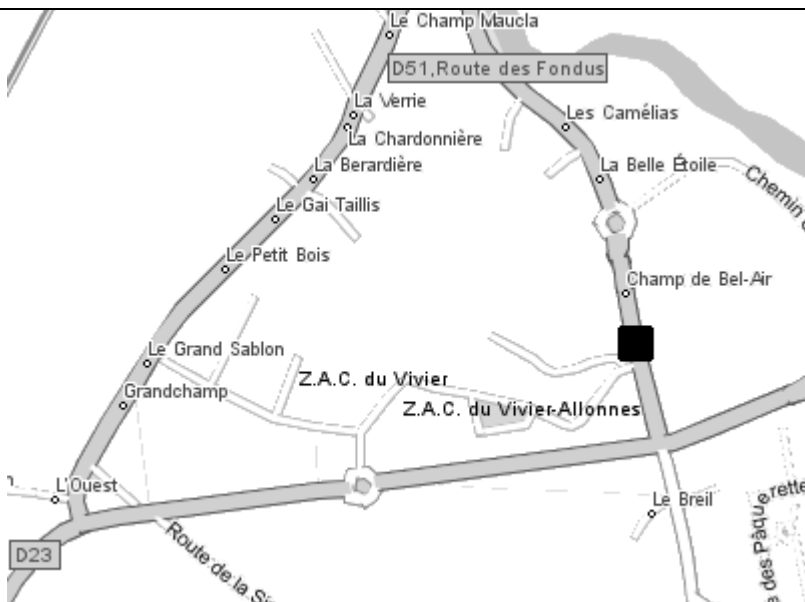
**Draught beer equipment** (cooling and system) can be hired at:

### 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"

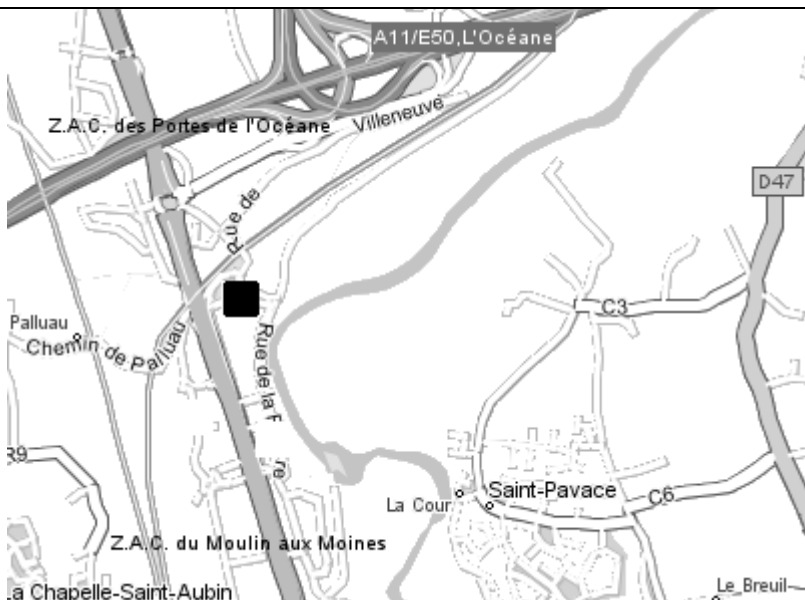
It's next to the big Leclerc Superstore, and another 100 m further up you'll find a Brico Depot warehouse with stuff you might need for your campsite (wire, lights...).



### 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

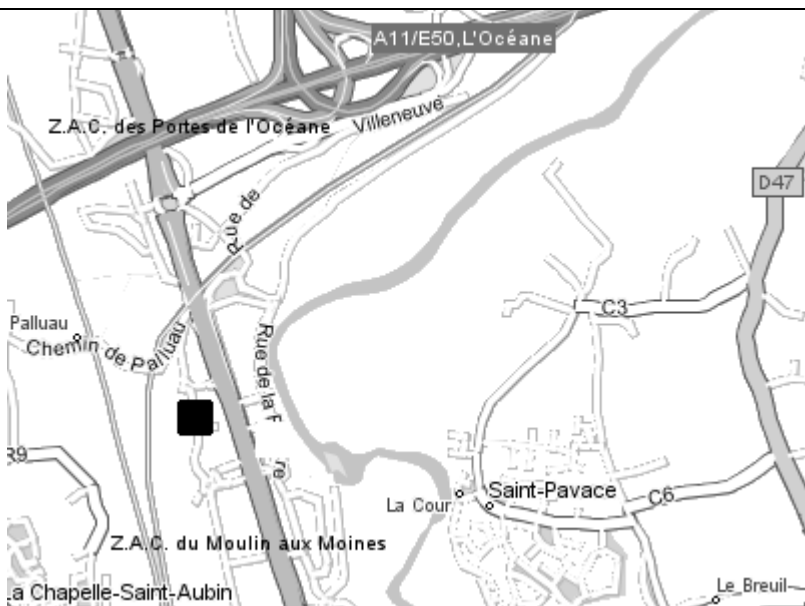
Supermarket, one CA member wrote:  
"We tend to use the Auchan on the other side of town as its a meeting place en route, and we buy samples of wine which if we like we stock up on.  
... with simple carparks and no magical mystery tour to get in or out"



### 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

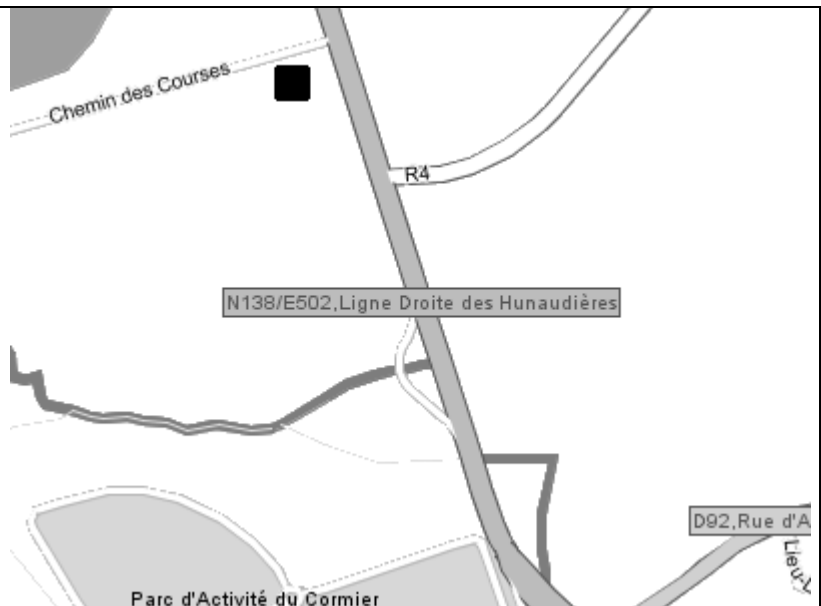
Bicycles, sports gear, camping gear  
This is on the west side of N138, app 12 km away from the circuit



### 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



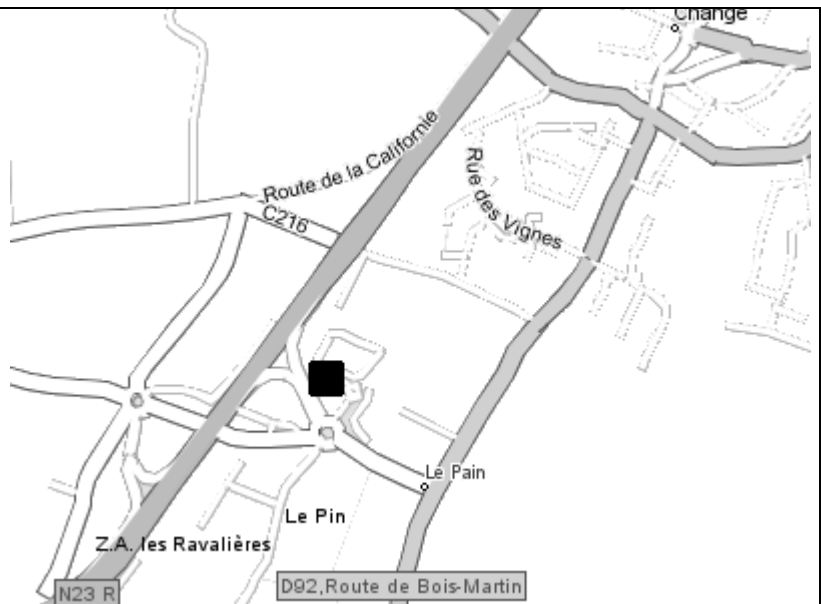
### Super-U

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](mailto:info@arlequin-lemans.fr)  
Website : [www.arlequin-lemans.fr](http://www.arlequin-lemans.fr)  
Tuesday-Saturday: 9 :30 – 12:30 and 14 :00 – 19 :00.



## 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, Bonnetable, 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.

### Camera Repair in Le Mans

Didier Faugas  
10 Place de la Republique  
Phone: +33-(0)2 43 24 28 12

Highly recommended by a CA member: “We've spent half the national debt with Faugas and he's done a couple of repairs for us and is extremely reasonable. Not to mention very knowledgeable to boot.”

## Le Mans History: Mark Galvin - Racing at Le Mans - Part II

*First of all a very big thank you to Mark Galvin for giving his permission to reproduce his first hand racing accounts which first appeared in [www.ferrarichat.com](http://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 24h of Le 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. His report about his 1984 and 1985 Le Mans experience was published in last years Club Arnage Guide.*

### Le Mans, June 1986

Mazda had contacted me over the winter and asked me to drive their new 757 at Le Mans. This wasn't a bolt out of the blue, in fact it was something I had been angling for. They were a good team, they paid top dollar, and I knew their lead driver, David Kennedy, indeed he had helped me with advice when I was starting out.

Mazda had seen me fight it out with David when I was with ADA at a Silverstone 6 Hour, the two of us running nose - to tail for the best part of an hour, each lap slightly quicker as our fuel load shrank, every lap under our respective qualifying times. Fortunately it was his nose and my tail, for at Becketts we came across a Porsche 956, out of the pits and on cold tires. The Porsche spun, looping across the track; I just made it through the gap and David had to drive all over the place to miss him, leaving the Mazda a dot in my mirror by the time he had recovered. So based on that, his recommendation and the Spice result, Mazda gave me a job.

The team tested the cars at Castle Donnington, more for everybody to get to work together than to set up the cars. We took off from Silverstone the Sunday before the race, which for me wasn't easy. There was a race on the Club circuit that day, but it was running late, so I had to leave my car after qualifying and walk away from a slot on the second row of the grid. Arrgh!



Le Mans 1986: Work on the Mazda 757 driven by Takashi Yorino, Yojiro Terada and Yoshimi Katayama. The car retired with a gearbox problem

© Rupert Lowes

Silverstone had been the home of a bomber squadron during the war, and the runway which had once felt the bump and bounce of heavy Boeings was still operational, but only just, and only for pre-booked light aircraft. Our plane was a twin engined Beach that was piloted by a delightfull old boy in a blazer and school tie by the name of George Webb.

George had been in the Battle of Britain and still flew in a slightly twitchy way, starboard wing down and hunting between trim and horizon, as though the shaky straight-and-level would make it harder for any ME 109's still lurking over France to bounce him from out from the sun. The flight was eventful in that David tried to take up where the Luftwaffe had failed all those years before. It had started

innocently enough with David bringing a can of Fanta and a bag of potato chips on board. When thirst called, some where over Deauville, he set about opening the drink, only to realize that the pop it might make when the seal was broken would put George in a spin, perhaps literally. David leaned forward and showed the can to George before pulling the tab and offering him a swig; George, thinking of other things, kept the drink. David was now left with a bag of salt-and-onion chips and a thirst, so he decided on revenge: He put the bag on his knees and drew his hands back for the clap that would burst the altitude-stretched plastic and make George jump and spill the Fanta over his lap. It looked to me like the bang would probably give the old boy a coronary, and as the other set of controls were being manned by Nigel Stroud who had exactly one hour on gliders, I snatched the bag away just as he slammed his hands together. It ended up with the two of us wrestling for control of the chips, grappling and lurching from empty seat to seat down to the tail of the airplane. As our weight shifted the aircraft would go out of trim, and George would find himself all over the sky. Oblivious of the cause, he took to fooling with the engines and trim wheel in a vain effort balance the craft and effect a cure. In the end the bag of chips was ripped open with teeth and thrown under a seat, and so we flew on, David looking like Oliver Twist with an empty bowl.

Unfortunately the team had moved out of a broken down but charming chateau and into an Ibis hotel, so there went all hope of good French food and country air. Still the cars were superb! Nigel had done a wonderful job designing them, and I can honestly say that they were the best handling endurance racers that I ever drove. The rotary engines



were very strange at first, for they had a flat torque curve and would pull from 800 r.p.m. all the way up to 13,000, and additionally had no fly wheel effect. If the car had a flaw it was in mating the engine to a Porsche synchromesh gearbox, for while the box was very slow the motor was very free and the combination would need care were it to last the race.

Working for a large Japanese concern was quite an eye opener and there were a few cultural clashes even with the best of intentions. The car had been designed and finished, and it was up to us to just get in and drive it. The process of dialing the chassis in for the conditions was viewed as slightly heretical by Japanese management, and perhaps a comment that the construction had not been well done or that the engineers had botched their job. David, Pierre Dieudonne and I (as well as Nigel, the car's designer), saw it differently, for to us a car was akin to a radio - useless unless dialed in. In the end we got our way while they were seen to get theirs; we all stood round in a circle and when the correction spring/gear ratio option was called out we all shouted "HI" to endorse it - and to politically cover ass should someone have messed up, for this way no ONE made the decision, thus no ONE was at fault. Very strange.

To accommodate our foreign ways we were fitted up with a foreign crew chief. He was a Korean called Kio, at least he was viewed as Korean for had to register as such, although his parents and grand parents had been born in Japan. Thank heavens his English was quite good, so we didn't have to resort to a stick in the sand to communicate our deepest thoughts on the shock absorber rebound settings. What ever adjustment we put on our car was immediately transferred to the Japanese driven car, a situation I viewed as complementary. Finally, we were informed at the team briefing that the Japanese car would out qualify us and that David would be the fastest driver amongst us. That I could understand; they were a Japanese company and their boys needed to show the folks back home the native drivers were world class, and as for David being head of the queue, well, other than hubris there is little reason for three grown men to flog the car



Le Mans 1986: Spares for the Mazda #171

© Rupert Lowes

when a controlled effort by one will put it on the same place on the grid. He was also a hell of a good driver, and for that matter, so was Pierre. Once sorted out and on the track the Mazda 757 was a great car, much better than the Spice (now a Pontiac Spice) and a world better than all the other endurance racers I had raced at Silverstone or Brands. It had a fuel flow computer (a real 'wow' back then) and a Stack RPM counter, which had sufficient digital memory to ensure that any over rev would be noticed by management.

I asked Kio to run me through some on-track repair techniques, and he obligingly went with me to one of the uncovered cars. The motor was like a small dust bin bolted to a large gearbox with the whole lot mounted as far down as it could go. It looked tiny compared to any piston engine I'd raced, sort of like a golf-cart joke.

"You will never see this during the race," Kio confidently predicted.

"Well, I'm sure you're right, but things sometimes break," I countered.

"You do not understand. The rear engine cover is too heavy for one person to remove. No matter what happens to you on the circuit, you will never see the motor during the race."

At the start David did a great job, hacking through all sorts of traffic, and then it was my turn. The fear I had felt when I had first climbed into the Dome had turned into a concern by the time I drove the Spice. Now that it was my third year at Le Mans and the car was this good the race had turned into a fun job I really enjoyed, hard work, but good work.

You can tell a lot about a car when at 200 mph you use it to slipstream something else, preferably something else that is as big as a house. When you first tuck in behind the other fellow all you can see is the back end of his car, and that close up it's pretty ugly. At the same time your machine starts to fly, because now the motor isn't fighting with the air, it's overcoming rolling resistance and little else. You get pulled along, both of you accelerating; until you get to your top RPM limit, at which point you have to lift to prevent damage to the engine. The car in front then starts to pull away, and suddenly you can see bits of the armco and grass out of the sides of the windscreen and you know where you are. An instant later you start to feel the shock wave as the air he is displacing closes back together. Up until now it was doing so behind your car, now the pressure point is moving, first over your rear wing and then, as he pulls away, towards the front of the car. This is where things get tricky, for now your car's center of aerodynamic pressure is completely different from its center of gravity. In more practical terms your rear wing is working very hard and your front lip, which is still getting a free ride, is doing very little. You have to watch it, otherwise the car will pendulum and

then and very bad things will happen, but it's a short watch because now that your free ride is leaving your motor starts to feel the load. You've anticipated that and have already floored it, but by now that won't make you go any faster. As the engine picks up load so the wave of closing air carries on moving to the front of the car, jostling the mirrors and shaking the bodywork in ways the wind tunnel didn't predict. Suddenly you're back on you own and the faster car is pulling away as though he has just changed gear, and then he too hits his top speed and the rate of acceleration is shrinks until he is no longer running from you, just slowly walking away.

The race its self was a disappointment with the cars breaking down well before things got tense. The Japanese car called it a day when the gearbox input shaft snapped at about five thirty in the afternoon. The same fate befell us when Pierre was driving at about three thirty in the morning. I was sleeping in the driver's caravan when I heard the door open and saw him walk in, the instant I woke I knew it was over for all three drivers cannot be simultaneously in the same room if things are going well.

A couple of months later I read the metallurgical report and saw the failure had been caused by a flawed heat treatment process that had embrittled the shaft and not, as intended, given it with a extra measure of flexibility.

## Le Mans, June 1987

A year later it was time to have another go. Mazda had built up a couple of new chassis and booked time on the Silverstone G.P. circuit so that we could shake them down. It was an unpleasant day, gray and damp, and the wind was gusting from the West. First up, I left the pits and warmed the tires, only to see smoke swirling out from the engine cover when I was at Stowe corner. I switched off and rolled back to the pits, to find that the exhaust pipe had been oiled to stop it from rusting. As I was ready to fire up the car again Terada hit a damp spot and piled up his car against the armco at Woodcote, which put the frighteners on Ohashi, the team manager. All testing was ended, for the last thing he wanted to do was go to Le Mans with nothing in the transporters but a pile of dented bits in place of racing cars.

David, Pierre and I were fortunate that the damage done by Terrada's crash was limited to bodywork and a corner. Had the chassis been tweaked then our new car would have been handed over to our team mates and we would have been issued the spare, which was one of last year's chassis with a lot of race and test miles on it. It would probably not have lasted twenty four hours, though you never know.

As an aside, I haven't mentioned how lucky I was to have David and Pierre as team mates. We were all the exact same size, we all had a good sense of humour, no one had a huge ego, and we all liked the car set up exactly the same way. David and Pierre were vastly more experienced I was, hell, Pierre had a degree in automotive engineering as well as years of racing experience. I was so happy driving with them, and couldn't believe that they wanted to share a car with me.



Le Mans 1987: The Mazda 757 driven by David Kennedy, Mark Galvin and Pierre Diudonné. The car finished in 7<sup>th</sup> position overall and 1<sup>st</sup> in the IMSA-GTP class

© Lorry

The weekend before the race we were flown down again by old George Webb. I was surprised we made it, for it climbing into the plane he had dropped a fiver. The wind had taken both it and him on a merry dance across the airfield, and when he had returned he looked ready to pop a spring, panting and sweating under his solid blue blazer. George was made of stern stuff however, and the East Wind did no better than the Luftwaffe had some forty five years earlier.

The A.C.O had altered the track at Le Mans, putting a new set of curves in just past the pits. Ohashi nearly wrote off a Mazda 626 showing some journalists the line; he ended up needing a tow truck to drag the thing out of a gravel trap. David, who had been in the back seat, said that it was the worst automotive experience of his life, Pierre and I had declined the

invitation to join the ride, happily giving our place to Mazda fans. OOPS!

By now I could see the rhythm of the event, and the chaos of scrutineering, which was held in the town square of Le Mans, became more of a get-together with friends than a problem. To my surprise I found that I knew about a third of the grid, indeed I had even given a set of my track notes to a couple of other drivers, one of whom was now working for Walkinshaw at Jaguar. The swarming scene was good fun, what with the hot French sun dripping down your back

like butter, the team (and not you) doing the heavy lifting and all sorts of interesting women wandering about. To get through the formalities each driver had to produce his paperwork as well as a helmet and suit for inspection and then it was then up to the team manager to get the cars through. While this was being done some minion whisked our kit away and left them in the back of an unlocked station wagon, so before you could sneeze our suits were stolen. In true Japanese fashion I was told about it and then asked: "When will you have a new suit and helmet please?" Good question, but standing in the middle of the town square I didn't have a handy answer other than "Soon."

In truth it was a question of convenience, not money, for the suit had been paid for by Mazda, and the helmet was an ill-fitting freebee that I kept specifically for scrutinizing. Fortunately I had split up my kit in case something got nicked, Pierre and David had not. David, ever one to see opportunity from chaos, soon after set up a racing clothing business that thrived.

Not to worry, with all those drivers around there were a few salesmen looking to make a killing, so by the time the cars were lined up in the pits we were all kitted up with two sets of race clothing, and Mazdaspeed had a new tailor's bill.

The cars were slower than the year before. They had grown additional ducts and vents, and yet the engines were the same. I was disappointed because the motor was crying out for either a supercharger or a fourth rotor, nonetheless I could see the reason for the lack of development, after all the cars had failed to finish the year before. Mazdaspeed and Mazda obviously wanted reliability and not speed, well, for this year anyway.

In spite of the altered circuit, the unchanged horsepower and less aerodynamic car we were expected to have a faster lap time than the previous year, to go slower would be politically unacceptable. David did the heavy lifting to get us on the grid while Pierre and I did the minimum qualifying distance. I didn't have a clear lap, thus I was somewhat worried that the pace would be too fast to maintain. The race would tell.

David always liked to start the race, and that was fine with Pierre and me for we had both done it at other races. The film Le Mans captures the start very well, in that you are sitting in the car, hot and tied down, deafened with earplugs and a helmet, waiting for the minute hand to sweep around and for the time to come to fire up the car. It is claustrophobic at best, sweltering and claustrophobic at worst, and you have nothing good to think about while you wait. The signal to fire up is such a relief, and once you get rolling you can stop thinking and start doing, which is what you are there for anyway.

An hour later I was next up. I warmed up the tires and then, on the second lap, drove the car hard to see what it would do. I didn't over rev it or bang curbs, but took corners in a higher gear and drifted through the curves a bit faster. On the third lap I knocked it back a notch and there was the pace. It was years later when my brother sent me a book on endurance racing that I learned that I had set the IMSA lap record, a mark that stayed until they changed the configuration of the circuit, heck; it wasn't even that great a lap.

As usual the Japanese car driven by Terada, Katayama and Yurino was out soon enough, which left us against the Porsche factory entry and father time. (We were not allowed to pass out the Japanese driven car - fair enough.) For some reason the Japanese drivers stuck with a strict two hour driving shift, an imposition that always seemed to tire them and cause someone to break the car. We were flexible, driving one hour stints when the traffic or weather was bad and up to three hour stints when the rhythm was good.

The Mazda 757 was very solid, with not enough power but nimble and consistent. One of my best moments in racing at Le Mans came that Saturday night, just as darkness fell. I had closed up on a badly driven Porsche 962 which was fighting with a well driven C2 Spice. The Spice was ahead and not letting the Porsche pass between the end of the Mulsanne hairpin and the Indianapolis corners. I got a tow off the two of them down to Indianapolis, and watched as they barreled into the first corner side-by-side. Coming out they drifted to opposite sides of the road, and then went round the second half of the complex again side by side. I got a nearly perfect run through both corners behind them and by the time they came out of the second one I was carrying a good fifteen m.p.h. more than they were. At the very instant they were thrown apart by their different cornering forces I was between them and gone. A glance in the mirrors showed headlights all over the road, for in their fight they had assumed they were going flat out and thus got a fright and a half when someone blew between them like they were parked.

The night went on, some of it quickly, some of it seemed interminable. My wrists were bandaged like a boxers fists to give them some extra strength, for a couple of tons of car without power steering and with extra sticky tires, was more than they were meant to handle. Normally I enjoyed night shifts, but driving a bit of a cult car made by a culture famous for their cameras changed that: At every corner there was a nova of flashes as people took pictures that would never come out, at one spot in particular it was almost blinding.

There were also enough adventures that night to last a lifetime, or to finish one. At about midnight I was woken and told that David was coming in a lap or two early, and could I please be in the pits now? I threw on my suit and sprinted down, arriving as the car did. There had been a smash on the Hunaudieres straight and the pace car had come out. David had rightly figured it was better to swap drivers then, for we would loose less distance to the leaders during the change. All well and good, but in my hurry I had forgot to put in my ear plugs, and when I had started up the motor I nearly died from the noise. I hoped I could brave it out, but a half a lap cruising 'quietly' behind the pace car told me I would have a serious problem if I tried to race without earplugs. There was only one thing to do: Drive



back to the pits, take off the lid, fit in the plugs, and get going again. And be shot by the team for losing so much time from being stupid.

Motoring along in the dark it seemed possible that I could loosen the belts and have my helmet and balaclava off while still driving. The ear plugs were in a case round my neck, and with my gloves off, I could probably fit them while still going reasonably slowly behind the pace car. The next time we hit the Hunaudieres I got going. The instant my helmet came off my head the car died. The lights went out, the motor cut, even the fuel computer gave up the ghost. Perfect! Still there was only one thing it could be: the master switch. I must have brushed against it with my helmet. I gave it a twist and Vroom! We were back in business again.

At the crash point the marshals, who had slowed us to a crawl, were waving around torches just in case someone decided that driving over the wreck would be a great idea. One of them shone his light into the Mazda and, caught without a helmet, I did a Spock and lifted one eyebrow as my car crept past. The ear plugs were in and the lid back on by the time we came back to the same spot, which was just as well, for now there was a cloud of officials with their flashlights waiting for me to come round again. One had a radio out, and as I pulled up the car was bleached with candle power. I held up a hand as though their lights were unexpected and then looked to the mirror as I passed. All had their torches on one marshal, and I knew they were tearing strips off him for telling fanciful tales when hard work was needed.

The other big moment came a couple of driver changes later. Again David had brought it in early. This time it was because the rain had thinned to a mist and the wet tires he had on were wearing out. It was not a happy moment, being told that I was going out on slicks at night while the track was wet, but it was the right thing to do.

I spent the out lap learning where the puddles and damp spots were, and then once past the pits I let her rip, confident that I had seen enough dry tarmac on the line to keep me out of trouble. I got as far as the new right/left complex, some 50 past the pit lane, when it happened.



Still going strong – The Mazda 757 #203 which raced at the 24h of Le Mans 1987 participated in the Le Mans Support Race 2008

© Steve Brown

The normal lap called for a light break and a change down from fifth to third, only this time when I turned in there was a snap as a rear left wishbone fractured, and then the car lurched into oversteer and headed for the barrier on the outside of the corner. The lurch had taken the car off the dry line and with three wheels doing the steering (slicks mind you, on the damp), the Mazda was meant to crash, only I was damned if it would. In the dark I couldn't see where the car was headed, but I could feel the rumble strip and knew that the gravel trap Ohashi earlier had christened with a road car was just beyond. I dabbed the brakes lightly to put a tad more weight on the front tires and give them grip, and as the back lightened sawed at the wheel to make the car pendulum. Once it swung the other way the weight left the broken corner and I caught the car and held the slide, running the right tires straight over the rumpled edges of the last curb to slow down. The good news was that I was still going, the bad news was that the car was broken and the pits were just behind, which meant over eight miles away on the road. Parking it and walking back was out of the question. I put on the flashers and got going.

The trip home took forever, the thought that there were cars doing over two hundred miles an hour coming up behind me in the night was best ignored, though the phrase 'suppository designed by Porsche' did go through my mind. It wasn't that the wobbling wheel slowed me so much, it was actually my own pig headiness, for I had seen other drivers flog broken cars in an effort to get them back to the pits and I had noticed that, in their hurry, they often did irreparable damage. I knew instinctively what was broken and I thought that if I pushed the car above 20 mph there was a good chance the remaining wishbone's chassis pick up points, which was now taking all the stress, would be damaged, and as they were bonded into the carbon tub, they couldn't be repaired. I also knew that the half shaft's joints were working overtime as the wheel wandered in and out of true, and if they gave up the ghost the shaft would probably turn into a whirring club that would tear everything from the radiator to the diffuser to shrapnel. I had to go slowly.

There was no radio - they had installed a unit but it conflicted with an unshielded system on the car, so I couldn't even tell them what parts we needed to get going. I just flashed at the signaling crew at the Mulsanne hairpin so that at least the team would know their remaining car was in trouble.

When I got back to the pits I screamed at Ohashi, the team manager, that the rear needed a new left corner, then I sprinted out of the way and let the mechanics have at it. (You could only have a certain number of people working on the car at any one time, and the driver was counted as a worker. Staying nearby was a great way to have the car

disqualified.) A new wishbone was nailed on, the car set up, and 17 minutes later Pierre had a go at getting us up to speed. I stayed in the pits for a bit, just to wind down. I told Ohashi what had happened but I could see he was annoyed, he presumed that I had banged into something and broken up his car, but he held it in well and said nothing. As the car fired up and moved off the two bits of the wishbone were handed to him. A glance showed a rust mark under the weld, it was an eloquent witness that the damage had started the day the piece was made. He brought them over to me, held them out and said, "Thank you for bringing the car back. Will you please drive the next shift?"

It was nice to hear.

On my way out of the pits I ran into Damon Hill who had come to the race to network. I lent him my driver's pass so that he could work over the various team managers while they were weak from lack of sleep. I was still snoring when he dropped it back at the caravan.

During this period of fun and games the works Rothmans Porsche 959 had passed out our car and taken the class lead. Pierre caught him and got by, so that by dawn we were once again ahead and leading the class. The 959 was still being pushed hard when I next drove, perhaps too hard, because just before the Porsche curves (ironically) I lapped him as he pulled over by the side of the road. A lap later he was still there, only now he was waving at the marshals as a wisp of smoke was rising out of the back of the car. 3 min and 40 something seconds later I could see the car was a roaring blaze, and that was the end of the Rothmans IMSA effort.

The only other problem was a broken windshield wiper that a scrutineer made us change, but by then it was day again and there was no threat of rain. The car ran on well, but each time I climbed in it felt a bit looser, particularly the front end. Ohashi decided that the fault in the wishbone was brought into play by the tires being too sticky, so he had the car fitted with blocks of wood. It became much harder to drive after that, but the race had been reduced to a procession of the walking wounded, and the team wanted to finish. And so we did, David staying in to do the last stint. When the flag dropped at four o'clock the mechanics literally burst into tears with joy. It had been a good weekend, for it was the first time a Japanese car company had ended up on the podium, and for that they were very happy. We had clawed our way back up to 7th overall; but for the wishbone and the wiper we would have been 2nd, but for everyone else's mishaps we wouldn't have even been in the top ten, and that's the way of racing.

There was some confusion about who would go up on the podium. Some silver-haired Asian journalist / P.R. guy, who Pierre nicknamed 'Dr. Death' because he looked like a Bond villain, and who none of us had ever seen before, told us in fractured English that one driver would be chosen to accompany the team manager and a dignitary from Mazda. I had missed the podium in '85 and was not going to let it slip by again, so I gave him chapter and verse of the F.I.A. sporting code, French edition, making it up as I went along. In the end Ohashi accompanied Pierre and I up the steps, David having decided to stay with the car and the mechanics by parc ferme. Derek Bell and Hans Stuck who looked as shagged as I felt, left and we entered stage right. Derek paused long enough to shake my hand and congratulate me as I in turn congratulated him. I was deeply impressed that he even knew my name! Once out on the balcony I looked over and saw the others waving right handed, so, to avoid the Hitler Movement look, I waggled my left at the two old men and the dog that were there to watch. I looked across at the stand to see if I could find myself of six years ago. I couldn't believe that I was up here, a factory driver, and being paid to live my dream.

The next day we climbed aboard the Beach twin with old George Webb at the controls and took off. The view of the circuit was the best and put all the corners in perspective, among other things. It was exactly there, at a field by the straight, that in August of '08 Wilbur Wright made the first controlled flight in Europe, lifting off and flying in a lazy circle as Bleriot and Garros watched agog from the edge of the road. Wilbur knew that he would be landing back on the field, one way or another. I knew that I never would, and that was the end of endurance racing for me.

A few weeks later Mazda wanted us to fly to Tokyo for a bit of PR, so we gladly did, particularly as they stuffed another envelope of cash into our ever-open palms. We were taken to the top floor of Mazda's head office and, with much bowing, introduced to the president, Mr. Yamamoto, the man who had lead the engineering team to develop the rotary engine in the first place. He pulled me aside and, through a stunning interpreter, said "Thank you for saving my car."

"It was an honour to drive it," I replied, thinking that he had to go all the way to Ireland to find someone thick enough to do the job.....

The rest of the year was a blast. An underemployed race team had restored my tired 250 Ferrari over the winter so I used it as transport for the season. With nothing to lose in terms of career advancement I only drove single seaters on interesting circuits, racing everywhere from Knutstorp in Sweden to Nürburgring in Germany. I got my F3 win at Misano in Italy and was invited to drive in the Monza Lotera in the Italian championship. That was a blast. And then, after a final British F3 round in Thruxton it was over. I awoke the next day and realized that I couldn't die in a racing car.

On a closing note all my posts has been written from memory and I see that I got a few mechanical details wrong. For example the Mazda 757 did not have any carbon fibre in the tub and the tub was not connected to the rear suspension. It had an aluminum tub, the rear suspension was a rocker arm setup that was held in place by plates. I think.

## 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

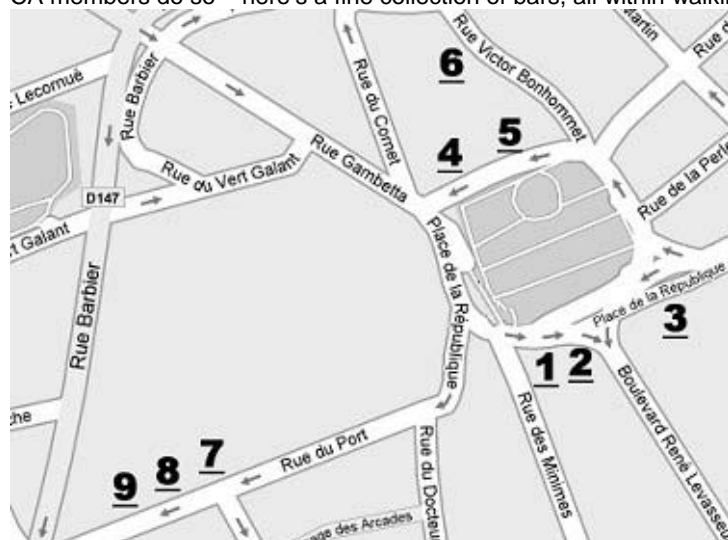
Next to the fountain in the middle of the roundabout (which is normally turned off during race week) is a bar/cigarette shop with plenty of tables outside. Well known already to many since lots of people have been soaked enough times as they pass! Dead opposite on the corner is the Harlequin, a very 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**  
36 Place de la République  
Phone: +33 (0)2 43 28 40 88



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



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



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



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



## 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](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](mailto: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 higher and in most cases you cannot buy campsite tickets only but have to buy general entrance tickets with a surcharge as well. But they do have the advantage of guaranteeing you a grandstand seat and for many campsites, ticket agencies will be the only option in the future, as the ACO has announced to sell certain campsites only via agencies in the future. If you are just after "Enceinte Generale" tickets, you do not need the agencies or the ACO booking office, it is much easier and cheaper to buy on the gate and they are never sold out.

- [www.racetours.co.uk](http://www.racetours.co.uk) (Campsite **only** orders possible, no need to buy general entrance tickets)
- [www.teamlangoustine.com](http://www.teamlangoustine.com) (Campsite **only** orders possible, no need to buy general entrance tickets)
- [www.justtickets.co.uk](http://www.justtickets.co.uk)
- [www.1st-tickets.co.uk](http://www.1st-tickets.co.uk)
- [www.pageandmoy.com](http://www.pageandmoy.com)
- [www.selectmotorracing.com](http://www.selectmotorracing.com)
- [www.ticket-finders.com](http://www.ticket-finders.com)
- [www.airtrack.co.uk](http://www.airtrack.co.uk)
- [www.continentalcartours.co.uk](http://www.continentalcartours.co.uk)
- [www.ticketplus.com](http://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.

### "Enceinte Generale" (General Entrance)



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

### "Tribune" (Grandstand)

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.



## “Aire d’Accueil” - Campsite ticket



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. Last year they have been hanger-type, 2009 you are expected to stick those inside your car on the windscreen on the drivers side – don't ask me what motorcyclist should do...

## 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 at least 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 (2009: 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 glossy, 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 Tribunes 17 and 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 outlet (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 (but not free)
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. This emergency cover now costs an additional €20 on top of the membership fee (it used to be included) but as it provides fairly limited cover, for people who are not France-resident, it would be better to take out additional cover from an insurer in your country of residence to include repatriation of the vehicle in the event of a major breakdown/accident.



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

## Club 24 Collector

All the benefits of Club 24 membership PLUS:

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

## What Does It Cost?

For 2009, the costs of membership are:

Club 24	€ 97
Club 24 Collector	€ 197
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 (€48) meant that I made an overall saving of over €40, and have all the other benefits as well.

Due to the lack of availability of certain camp site tickets, and the vagaries of the ACO ticket allocation process, 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 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: Caught speeding, with a difference...



I was in Convoy with some mates in a BMW I was in My Lotus Elise, I was in Kent on the way to the Ferry when we passed a Volvo Police car doing about 50mph in lane 1. We had passed him for a while and then put our foot down. It was only when travelling at about 1.2 leptonas that I saw the Copper in my rear view mirror. He pulled me over and some random person took this photo and posted it on PistonHeads

Oh Yeah, I forgot to mention I was dressed as Superman!!!!

## Le Mans History: Jacky Ickx - Honorary Citizen of Le Mans

(courtesy of Rick Wilson, [www.maisonblanche.co.uk](http://www.maisonblanche.co.uk))



On Friday 16th June 2000, the "rest" day between qualifying and race, there was a reception held for Jacky Ickx in the Georges Durand grandstand, during which he was awarded the title of Honorary Citizen of the City of Le Mans, in recognition of his performances and six wins at Le Mans over the years.

The award was presented (photo below) by the Mayor of Le Mans, Robert Jarry, in front of a small group invited to witness the event and share a wonderful four-course "déjeuner" with the great man.

"Jacky Ickx, with his fifteen entries in the Le Mans 24 Hours, including six wins and some memorable moments of fine sportsmanship, embodies the magic of the Le Mans 24 Hours for many fans", commented Monsieur Jarry. "During the exhibition entitled 'the Races of the Century in Le Mans and its region', it was no great surprise that a jury of specialists from around the world (press, members of the ACO etc.) unanimously named him 'Driver of the Century for the Le Mans 24 Hours'. Jacky Ickx has indeed left his mark in the minds of many in Le Mans, not only through his talent but also, and especially, through his exceptional personality as a gentleman and a champion of class and distinction both on and off the track."

He continued; "It is for all these reasons that we wish to make Jacky Ickx an Honorary Citizen of Le Mans this year at the time of the greatest endurance race of the world, the Le Mans 24 Hours 2000. This is an exceptional honour, only two drivers of the 24 Hours have previously been awarded this title ('Sammy' Davis and Luigi Chinetti). But this title of Honorary Citizen ultimately only confirms his more popular title of 'Mr. Le Mans' that was given to him by both the press and public many years ago!"

When Michel Cosson met Jacky Ickx in early May in Paris and orally confirmed the joint invitation extended by the ACO and the City of Le Mans, Jacky did not even try and hide the joy that he felt from being honoured both as a citizen and a driver.

When the time came, however, to schedule the myriad celebrations and events in his honour, the champion was quick to place two minor conditions on the ACO president's plans. "Rest assured, I am at your full disposal for the entire week. I must, however, inform you that, as is my custom since my first trip to Le Mans, I shall be spending Friday evening with my British friends in La Chartre. It was a custom started back when I was racing and I am sure that you can understand that my visit has become a tradition for me."

The second condition sheds special light on the great moral stature of the man who, although proud to be honoured, never forgets the prerogatives of the moment. "In my opinion, my participating in the Driver's Parade would be out of place. The real heroes of this race, viewed as such by the public, are the drivers who will compete on Saturday. I will be delighted to start things off but will then blend in with the other spectators." Notwithstanding his six wins, Jacky Ickx continues to exhibit the qualities for which he is famous: integrity, sportsmanship and tradition.

One of the most famous moments of Jacky's career was his safety protest at the start of the 1969 event, when rather than run to his car at the start, he walked; a calculated risk to show up the now dangerous practice as many drivers would start their cars and drive off without properly fastening their racing harnesses.



That year was to be Jacky's first win in the Gulf Ford GT40 with Jackie Oliver in the closest ever 'real' (not photo-staged) finish in the race's history, with the winning margin of just over 100 metres. This has been talked about for years, questioning what if he had lost by 100 metres, would he have cursed himself for the walked start? The answer would undoubtedly be "no". Jacky is a man of great belief in principles and a huge and necessary point had been made.



To help recreate this historic moment, Jacky would re-enact it as part of the pre-race build up for the 2000 event, then drive the car around the entire circuit. This superb moment was displayed for all to see on the huge video walls present at the circuit for the race coverage. But in a piece of extreme theatre, this time Jacky ran to the car!!



The sight and sound of the Ford GT40 driven by an unhelmeted Ickx was a joy to behold. For those of us who hadn't witnessed the original happening, it was a joyous glimpse into the past; for all who remembered the real thing, it must have brought back many a special memory.

Having played the part of race-driver, Jacky then turned his talents to another task, as Official Starter. As the field exited the Ford chicanes after the pace-car led formation lap, at exactly 4pm, he waved the French tricolor to unleash the 48 starters, led by the trio of Audis and another chapter in the history of the race began to unfold.

Jacky's association with the race cannot be diminished and there are already plans to have him involved further in years to come in a technical and advisory capacity. He will make a true ambassador. I will never forget the day I finally met my hero and he did not disappoint. "This award is not for me, it is for everyone involved in any way; mechanics, spectators .. everyone. They have all played a part in it."

Fifteen times Jacky Ickx took part in the race. His first appearance was in 1966, but his first win came in the John Wyer entered Gulf GT40 in 1969. It was the first time that the event would be broadcast worldwide and there were cameras mounted on helicopters to track the cars around the circuit. "I remember Breguet-Atlantique flying over us and cutting through the curves and turns to keep us in sight." From late morning, after the faster 917s had dropped out, it was touch and go between the Ickx/Oliver GT40 and the Hermann/Larousse Porsche 908. They were very evenly matched and the lead changed hands many times over the last few hours and even several times in the last few laps. To win, Jacky needed something to outfox his opponent which is why he let Hermann overtake him at the start of the Mulsanne straight on the last lap. He knew he could outbrake him into the corner at the end of the straight and probably hold him off until the end of the lap, which is exactly what happened and the rest is history. "It was the only way to beat him and it worked! People all over the world still talk to me about it."



With the worldwide fuel crisis at its height in the early/mid 70s, Le Mans introduced rules in 1975 regarding fuel consumption to stave off the critics who said that racing was wasteful. Twenty laps were required between refuelling stops. For that year, John Wyer provided Jacky with a Gulf Mirage which was powered by a Cosworth DFV engine derived from Formula 1, hardly the most economical! Both he and partner Derek Bell drove with very light feet and also endured terrible vibration which threatened to shake the transmission to pieces. "The car made a horrendous noise in all the right-handed curves. We ended up 'driving on egg-shells'. I must confess, as wins go, it did not have a great impact on me!"

With the John Wyer era over, Jacky joined the ranks of Porsche. Teaming up in 1976 with Dutch veteran and 1971 winner Gijs van Lennep to drive the new Porsche 936, the pair led virtually from start to finish. It was van Lennep's farewell race and Ickx gave him the greatest leaving present ever, handing the car over to him for the final stint to

take the flag approximately 100 miles ahead of the second placed car. "It was beyond a doubt the easiest of our wins."

By far Jacky's fondest and most vivid memories are of the epic drive that netted him his 4th win in 1977. "Frankly, talking about it even today gives me a special feeling of pleasure! It was the most perfect race that anyone could ever have the opportunity to experience, both drivers and team members. There was a kind of spirit that enshrouded us all



and gave us all an uplifting feeling." Early problems had ended the race for the 936 he shared with Henri Pescarolo, so he jumped across to share the sister car of Hurley Haywood and Jurgen Barth. At that time they were also delayed and down in 42nd place!

"From there, something exceptional happened; something I have never encountered at any other time in my career. I drove like I had never driven before and the entire team outdid themselves. There was a kind of a state of grace that reigned and translated into a win .. and that last lap by Jurgen riding on five cylinders with whom, for all the gold in the world I would not have traded places."

After Jean Rondeau's historic win in 1980 where Jacky and Reinhold Joest had so nearly taken the honours, Ickx had announced his retirement. "I will only come back to Le Mans as a spectator." But a year later to everyone's surprise, the Belgian was once again back at Le Mans. Porsche had a new programme for the incoming Group C regulations in 1982 and as a forerunner had entered two very updated 936s and had persuaded Jacky out of retirement and his main stipulation had been to have Derek Bell back as a co-driver as the transmission would need careful treatment. After the first hour, the two disappeared into the distance and won by an even greater margin than in 1976, in blisteringly hot conditions.

For 1982, Porsche had dropped the bombshell of the 956 to the stunned sportscar racing world. So this was how they had tempted Jacky back! He had been heavily involved from the very beginning of the car's development which went on to steamroller the Group C era for many years. Not least of which was a massively impressive 1-2-3 for the factory 956s at Le Mans that year, led by Ickx and Bell in the number 1 car.

Jacky's last race at Le Mans so very nearly gave him win number 7. In 1983, he again shared with Derek Bell in the number 1 Rothmans Porsche 956 (below, as Ickx powers through the Dunlop curve early in the race). After recovering from delays, the pair were closing quickly on the sister number 3 car of Haywood/Schuppan/Holbert who were dramatically slowing over the last few laps with a dying engine.

As Al Holbert started his last lap, there were tell tale signs of smoke exiting the exhausts and Bell sensed that maybe he could give Jacky the perfect leaving present, just as Ickx had done to van Lennep back in '77. Derek really piled on the pressure as Holbert nursed the stricken 956 round one final lap. Bell was closing in hand over fist and was less than half a lap back as Holbert's engine expired for the world to see in a mass of smoke as he crossed the line. If one more lap had been required we would have been celebrating Jacky as a seven time Le Mans winner!





## 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: Stayed in Houx again

From the CA forum thread "Most surreal experience at Le Mans ever?"

Got woken up at about 1.30 am this morning when someone knocked over our beer wall. Thinking it was thieving pikeys, I got dressed. Be time I had managed it in the dark, all was quiet - or so I thought. Once I had focused my eyes - not less than 20 yards away was some bird giving a bloke a blow job. 🤔 Thinking I was dreaming, I went back into the tent and fetched my other half - who like most blokes had sent me out to investigate the noise.

When we got outside again, they were in full missionary position and totally oblivious to us watching.

I was really tempted to take a photo, then leg it - but my OH talked me out of it. We did stay and watch for a few minutes tho' 😊

Can't have been comfortable for them.

## Radio Le Mans – Tune in at 91.2 FM

*Courtesy of John Hindhaugh*

Radio Show Limited move into year 4 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](http://www.RadioLeMans.com).

RadioLeMans.com was re-launched in March 2008 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 1<sup>st</sup> to 28<sup>th</sup> 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](http://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](http://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.

As usual the station will be on-air in the vicinity of the circuit, starting with the live coverage on Tuesday of the race week.

## The Saint Saturnin Classic British Welcome

(Courtesy of [www.classicbw.org](http://www.classicbw.org))

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.

The organisers of the now familiar and very popular Classic British Welcome are pleased to announce that their partner for 2009 is the Morgan Motor Company Limited and the numerous affiliated clubs with special mention to the Morgan Sports Car Club, the Morgan Three Wheeler Club and the Morgan Club de France.

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 2009 edition our guest of honor will be Jean-Pierre Jabouille, a former F1 and 24H Le Mans racing driver and today Manager of the Morgan GT3 European Racing Team. Within the site there will be restaurants, bars, picnic areas, boutiques, an exhibition "Morgan through the ages", plus models, photographs, 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 12<sup>th</sup> June and the Saturday morning 13<sup>th</sup> June 2009**. Average figures for visitors are about 4,000 and classic and sports cars around 1000. Friday afternoon at 4.15 pm sees the departure of an exclusive parade of selected classic cars and Harley Davidsons— exact details to be confirmed nearer the day.

Saturday morning at 09.00 pm (to be confirmed) sees the arrival of the Motor Racing Legends "Classic Cavalcade" en route for their tour of the 24H Le Mans circuit—a fabulous collection of ex Le Mans et Le Mans type cars - not to be missed! Photographers will find this a brilliant 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 12<sup>th</sup> and Saturday morning 13<sup>th</sup> June 2008. Doors will close at 10h00 on Saturday 13th June. For further information see the website [www.classicbw.org](http://www.classicbw.org). Contacts and further information:

Association Saint Saturnin Classic British Welcome  
Centre du Val de Vray- Rue de l'Eglise  
F-72650 Saint Saturnin, France

Or contact direct:  
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GPS position:  
Latitude 48°03'42.09" N  
Longitude 0°09'19.17" E

Website: [www.classicbw.org](http://www.classicbw.org)  
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Phone: +33-(0)243253300





## 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 Brioché D'Orée. If you have no choice, then explain to the waiter at the beginning of the meal, that you are in a hurry “je suis (I am) “nous sommes” (we are) “pressés” (pushed for time).

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

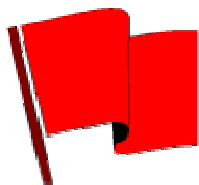
Course/Flag/Observer, these are effectively the Race Directors 'ground troops'. These three will work together

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.

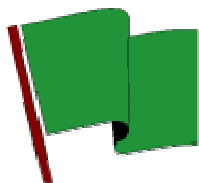
Pits, these Marshals will observe and report on all pit lane behaviour and stops. To do that requires a knowledge of the rules and regulations, no mean feat when you consider that they need eyes everywhere and will need to react quickly, nimble feet are needed in the lane to see all, but avoid being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



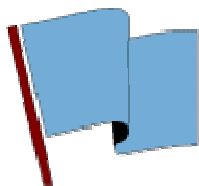
Red flags can only be waived upon instruction of the race director. When a race or a practice session is "red flagged" it is stopped due to some condition that has made the track unraceable. Typical conditions are accidents, weather problems or surface problems like too much oil or debris on the track.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

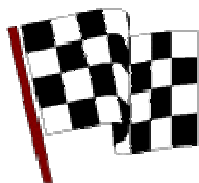


The blue flag indicates to the driver that there is a quicker car following and about to pass him:

- 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.



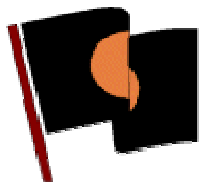
The black flag generally means that there has been an infraction of the rules and the driver, to whom that flag is shown must bring the car to the pits. It is usually displayed along with a pit board listing the driver's car number



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

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## 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.

### Concerts

2 concerts will take place during the 24h of le Mans 2009, both of them on the stage close to the Dunlop bridge and free to anybody with a general entry ticket.

- Wednesday, 10<sup>th</sup> June, 21.00: "Pascale Picard" and "Pep's"
- Saturday, 13<sup>th</sup> June, 21.00: "Twistel Wheel" and "Stranglers"

### 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.

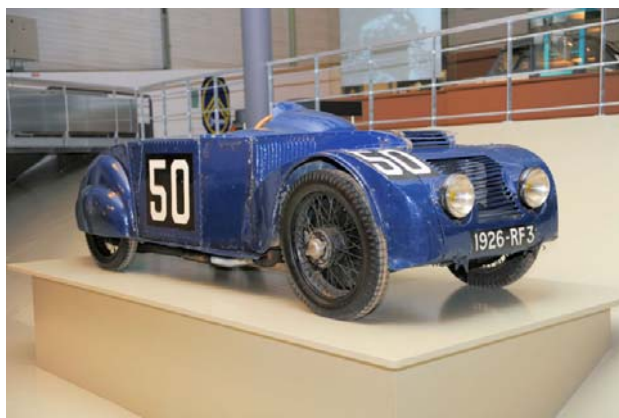
Golf des 24 Heures  
Phone: +33 (0)2 43 42 00 36, +33-(0)2-43 42 00 10 (Clubhouse),  
Fax: +33 (0)2 43 42 21 31  
E-Mail: [golfdes24heures.lemans@club-internet.fr](mailto:golfdes24heures.lemans@club-internet.fr)  
Website: <http://golfdes24heures.free.fr>

### 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 m<sup>2</sup> 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. **The museum has recently been refurbished – a report for the next edition of this guide is welcome!**



### Address:

Le musée des 24 heures  
Place Luigi Chinetti  
F-72100 Le Mans  
Phone : +33-(0)2- 43 72 72 24  
Fax : +33-(0)2- 43 85 38 96  
E-mail : [museumauto@sarthe.com](mailto:museumauto@sarthe.com)  
Website (only in French language):  
<http://www.lemusee24h.com/>

### Opening hours

June – August:  
Mo – Su: 10.00 am – 6.00 pm  
March – May and Oct. – Dec.  
11.00 am – 5.00 pm

Extended opening hours during  
the race week

### Tickets

Adults: 8 €  
Adolescents (10 - 18 years): 6 €  
Children (less 10 years): free  
Discounts for groups and for  
A.C.O. members are available





## 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.

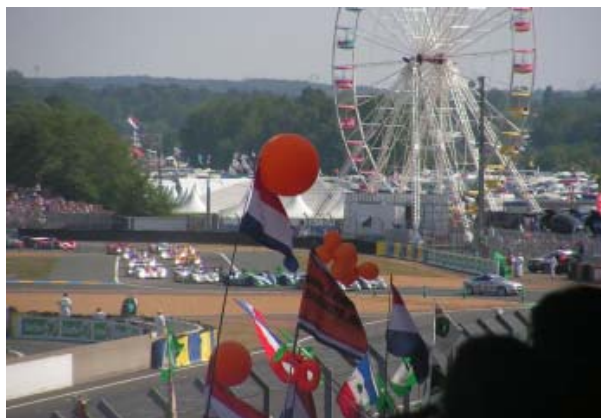
They use various track iterations but even the smallest circuit offers an exciting challenge. The standard varies wildly which lends itself to many a racing incident! This is definitely worth a visit and surprisingly quiet; sometimes you don't have to wait more than 20 minutes to get a race.



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 'Conciergerie' and the 'Porte des Italiens' (In the stands area), 'Tribune Dunlop', 'Musée' and 'P5' (Village). These points have been added to the permanent buildings: 'P16', the stands situated above the team garages, the race control centre, the A.C.O stand, 'Houx' and 'Maison Blanche.'" Most of the newer pedestrian tunnels, e.g. the one at Tertre Rouge are suitable for people with wheelchairs.*

## Banking services / ATMs at the circuit

There is one ATM fixed in the village during the 24hours, located near the center of the village, next to the Racing Legends stand, as you come from the new tunnel it is on the left as you enter the new village area, the second is at the opposite end of the same row of buildings, on the way to the "Restaurant du Balcon".

## 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.



## 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 80 €. 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>.

In 2008 they provided the following:

- Live feed like on Eurosport(2) but without the ad-breaks.
- Pit-cam (most of the time)
- 4 or 5 different in-car cams. (most of the time)
- Standings per class
- You could pick your favorite car and it would show it's position and laptime on the top of the screen.
- Choice of French or Radio Le Mans (english) commentary.

CA members comments about Kangaroo TV:

- *"I had one in the hand and it's absolutely brilliant. I will get one next year. 80,- Euros is pricey but the thing is really handy and delivers up to date info and you get spare batteries, too. And yes, the signal goes as far as Houx Annexe."*
- *"Kangaroo TV had a booth near the entrance to the paddock and the south tunnel under the pit straight. Renting them is quick and easy, but you need a credit card for the 320 euro caution. They are supplied with a spare battery and a charger if you asked for it. You could change your battery when empty (for free)."*
- *"Yes we had one from Wednesday, it worked fine on HA-sud and even on Tertre Rouge... Oh just a tip, make sure you have a safe place to store it when sleeping, the deposit is 320 euro."*
- *"Saw a guy on Beausejour with one and they seemed to work very well."*

### 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](mailto:contact@jet-systems.fr), website: [www.jet-systems.fr](http://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 90 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.

## Family ties at Le Mans

With names like Ickx, Senna, Prost and Mansell, this year's entry list features an incredible array of childhood hero names. Of course, there are not the old heroes behind the wheel but the next generation in their families. Vanina Ickx, the daughter of the 6 time Le Mans winner Jacky Ickx, was at Le Mans before racing for Rollcentre Racing and will now sit in the #4 LMP1 Creation Autosportif car. It's the debut at La Sarthe for Bruno Senna, the nephew of the three time F1 champion Ayrton Senna – one of the greatest drivers ever. Bruno will be in the #10 LMP1 Oreca car.

Leo Mansell - 1992 F1 champion Nigel Mansell's offspring - is new to Le Mans too. He will be in the #84 GT2 Team Modena Ferrari.

Nicolas Prost, the oldest son of the 4 time F1 champion Alan Prost, already drove a Saleen in 2007; but it's his first time in a sports prototype at the 24 Hours in the #13 LMP1 Speedy Racing Aston Martin.

There're even families on the grid this year. The Felbermayr's (Horst Felbermayr senior and Horst Felbermayr junior) send car #77 into the twice around the clock battle. The brothers Michael and Sean McInerney are racing in the same GT2 class in the #96 Virgo Ferrari.

The most historic example of different generations racing at Le Mans is without doubt Jean de Pourtalés, who's great-great uncle Max de Pourtalés competed in the very first 24h of Le Mans race ever in 1923. Max de Pourtalés together with Sosthene de la Rochefoucauld won the 1.5 litre class in a Bugatti Brescia 16 S, finishing 10th overall. If you find it unbelievable how today's cars survive the 24 Hours it's even more astonishing how the cars ever finished the 24 Hours in those days. This year Jean de Pourtalés will be in the #39 KSM Lola Mazda and shares the wheel with Hideki Noda from Japan and Hong Kong driver Matthew Marsh.



1923: Max de Pourtalés on a Bugatti Brescia



2008: Jean de Pourtalés on a Lola Mazda

## 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. It's weird, but although you lose out on the 'atmosphere' by watching a race on the TV / WWW, you inevitably get better coverage, particularly with a large circuit like LM, as you simply can't be in 2 places at once.

Basically (and I can only really speak for the UK, as far as TV goes, but the internet should work everywhere) you've got a few choices.

**TV** – Not being shown on Motors this year, Eurosport is in the second year of a 3 year deal. You can get Eurosport coverage online now (see below) Otherwise it's Sky / Cable subscription time. Eurosport will be showing the race in its entirety (If their advertising is to be believed) on Eurosport 1 and 2.

### Internet

If you've got a reasonable quality broadband connection, you can follow the race from home quite well, without having to hand over any money to the notoriously thin skinned thieving Australian stitch up merchant / legitimate media tycoon Rupert Murdoch, you just need to plan ahead a bit.

You may exceed your download limit if you do have one. In 2007, my average monthly usage was about 1.3 GB. In June it was 26.8 GB. 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. If you're with BT, they only charge you if you exceed your allowance 2 months in a row. If you can, have a bit of a bandwidth 'rest in May.



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

**Radio Le Mans** - Hindy et al will keep you up to date with it all, as it happens, and is as invaluable at home as it is at the circuit. You can listen online <http://www.radiolemans.com> then click on the 'listen live' button. They have live uninterrupted coverage of all practice and race. (Apart from the adverts etc.) 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. <http://gms.speedtv.com/ONLINE/> You should also be able to get live timing from Speed without having to shell out to the ACO (See below)

**The ACO:** I used their live live timing in '07, but this required membership of club24web, (About 12 quid) but may be available elsewhere <http://www.lemans.org> You got CCTV feeds from some of the trackside cameras. IIRC you got a good view of Rocky trying to think up an excuse for shortening his R10.

**Eurosport:** You can now get Eurosport coverage on your PC for £3.99 a month (You can cancel this at any time. – And there's no need to take out a years sub) <http://video.eurosport.co.uk/eurosport-player/teaser.shtml>.

The larger Le Mans forums (Or should that be fora?) These will be populated by those like yourself, the fractious, grumpy staybehinds.

- <http://www.clubarnage.com>
- <http://www.beermountain.com>
- <http://www.pistonheads.com> etc.

There may be a free sub to <http://www.dailysportscar.com> too. Listen out on RLM for any details.

**TVU – wheels – speed** - Download the free player from the tvu networks, <http://www.tvunetworks.com> and install the free player. Then you can open the player, and select the 'sport' tab. Scroll down and you'll find the 'wheels' channel. 2007 was pretty good. 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 as possible. You'll be there in spirit.



## The Club Arnage Charity Fund

### 2008 - Another great year for Charity Fund Raising

2008 was a great year for the charity fund. We built on the success of 2007 and achieved more than we dreamed of. When we added the donations for the CA Guide to the money DfH raised through the sale of baseball caps, and the money raised at the Friday night auction we raised a fantastic £6003.00. This means that each of our charities received £2001.00.

Special thanks once again 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 much more difficult. Special thanks also to everyone who bid so enthusiastically during the auction. Without your contribution none of this would be possible.

As we look to 2009 the global economy has changed dramatically and factors relating to Le Mans mean that the fund raising activities for 2009 have been pared down. There will be no auction and we will focus our fund raising efforts on donations through this guide. Anything you can give will be gratefully appreciated.

Doris  
Head of Charity - Club Arnage

### A bit late but the cheque got there in the end.



A few months after Le Mans 2008 the cheque for the AICR finally made its way to Scotland thanks to Mike of the Liverpool Boys. Mike met up with Jack Cumming at the AICR headquarters in St Andrews to present the cheque for the £732.72 that was raised in 2007. They shall be seeing each other again soon as Mike has volunteered to run this year's cheque up to Scotland.

### The 2008 Auction

The 2008 auction was very well supported and a huge success. There were in excess of 30 items auctioned with the larger items going for €500 plus. Once again we have to thank our friends at Drinking for Holland for letting us invade their party and their stage to hold the auction. I'm fairly sure they didn't mind too much as many of them snapped up some of the items for

themselves. Also special thanks must go to everyone who contributed to the auction – whether that be by supplying items auction or by bidding. It was a tremendous effort!

### Responses from the Charities

The Motorsport Safety Fund sent a brief email of thanks and have also asked if they could include a piece about Club Arnage in their bi-annual publication 'The Marshal'.

The AICR were as enthusiastic as ever with their thanks and have extended a welcome to anyone who happens to pass by their door in St Andrews, Scotland. They have a page on their website dedicated to our fund raising efforts:

<http://www.aicr.org.uk/clubarnage.stm>



## 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](http://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](http://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](http://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](http://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 1<sup>st</sup> 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

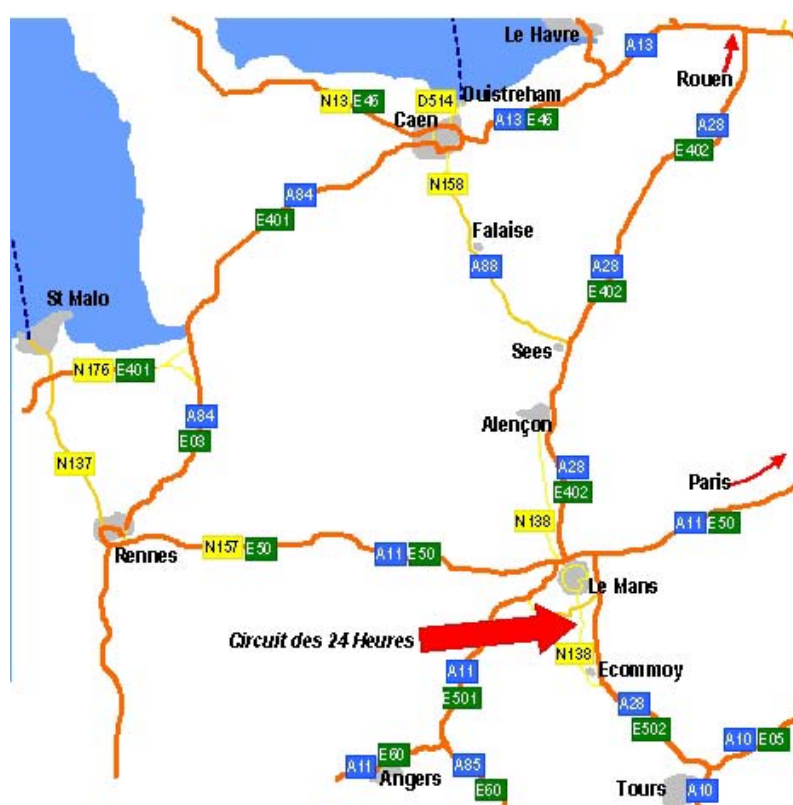
Toutes Directions	All Directions
Autres Directions	Other Directions
Cédez Le Passage	Give Way
Chaussee deformer	Uneven Road/Temporary Surface
Deviation	Diversion
Gravillions	Loose Chippings
Passage Protégé	Your Right of Way
Peage	Toll
Priorite Pietons	Give Way to Pedestrians
Rappel	Reminder
Rids de Poules	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 <b>D916</b> , 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](http://www.theaa.com) or [www.rac.com](http://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

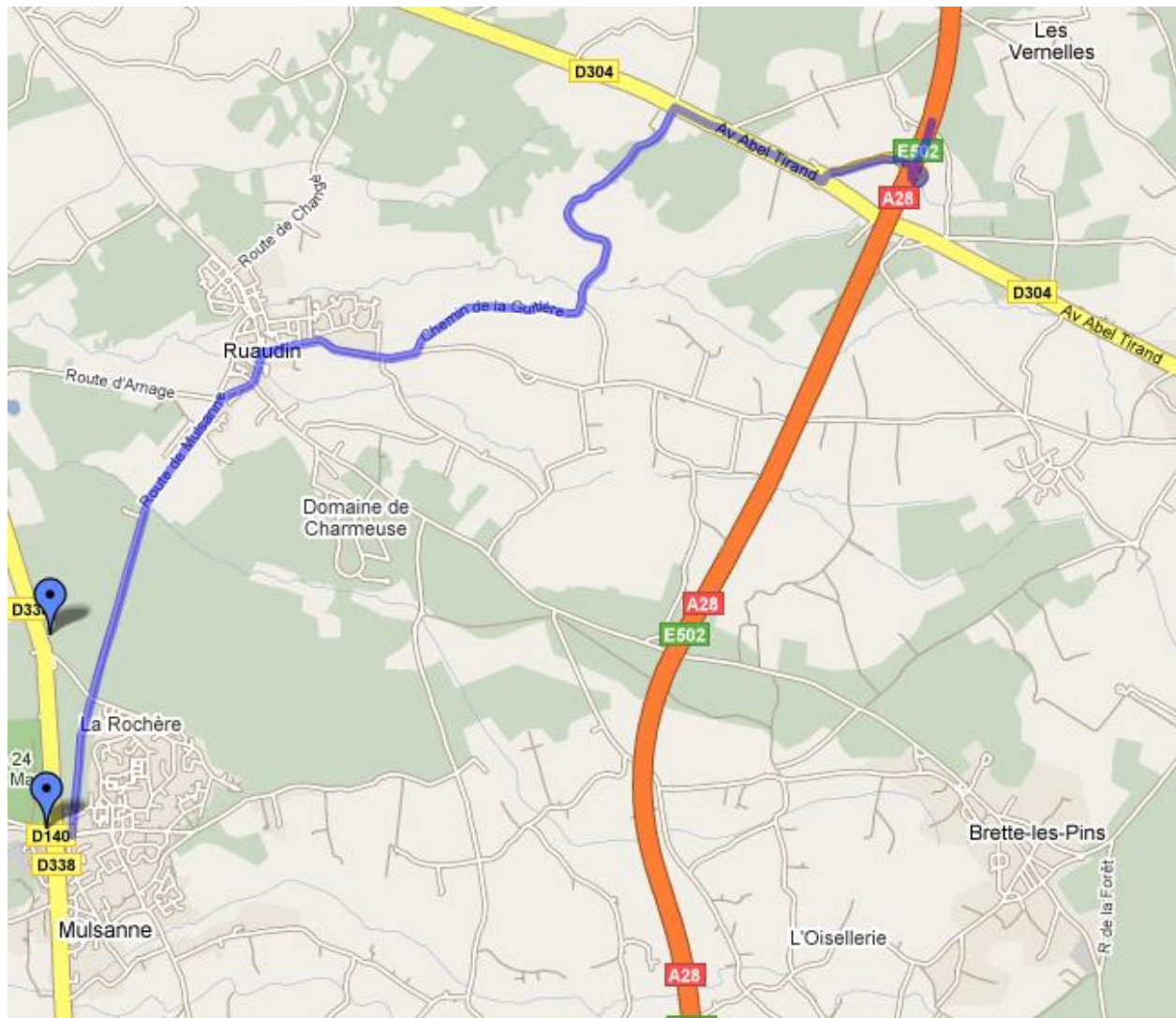
Port	Route	Duration	Frequency crossings per day	Fast or Slow	Company	web address
Dover	Dunkerque	2 hours	12	slow	Norfolk Line	www.norfolkline.com
Dover	Boulogne-sur-Mer	55 minutes	4	fast	Speed Ferries	www.speedferries.com
Dover	Calais	1 hour	15	slow	Sea France	www.seafrance.com
Dover	Calais	1 hour	25	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

**A word about insurance policies:** It seems not be generally known that (most) UK insurance policies only cover you for third party in Europe and that you need to upgrade to get a green card if you want your fully comp UK policy to be extended. Costs for this are around £20 for a week and could save a lot of expense if you have an accident (or your car gets keyed). Different insurers might have different cover of course, but its something worth checking before you head off to LM next time.

## On the run - Escaping the traffic at the end of the race

*A first-hand-guideline from Neil Dobson, [www.racetours.co.uk](http://www.racetours.co.uk)*

Those who have tried a quick getaway at the end of the race know that the traffic at the end of the race can be a nightmare. I have tried and tested a route for avoiding traffic although it does involve watching the end of the race from Mulsanne. Before the end of the race (a good two hours before) you need to move your car up to Mulsanne. I would recommend parking in Mulsanne village somewhere (rather than the official Mulsanne enclosure car park) or at Hotel Arbor on the Mulsanne straight. Watch the end of the race from Mulsanne/Hotel Arbor and head back to your car. The map below shows Mulsanne corner at the bottom left (bordering the golf course) and in the top right hand corner the D304 joining the A28. This is the junction that you need to get to. Simply follow the escape route marked on the map!



From Mulsanne village take the Route de Mulsanne North. Route de Mulsanne runs off Avenue de Bonen and the turn to get onto it is between the roundabout and the Champion supermarket. Follow Route de Mulsanne towards the village of Ruadun (passing on your left the track that leads down to Hotel Arbor and the 2nd chicane). As you approach the village turn right at the first roundabout onto Rue du Vieil Hetre. This is the main road through the village. Follow for 0.5 Km and take the third turn on the right onto Route de Parigne-l'Eveque. This will take you out of the village. After 0.8 Km you will see a fork going off to your right. Ignore this and continue for another 0.2 Km and take a left turn onto Chemin de la Guiltiere. This road snakes its way through the fields for approx 2 Km until you arrive at a t-junction with the D304 (top right of the map below). Turn right and in approx 1 Km you will arrive at the roundabout where you can filter onto the N28 and happily whiz up to the A11 that will take you across the top of Le Mans, safely away from all the congestion. Hooray!

We encountered absolutely no traffic when leaving from Hotel Arbor in '08. You might encounter a little bit of traffic in Mulsanne village itself but I very much doubt it. The whole East side of the circuit is deserted during the race when compared to the Western side of the circuit.

## 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.
- **www.lemans-series.com** – Official website of the Le Mans Series, with news, results a photo library and live timing to added in 2009.
- **www.americanlemans.com** – The American Le Mans Series, probably the best sports car race series in the world. Founded 1999 by American Don Panoz, 10 races are planned for 2009 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 Le Mans 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.welterracing.fr** – Welter Racing, a small French team, regular participants at Le Mans in the LMP2 class, they almost won their class in 2002 (in French).
- **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.oreca-racing.com** – The French Team Oreca, regular Le Mans and LMS participants (in English and French language).
- **www.speedygarage.ch** – Swiss racing team, participating in both LMP1 and LMP2.
- **www.saleen.com** – Californian sports car manufacturer, a Saleen S7R finished 11<sup>th</sup> 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).
- **www.strakkaracing.com** – UK team based near Silverstone contesting LMP1 with a Ginetta-Zytek.
- **www.dome.co.jp** – Dome, a Japanese manufacturer of prototype chassis (in Japanese and English language).
- **www.creationsport.net** – Creation, LMP racing team from the U.K.
- **www.joest-racing.de** – 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.kruse-schiller-motorsport.com** – located near Cologne, Germany, LMP2 class.
- **www.peugeot-sport.com** – The 2007 and 2008 runners-up and the Audi challengers for 2009. (in French and English language).
- **www.saulnierracing.com** – Now named OAK Racing, the team runs a pair of LMP2 Pescarolo-Mazdas in LMS and at Le Mans this year (in French and English language).
- **www.mazda-lola.com** – Team RML winners of the LMP2 class in 2005 and 2006.
- **www.larbre-competition.com** – French team, run a Saleen in LMS and are currently reserves for the 24h.
- **www.jloc-net.com** – website of the Japanese Lamborghini owners club, run a Murcielago at Le Mans (in English and Japanese language).
- **www.risicompedizione.com** – US based GT2 team, very successful in ALMS and taking part with 2 Ferraris in Le Mans 2009.
- **www.astonmartinracing.com** – The Aston Martin factory team website.
- **www.afcorse.it** – Italian GT2-team.
- **www.scuderiaitalia.it** – Italian GT2-team.
- **www.spykersquadron.com** – Dutch GT2-team contesting LMS and Le Mans with the Spyker C8 Laviolette, very informative website with pictures and video.
- **www.asm.co.pt** – Portuguese LMP2 Quifel-ASM 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, 3-times Le Mans class winner with Corvette Racing (in Danish, some parts in English language).
- **www.frank-biela.de** – German driver Frank Biela, 5-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, 2-time winner of the 24 hours of Le Mans, 3-times ALMS champion.
- **www.pirro.com** - Emanuele Pirro from Italy, 5-times Le Mans winner driving for Audi (in English and Italian language).
- **www.marco-werner.de** – German Marco Werner, 2008 ALMS Champion and 3-times Le Mans winner (in German and English language).
- **www.hansstuck.com** – Hans-Joachim “Striezel” Stuck, 2-times Le Mans winner (in German and English).
- **www.olivergavin.com** – Oliver Gavin from the U.K., 4-times Le Mans class winner with Corvette Racing.
- **www.manucollard.com** – Emmanuel Collard, 2<sup>nd</sup> place in 2005 with Team Pescarolo (in French language).
- **www.davidbrabham.com** – David Brabham, ALMS regular and 2007 and 2008 Le Mans class winner.
- **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 again this year (in French and English language).
- **www.dindocapello.com** – Rinaldo “Dindo” Capello, 3-times Le Mans winner (in English and Italian language).
- **www.nicolasminassian.com** – Nicolas Minassian, Le Mans regular, Pescarolo, Creation and Peugeot driver.
- **www.stephane-sarrazin.com** – Stephane Sarrazin, Le Mans regular, Aston Martin, now Peugeot driver.
- **www.romaindumas.com** – Romain Dumas, Porsche works driver new with the Audi team (English and French).
- **www.brunosenna.com.br** – Nephew of the great Ayrton, new to endurance and this year in the Oreca team.
- **www.alexwurz.com** – Alex Wurz, 1996 Le Mans winner (in English and German language).
- **www.haroldprimat.com** - Harold Primat, starts for Aston Martin in 2009 (in English, French and German).

## 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.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.sniffpetrol.com** - Very funny.
- **www.ten-tenths.com** - Large and active forum site.
- **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, including campsite maps.
- **www.gt-eins.at** - 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 forum about the Le Mans counterpart across the pond, a must for all US sports car fans.
- **www.endurance-info.com** - Large and comprehensive news, info and forum site (in French language).
- **www.larrylemans.co.uk** – UK fan site.
- **www.porscheurvepirates.co.uk** – Another UK fan website.
- **www.24h-le-mans.dk** – Danish fan website (in Danish and English language).
- **les24hdumans.free.fr** – great site from Thierry, lots of excellent pictures (in French language).
- **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](http://www.racetours.co.uk) – CA member Neil aka Dobbo is organizing tours to the 24 hours of Le Mans.
- [www.teamlangoustine.com](http://www.teamlangoustine.com) – Team Langoustine, have a dedicated campsite near Tertre Rouge.
- [www.clubmotorsport.org.uk](http://www.clubmotorsport.org.uk) - UK based site.
- [www.motorracinginternational.uk.com](http://www.motorracinginternational.uk.com) - UK based site.
- [www.gptours.com](http://www.gptours.com) - US based site.
- [www.speedchills.com](http://www.speedchills.com) – UK based.
- [www.grandstandmotorsports.co.uk](http://www.grandstandmotorsports.co.uk) – UK based.
- [www.whiterabbitracing.co.uk](http://www.whiterabbitracing.co.uk) – UK based, have a dedicated campsite at Beausejour.
- [www.mc-travel-events.de](http://www.mc-travel-events.de) – German motorsport travel company (in French, German and English language).
- [www.airtrack.co.uk](http://www.airtrack.co.uk) – they are running their own, exclusive VIP-campsite at Le Mans.

## Car owners clubs

- [www.porscheclubgb.com](http://www.porscheclubgb.com) – Porsche Club Great Britain - they organize annual tours for their members to the 24 hours of Le Mans.
- [www.porscheclubgbforum.com](http://www.porscheclubgbforum.com) – Forum of the Porsche GB Club, has a Le Mans sub-forum.
- [www.mscc.uk.com](http://www.mscc.uk.com) – Morgan Sports Car Club, this year featured at the Classic British Welcome in St Saturnin.
- [www.cobraclub.com](http://www.cobraclub.com) – Forums of the UK Cobra Replica Club.
- [www.xpowerforums.com](http://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](http://www.tvr-car-club.co.uk) – The UK TVR car club, many of their members travel to Le Mans each year.

## 2009 Le Mans Series (LMS) race circuits

- [www.spa-francorchamps.be](http://www.spa-francorchamps.be) – Spa Francorchamps in Belgium (in French, Dutch and English language).
- [www.nuerburgring.de](http://www.nuerburgring.de) – The Nürburgring in Germany (in German and English language).
- [www.autodromodalgarve.com](http://www.autodromodalgarve.com) – The new Portuguese circuit in the Algarve (in Portuguese and English).
- [www.silverstone.co.uk](http://www.silverstone.co.uk) – Silverstone, England.
- [www.circuitcat.com](http://www.circuitcat.com) – Barcelona, Circuit de Catalunya, Spain (in Spanish, French and English language).

## 2009 American Le Mans Series (ALMS) race circuits

- [www.sebringraceway.com](http://www.sebringraceway.com) – Sebring, Florida.
- [www.gpstpete.com](http://www.gpstpete.com) – St. Petersburg, Florida.
- [www.gplb.com](http://www.gplb.com) – Long Beach, California.
- [www.millermotorsportspark.com](http://www.millermotorsportspark.com) – Salt Lake City, Utah.
- [www.limerock.com](http://www.limerock.com) – Lime Rock, Connecticut.
- [www.midohio.com](http://www.midohio.com) - Lexington, Ohio.
- [www.roadamerica.com](http://www.roadamerica.com) – Elkhart Lake, Wisconsin.
- [www.mosport.com](http://www.mosport.com) – Mosport, Ontario, Canada.
- [www.roadatlanta.com](http://www.roadatlanta.com) – Road Atlanta, Georgia.
- [www.laguna-seca.com](http://www.laguna-seca.com) – Laguna Seca, Monterey, California.

## Other Le Mans related sites

- [www.classicbw.org](http://www.classicbw.org) – About the Saint Saturnin Classic British Welcome (in English and French Language).
- [www.lemans-racing.com](http://www.lemans-racing.com) – Website of French magazine (in French language).
- [technoparc-24h-lemans.sarthe.com](http://technoparc-24h-lemans.sarthe.com) – Site on the business park next to the track (in French and English).
- [www.motorracinglegends.com](http://www.motorracinglegends.com) – Usually the organisers of the Le Mans support races with historic cars.
- [www.grande-parade-des-pilotes.com](http://www.grande-parade-des-pilotes.com) – About the drivers parade which is held on Friday 18.00h until 20.00h prior to the race in the centre of Le Mans.
- [www.mulsannescorner.com](http://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.
- [www.maisonblanche.co.uk](http://www.maisonblanche.co.uk) – Excellent site with a lot of historic info (under construction).
- [www.jacky-ickx-fan.net](http://www.jacky-ickx-fan.net) – Great website on one of Le Mans greatest drivers, 6-times winner Jacky Ickx.
- [www.24h-en-piste.com](http://www.24h-en-piste.com) – Lots of news, facts, history and photos (French language).
- [www.formula2.net](http://www.formula2.net) – All Le Mans 24h results from 1923 until now.
- [www.lemansdriver.fr](http://www.lemansdriver.fr) – Drive yourself on the Bugatti or Maison Blanche circuit (French language).
- [www.groupecracing.com](http://www.groupecracing.com) – The cars of one of the greatest eras in sports car racing, still on track.
- [www.popemobile.co.uk](http://www.popemobile.co.uk) – Former RAF mobile Control Tower, a regular visitor to Le Mans 24h.
- [www.kangaroo.tv](http://www.kangaroo.tv) – Handheld device for rent at the track to keep you informed on (class)classification and lap times as well as the race, pit and onboard images.
- [www.lendurance.co.uk](http://www.lendurance.co.uk) – Online sports car magazine, made by fans for sports car fans.