



***The 85<sup>th</sup> LE MANS 24 HOURS - Saturday 17<sup>th</sup> & Sunday  
18<sup>th</sup> June 2017***

***#LEMANS24 #LM24 #ENDURANCE2017***

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***Pictures by Kristof Vermeulen***

***Edited by Dave Davies***

***Version 1.0 - 11<sup>h</sup> June 2017***

## **Foreword by Dave Davies, creator of Club Arnage**

It is not just the most important race of the year, it is arguably the most important annual sporting event worldwide. Even if you know nothing else about motor sport, you will probably have heard of the 24 Hours of Le Mans. It is not just a race, it is history in the making. It is a celebration of courage and endurance and it is a giant week-long outdoor party for race fans. Those and many other things make it unique. Disciples of racing make the pilgrimage to Le Mans from all over the globe. For some it is a trip they make regularly and for others it is a once in a lifetime experience. Club Arnage has since its inception, been dedicated to making that experience better for everyone. The Guide is part of that mission.

This is a new look guide for 2017. In previous years our race guide has been focussed on our traditional diet of general advice on things like camp-sites and local amenities. Things have moved on a little in the quarter century or so of the guide and information is far more generally accessible than it used to be. It was also clear that for a guide published between Test Day and Race Week, carrying information to help you choose a camp site and plan your trip was somewhat of a moot point for the huge majority of race fans who would already have done such planning many months before. As a result, the guide is now much more about the race itself than how to get there or where to stay when you arrive. This new direction is to a large extent as a result of the retirement of Werner Kirchmann from his role as compiler of the guide. As there wasn't exactly a rush of volunteers for the job, it fell to me to fill the void. My Club Arnage colleague Tony Light has for several years compiled a 'cheat sheet' of key race information and historical notes. Up until now it has been for our 'internal' use, not intended for publication. This new guide is based on that great resource of raw data matched with the excellent photography of Kristof Vermeulen (AKA Dottore on the Club Arnage Forum pages).

I never guessed that a short conversation with a fellow race fan on the way home from the 24 hours of Le Mans in 1994 could have led to a series of events culminating in what became one of the very first international fan-sourced websites dedicated to the 24 Hours of Le Mans and one which has now been in operation continuously for nearly 27 years. I hope you enjoy reading the guide and find it useful, and if you do, please let us know by joining (if you haven't already) and posting on the Club Arnage Forum.

### *Disclaimer.*

*The information contained within this guide is correct as far as we can ascertain at the time of publication. Although we try our best to be accurate, there is still a chance that there may still be errors or omissions. If you do spot a mistake, please don't sue us, just let us know and we will fix it.*

## **General advice on coming to France / Le Mans**

### **Read this, even if you don't read anything else**

As it is now race week, you have probably settled your travel plans weeks or months ago. Once you arrive there are a few elementary things about being in France and the French that you may find useful.

### **Addressing French people in shops, hotels, bars etc.**

If you don't speak any French or you lack confidence, don't worry, most French people will speak better English than you speak French. That said, it pays dividends to at least make the attempt to open the conversation with whatever French you can manage. The effort you make will be appreciated. If they answer you in English then it is OK to continue in English.

### **Opening hours.**

If you are used to convenient corner shops open all hours, then France is a bit of a shock. During race week in the city, there are shops that open longer but out in the satellite villages and townships it is normal for shops to close on Sunday and Monday. Many restaurants also close on Sunday evening. The big Super U and Carrefour to the south of the city do have more convenient hours but our advice is to hit them when you first arrive and stock up for the duration. Almost all banks all close on a Monday too, even the ones in the city.

### **Driving.**

During Race Week there are cohorts of Gendarmes brought in from surrounding regions to make sure that the event is safe and people conduct themselves in an orderly way. A certain amount of high-spirits and boisterous behaviour is tolerated, but take care not to go too far, you may spend the weekend as a guest of the local police station. Be aware that the blood alcohol limits in France are VERY LOW (500mg/l - blood) and you might well be over the limit the following morning after an evening on the beer. There are spot checks on main roads in and out of Le Mans on Sunday and Monday mornings so beware.

### **Dress.**

If you visit a bar or restaurant it is expected that you should be dressed appropriately. You risk being turned away if you are shirtless.

### **Pharmacies.**

In French supermarkets you will rarely find basic medicines such as Aspirin and Paracetamol that you might be used to buying in such places at home. You must go to a proper Pharmacy for even the most elementary things.

# Le Mans 24 - In Depth

## Main Changes for this year and also for 2018 and beyond

The only thing you can be completely certain of at Le Mans is that there will be change. Here is a list of the modifications to regulations race track and environs.

### Regulation changes:

**General:** ([www.myaco.lemans.org](http://www.myaco.lemans.org)) @24hoursoflemans

Drivers are still not be allowed to drive for more than 14 Hours in the race or for more than 4 Hours out of any 6.

Slow Zones are in effect for the 4<sup>th</sup> consecutive year - replacing the WEC Full Course Yellow (virtual safety car) procedure for this race only. Safety cars can be used as well, with three Audi R8s dispatched from the Ford Chicane (A), Arnage (B) & the Forza Chicane (C) due to the length of the circuit.

Shell V-Power will remain the fuel supplier ([www.shell.com/motorsport](http://www.shell.com/motorsport)) @ShellMotorsport, but will be replaced in 2018 by TOTAL. ([www.total.com](http://www.total.com)) @Total

Only 1 change of tyre manufacturer will be allowed during the WEC season.

### Last lap at Le Mans:

Until last year, a car was meant to do its last lap in less than 6 minutes, otherwise it was not classified.

This is what happened to the unfortunate Toyota #5 of Nakajima in 2016 who had to stop on track three minutes before the chequered flag while leading the race. The car eventually restarted its power unit and concluded its final lap in eleven minutes and 53 seconds.

The new regulations now allow a car to be classified should its final lap last between 6 and 15 minutes but it must take a penalty.

For a lap greater than 6 minutes, less than or equal to 7 minutes: penalty of 1 lap, greater than 7 minutes, less than or equal to 8 minutes: penalty of 2 laps, greater than 8 minutes, less than or equal to 10 minutes: penalty of 4 laps, greater than 10 minutes, less than or equal to 15 minutes: penalty of 8 laps, over 15 minutes: exclusion. Had these regulations been in place in 2016, the Toyota #5 would have received an eight lap penalty and finished third, ahead of the Audi Sport Joest Team #8 of Di Grassi/Duval/Jarvis.



## **LM P1 - Hybrid:**

At the 2016 A.C.O. Press conference, new technical regulations were announced whose aim is to help entrants and develop performances.

Thus, modifications will be made to the aerodynamic performance of the LM P1 Hybrids in 2017, the height of the front splitter will be increased by 15 mm and the depth of the rear diffuser reduced by 50 mm, and the elimination of vanes on the side pods, which were determined in FIA studies to increase the likelihood of the cars becoming airborne in high-speed spins.

Only 2 different aerodynamic configurations can be used by LM P1 manufacturers during the WEC season in 2017 (3 in 2016) and wind tunnel use is limited to 800 hours in 2017 (1,200 in 2016) and testing is limited to 40 days in 2017 (43 in 2016).

The Equivalence of Technology (EoT) between rival manufacturers set after LM in 2016 will again last until after this year's race, but will then be reviewed and take effect until the end of 2017 only.

The likely evolution of the LM P1 regulations coming into force in 2018 until 2020 were also unveiled whose aims are to retain the technological leadership in the world of motor sport, to pursue the evolution of safety and integrate the notion of gas emissions reduction. (Though it is unclear which regulations will be implemented in 2018, some or maybe all will be postponed until at least 2020.)

It is still possible that new cockpit safety survival cell measures may be introduced in 2018, the angle the driver sits at may be increased to 55° and the height of the cockpit may be raised 80 mm to free space around the driver's head leading to a larger cockpit area with adjustable pedals.

Toyota & Porsche are thought to have signed a "gentleman's agreement" limiting chassis development until the end of the 2019 season.

Stricter crash tests for the monocoque and front and rear absorption structures may be introduced.

A further 7.5% reduction in the per lap fuel allocation may be introduced.

A 10MJ class for LM was to be introduced in 2018 (and a percentage thereof for other tracks) with 3 hybrid energy recovery systems allowed instead of the current 2, but was postponed until at least 2020 after Audi's withdrawal.

Various waivers will be made available to new manufacturers entering LM P1, thought to include Peugeot and possibly BMW.

Hydrogen powered fuel cell and other renewable energy powered LM P1 cars will be encouraged in the future (including increased emphasis on emission controls) with an announcement to be made at the A.C.O. Press conference in 2017 about time scales for this (Audi & BMW have expressed interest in this technology), probably set for the next rule change cycle from 2021-23.

## **LM P1 - Privateer/Conventional Power:**

The A.C.O. has also reaffirmed the importance of private teams in the LM P1 category, and regulations were introduced for 2017 to make this category a more attractive one for them, these regulations set to be fixed until the end of 2022.

Minimum weight is reduced from 858 Kgs to 838 Kgs, and front dive planes will be extended by 50 mm on both sides of the front wing.

Rear wings will be wider and deeper and therefore more efficient.

There is no longer a limit on engines during the year (was 5 in 2016) and there is now no cubic capacity limit for engines (was 5.5 litres in 2016).

There will be a single fuel flow metre and the torque metre is removed.

DRS (Drag Reduction System) on rear wings only was to be introduced amongst other regulation changes for 2018 (but these were shelved in April), when Ginetta-Mechacrome & SMP Racing Dallara are likely to be entering the class.

## **IMSA Developments in 2017/8:**

New generation Daytona Prototype (DPi) machinery - if run by a privateer team - were eligible in the LM P1 Privateer class (but not in LM P2) for LM 2017, but none materialised, regulations may be changed in 2018 however.

DPi's & LM P2s will race in one class in IMSA in 2017, with the best Pro/Am combination winning the Jim Trueman Award and continuing to gain an entry for LM in 2018.

IMSA DPi engine regulations have been composed with production based GT3 engines in mind, but racing derived turbo engines may also be used (e.g. the Mazda AER/MZ I4 2 litre turbo which was used in 2016 or Cosworth/Nissan's ex-LM P1 WEC 3 litre bi-turbo V6 possibly).

DPi's can choose to run individual bodywork styles if they wish to be associated with an OEM (Original Equipment Manufacturer).

LM P2 cars competing are set to be allowed to run alternative settings and components outside of the FIA/ACO homologation, in an effort to put the global-spec cars on equal footing with DPi machinery in the new Prototype class.

IMSA's Director of Racing Platforms, Mark Raffauf has revealed that certain provisions will be made, mainly with gear ratios, engine maps and traction control settings, which are heavily restricted in the new-for-2017 global regulations.

Closed cockpit LM P2 cars made in 2016 may be "grandfathered" to take part in IMSA in 2017 but none have been entered.

The PC (Prototype Challenge - Oreca FLM09/6.2 litre V8 Katech/Chevrolet engine - 910 Kgs) class will continue in IMSA, with updated engines, electronics and traction control introduced in 2016, for its final season, as IMSA will run with just 3 classes in 2018 (Prototype/GTLM/GTD). The PC Champions in 2017 will receive an invitation to the ACO's "Road to Le Mans" support race in 2018.

For 2017 a new IMSA Prototype Challenge Championship will be introduced with LM P3s using the spec 5.0 litre V8 Nissan engine in the 'LMP3' class & existing Mazda MZR 2.0 litre engine Élan DP02 Coupé cars in the renamed 'MPC' class, two 45 minute races for single drivers will be held at each meeting.

[www.elanmotorsports.com](http://www.elanmotorsports.com) [www.prototypelites.imsa.com](http://www.prototypelites.imsa.com)

IMSA may accept "Innovation Garage" projects, similar to Garage 56 at LM from 2017.

GTE (GT Le Mans) & GT3 (GT Daytona) will remain the same in 2017, (although tyres in GTLM will be "locked in" specification prior to the season start - which will not be the case in the WEC), with the best Pro/Am combination in GTD winning the Bob Akin Award & continuing to gain an entry to LM in 2018.

## **LM P2:**

The new Gibson Technology GK428 600 bhp engine, which will power the LM P2s in 2017, was unveiled at the 2016 ACO conference.

The company (formerly Zytek) was selected after a tender was put out by the ACO and the FIA. It will become the sole engine supplier for this category for P2 cars entered for the Le Mans 24 Hours, the FIA World Endurance Championship, the European Le Mans Series, the Asian Le Mans Series (but only from season 2019/20) but the IMSA WeatherTech SportsCar Championship can use other engines.

Closed cockpit cars are being introduced in 2017 from the 4 FIA/ACO/IMSA designated manufacturers, although older closed cockpit cars will still be eligible in the WEC in 2017 and in the ELMS for 2017 (where they were to have a sub class but so far none have been entered) their performance will be affected by Balance of Performance (BOP) adjustments.

### **The designated manufacturers from 2017 are:**

**Oreca 07** ([www.oreca.fr](http://www.oreca.fr)) @Oreca (There will also be a kit available to convert Oreca 05s into a new Oreca 07)

**Onroak Automotive** (Ligier JSP217) ([www.onroak.com](http://www.onroak.com)) ([www.ligiersportscars.com](http://www.ligiersportscars.com)) @Onroak @ligiersportcars

**Dallara P217** ([www.dallara.it](http://www.dallara.it)) @DallaraGroup

**Riley Technology/Multimatic Mk 30** ([www.rileytech.com](http://www.rileytech.com)) @RileyTechno ([www.multimaticmotorsports.com](http://www.multimaticmotorsports.com)) @MultimaticRace

All will be using 4.169 litre V8 Gibson Technology (formerly Zytek) ([www.gibsontech.co.uk](http://www.gibsontech.co.uk)) @gibsontech1 GK428 engines and spec bodywork and with Cosworth E.C.U. and data systems. ([www.cosworth.com](http://www.cosworth.com)) @cosworth

Cars may continue to be re-badged as happens with Alpine at present with their Oreca.

The new P2 cars will be 100mm narrower and have enhanced safety features such as wheel tethers.

The 2017 regulations allow for a slightly thicker sidewall on the front tyres to accommodate increased aero load while cornering.

The rear dimensions (31cms – tread band width/71cms – exterior tyre diameter/18inch rim diameter) remain the same, but the front dimensions evolve from 30/65/18 to 30/68/18, the same size currently utilized in the GTE categories.

## **GTE Pro:**

New regulations were introduced in 2016 and will continue in 2017 & 2018 (when BMW will enter a car based on the M8).

For the first time there will be FIA World Drivers & Manufacturers Championships in 2017.

There will be a new automated system used for deciding Balance of Performance only in GTE Pro for the 6 hour races but a separate one-off system is to be used for LM where special aero kits will be run.

The automated system is understood to be based on multiple algorithms, utilizing lap times and data gathered by the FIA's data loggers and is hoped to be a significant improvement on 2016 when there were 11 changes over 9 races.

Further promotion of the GTE category will be introduced in 2018, possibly with shorter qualifying races on the Saturday of WEC meetings, except LM.

## **GTE Am:**

2016 cars are eligible in GTE Am in the WEC in 2017 & in the ELMS. These cars have less strict aero rules (to reduce the need for waivers) with enlarged 100mm overhang front and rear diffusers, side plates and bigger rear wings.

Turbocharged engines are now allowed and adjusted "performance windows" have been introduced to balance the different technologies being used.

Mandatory safety nets, new roof extraction hatches and improved driver's seats (with no seat runners now) have been introduced to enable easier release in the event of an accident.

## **CDNT (Cars Displaying New Technology, AKA Garage 56):**

Welter Racing were due to return this year with a bio methane powered car but postponed the project in December – they may return in 2018/19.

## **Circuit & Other Changes this year & for the future:**

### **Parc Fermé and Scrutineering:**

These areas will have to be moved to a new location under the Race Control building (where the current race medical centre is) in a two stage procedure over 2 years, starting in 2017.

### **Medical Centre:**

A new medical centre will be constructed on the site of the TV compound during 2017/8.

### **Le Mans Resort/Museum:**

The A.C.O. plan to spend 15 to 20 million euros in a first phase up to the end of 2018 expanding and developing the museum (including a 4D movie theatre) and establishing the "Le Mans Resort" project to attract more visitors to the circuit throughout the year.

Longer term additional investment in the project will continue up to 2023 when the race will celebrate its 100<sup>th</sup> Anniversary. ([www.musee24h.sarthe.com](http://www.musee24h.sarthe.com)) @Sarthe\_Musee24H

### **Corvette/Karting Corner:**

Additional fences, guardrails, tyre barriers and a gravel trap extension & wall will be implemented at the corner.

### **Ford Chicane:**

New road surface has been laid down at the Ford Chicane.

### **Maison Blanche:**

In this section of the track the guardrails behind the gravel trap have been slightly pushed back, and some grass sections (in the extension of the gravel trap) will be replaced by an abrasive coat of bitumen.

### **Bugatti Circuit:**

The Bugatti circuit was resurfaced in October 2016, after the A.C.O. signed a deal to continue running Moto GP until 2021 – it is not clear at this point what effect this deal, if any, will have on the main circuit in the future.

### **Disabled Access:**

Work was undertaken over the winter to improve disabled access to the Grandstands around the circuit in line with the French governments "Agenda d'Accessibilité Programmé".

Additionally, spectator mounds suitable for wheelchair users were constructed at Mulsanne corner similar to those built at Arnage corner in 2016.

### **New Paddock Access:**

An additional access gate for fire fighting vehicles was constructed at the rear of the pit building, behind the first pit boxes.

### **Porsche Curves improvements for 2018:**

The project is a considerable one, as nearly 40,000 tons of soil will be required for the creation of a brand new 1.1 acre run-off area covered in abrasive bitumen.

The area located inside the Porsche curves' final right-hand corner will bridge the Roule-Crottes River running under the track.

There will also be a service lane for emergency vehicles and marshals.

The track design will remain unchanged.

Construction work should begin a few days after the 24 Hours of Le Mans 2017 and should last no longer than fourteen weeks.

### **Antarès:**

A Hotel will be built within the circuit at Antarès in the near future.  
([www.anteslemans.com](http://www.anteslemans.com)) @AntaresLeMans

### **General:**

The circuit length remains unchanged at 13.629 Kms (8.47 miles) and Patrick Morisseau remains as the Clerk of the Course and Eduardo Freitas as the Race Director.

The race will again be shown live on Eurosport (including the "Road to le Mans" race), this being the first year of a new 4 years deal with the broadcaster, the WEC & LM will continue to be marketed by Infront Sports & Media. ([www.infrontsports.com](http://www.infrontsports.com)) @infrontsports

Radio Le Mans will cover the Test Day and race week from Wednesday 14<sup>th</sup> on 91.2FM.  
([www.radiolemans.com](http://www.radiolemans.com)) @specutainment #Mobil1RLM

Andy Blackmore will again produce a Spotter Guide, this year sponsored by Dunlop.  
([www.spotterguides.com](http://www.spotterguides.com))

Live timing can continue to be found at ([www.fiawec.alkamelsystems.com](http://www.fiawec.alkamelsystems.com))  
@AlKamelSystems  
A.C.O. live Twitter updates are on @24hours\_Live.  
Follow the race on the A.C.O. "24 on site" app.

The Grand Marshal (the 5<sup>th</sup>) this year is newly retired ex Porsche driver Mark Webber.

Although Audi will continue to provide course cars in 2017 in the other rounds of the WEC, BMW will provide the support vehicles at Le Mans.

### **Entries/Timeline of the Race:**

- Regulations for 2017 were published on Friday 16<sup>th</sup> December 2016.
- Entries opened on Friday December 16<sup>th</sup> & closed on Tuesday January 24<sup>th</sup> and were confirmed on Thursday February 2<sup>nd</sup> at the A.C.O. Press Conference in Paris (62 entries were received).
- Final part of the entry fee was to be paid by Thursday March 30<sup>th</sup>.
- Full driver line ups were confirmed by Thursday May 11<sup>th</sup>.
- All 28 full season original WEC entrants gained an entry, a maximum of 20 entries have been confirmed for the ELMS this year (not including LMP3) of which 19 gained an entry to Le Mans.
- Automatic invitations (non WEC) are only confirmed if the car is entered in the ELMS, IMSA or Asian LMS championships in 2017.
- (All 14 automatic invitations were taken up)

### **FIA Drivers' Categorisation as at Friday May 26<sup>th</sup> 2017:**

([www.fia.com](http://www.fia.com)) @fia

(P) : Platinum  
(G) : Gold  
(S) : Silver  
(B) : Bronze  
(?) : Driver not yet categorised

(Drivers over 50 years old move down 1 Grade, drivers over 55 years old move down 2 Grades)

### **Tyre Manufacturers:**

(M): = Michelin ([www.michelinmotorsport.com](http://www.michelinmotorsport.com)) @michelin\_sport  
(D): = Dunlop ([www.motorsport.dunlop.eu](http://www.motorsport.dunlop.eu)) @DunlopRacing

### **Garage 56 (for Cars Displaying New Technologies - CDNT)**

Blue number panels and white headlamps.  
No restrictions on drivers.  
No restrictions on tyres.

(Total CDNT 0 Cars for 2017)



## **LM P1 - HY: - (Manufacturer Teams only)**

**This is the top class of the 24 hours and the WEC.**

### **Key Facts:**

Red number panels and white headlamps, red leader lights.

**HY** on engine cover depicts a hybrid energy recovery system is being used.

No Bronze rated drivers are allowed.

All cars must have closed cockpits.

Minimum weight 878 Kgs (up from 875 Kgs – now to include 1.5 litres of petrol or 2.0 litres of diesel to be left for after the race scrutineering and new on board data logging equipment).

Petrol fuel tank capacity 62.5 litres.

Diesel fuel tank capacity 50.1 litres.

No engine capacity limit, 4 wheel drive allowed.

52 slick tyres may be used during the race.

**Total LMP1 Hy and LMP1 - 6 cars**

**# 1 (WEC) Porsche LMP Team 919 Hybrid 2.0 litre turbo (M)  
Neel Jani (P)/Nick Tandy (P)/Andre Lotterer (P)  
(Blue LED “pit” lights in headlamps)**



**Notes:**

([www.newsroom.porsche.com](http://www.newsroom.porsche.com)) @Porsche\_Team @PorscheRaces @Chopard @DMGMORIAG

Team Principal: Andreas Seidl  
Vice President LMP1: Fritz Enzinger @fritzenzinger  
Head of Research & Development: Dr Michael Steiner  
Head of Systems: Jens Maurer  
Head of Engine Testing: Stefan Moser  
Chief Race Engineer: Stephen Mitas  
Head of Composite: Livio Galassi  
Head of LMP Engine Design: Thomas Krämer @ThomasWKraemer  
Crew Chief: Amiel Lindsey

The 2016 LM winners gain an automatic entry, but with only Jani returning to drive, Jeremy Moore remains as race engineer for #1. @jeromy\_moore

Marc Lieb (DEU) (P) (winner in 2016) who has semi-retired and taken over a new position of Head of Customer Racing, will be reserve driver for Le Mans, and won a SprintX GT round at Lime Rock park with Patrick Long in May.

3<sup>RD</sup> at Silverstone & 4<sup>th</sup> at Spa.

**# 2 (WEC) Porsche LMP Team 919 Hybrid 2.0 litre turbo (M)  
Timo Bernhard (P)/Brendan Hartley (P)/Earl Bamber (P)  
(Purple LED “pit” lights in headlamps)**



**Notes:**

([www.newsroom.porsche.com](http://www.newsroom.porsche.com)) @Porsche\_Team @PorscheRaces @Chopard @DMGMORIAG

Team Principal: Andreas Seidl  
Vice President LMP1: Fritz Enzinger @fritzenzinger  
Head of Research & Development: Dr Michael Steiner  
Head of Systems: Jens Maurer  
Head of Engine Testing: Stefan Moser  
Chief Race Engineer: Stephen Mitas  
Head of Composite: Livio Galassi  
Head of LMP Engine Design: Thomas Krämer @ThomasWKraemer  
Crew Chief: Amiel Lindesay

Earl Bamber replaces the retired Mark Webber, Kyle Wilson-Clarke remains as race engineer for #2.  
@Thekylewc. 2<sup>nd</sup> at Silverstone & 3<sup>rd</sup> at Spa.

**# 7 (WEC) Toyota Gazoo Racing TS050 Hybrid 2.4 litre bi-turbo  
(M) Mike Conway (P)/Kamui Kobayashi (P)/Stéphane Sarrazin (P)**



**Notes:**

([www.toyotahybridracing.com](http://www.toyotahybridracing.com)) ([www.toyotagazooracing.com](http://www.toyotagazooracing.com)) @Toyota\_Hybrid @TOYOTA\_GR

Team President: Toshio Sato  
Technical Director: Pascal Vasselon  
Engine/Hybrid Director: Histake Murata  
Team Director: Rob Leupen

Following its extraordinary 'near miss' in 2016, the Cologne/Higashi-Fuji based team return with the introduction of a new engine, optimising thermal efficiency by increasing the compression ratio.

2014/15/16 WTCF Champion López has replaced Stéphane Sarrazin for 2017.

4<sup>th</sup> at Silverstone after issues with a defective rear anti roll bar and a large crash for López who didn't drive at Spa where they finished 2<sup>nd</sup>. Due to his lack of track time Toyota decided to replace him with Sarrazin who was originally due to race #9.

**# 8 (WEC) Toyota Gazoo Racing TS050 Hybrid 2.4l bi-turbo (M)  
Sébastien Buemi (P)/Anthony Davidson (P) Kazuki Nakajima (P)**



**Notes:**

([www.toyotahybridracing.com](http://www.toyotahybridracing.com)) ([www.toyotagazooracing.com](http://www.toyotagazooracing.com)) @Toyota\_Hybrid @TOYOTA\_GR

Team President: Toshio Sato  
Technical Director: Pascal Vasselon  
Engine/Hybrid Director: Histake Murata  
Team Director: Rob Leupen

Following its extraordinary 'near miss' in 2016, the Cologne/Higashi-Fuji based team return with the introduction of a new engine, optimising thermal efficiency by increasing the compression ratio.

Won at Silverstone & Spa.



**# 9 (WEC Round 2 &3) Toyota Gazoo Racing TS050 2.4 litre Hybrid bi-turbo (M)  
Yuji Kunimoto (P)/Nicolas Lapierre (P)/José María “Pechito” López (P)**



**Notes:**

([www.toyotahybridracing.com](http://www.toyotahybridracing.com)) ([www.toyotagazooracing.com](http://www.toyotagazooracing.com)) @Toyota\_Hybrid @TOYOTA\_GR

Team President: Toshio Sato  
Technical Director: Pascal Vasselon  
Engine/Hybrid Director: Histake Murata  
Team Director: Rob Leupen

Following its extraordinary 'near miss' in 2016, the Cologne/Higashi-Fuji based team return with the introduction of a new engine, optimising thermal efficiency by increasing the compression ratio.

Toyota are running a 3<sup>rd</sup> car at Spa (where they finished 5<sup>th</sup>) and Le Mans in 2017, Ryō Hirakawa (driving #22 G-Drive Oreca at LM) will act as the team reserve driver.

## **LM P1 - Privateer Teams only (Non Hybrid/Conventional Power):**

### **Key Facts:**

Minimum weight 858 Kgs.  
Petrol fuel tank capacity 75.0 litres.  
No engine capacity maximum, 2 wheeled drive only.

### **# 4 (WEC) ByKolles Racing Team ENSO CLM P1/01-NISMO VRX30A V6 3.0l bi-turbo (M) Oliver Webb (G)/Dominik Kraihamer (G)/Marco Bonanomi (P)**



### **Notes:**

([www.bykolles.at](http://www.bykolles.at)) @ByKolles

Team Owner: Colin Kolles  
Director of Racing: Boris Bermes  
Team Manager: M. van Dommelen

ByKolles switch from the AER engine they used in 2016 to the Cosworth designed Nissan engine used in LMP1 in 2015 by Nissan.

Customer versions of the car may be available in 2018.

Ex F1 driver Robert Kubica (POL) (P) was due to test the car at the Prologue at Monza but never got to drive and withdrew from the project.  
Did not finish at Silverstone after an accident entering the pit lane & finished 6<sup>th</sup> at Spa.

## **LM P2:**

### **Key Facts:**

Blue number panels and white headlamps, blue leader lights.  
Teams must include at least ONE Bronze or Silver rated driver.  
Minimum weight 900 Kgs and 75 litres fuel tank capacity (but can be adjusted by BOP)  
No diesel or hybrid engines allowed (cars price limit €463,500).  
All cars use the 4.169 litre V8 Gibson engine in 2017.  
68 slick tyres may be used during the race.

**(Total LM P2 - 25 Cars)**

### **# 13 (WEC) Vaillante Rebellion Oreca 07-Gibson (D) **Nelson Piquet Jnr (P)/Mathias Beche (P)/David Heinemeier Hansson (S)****



### **Notes:**

([www.rebellion-racing.com](http://www.rebellion-racing.com)) @RebellionRacing ([www.michelvaillant.com](http://www.michelvaillant.com)) @MichelVaillant\_

Team Owner: Alexandre Pesci @reb\_13  
Team Principal: Bart Hayden  
Technical Director: Ian Smith  
Chief Engineer: James Robinson

The Michel Vaillant comic book/film company returns for the first time since 1997 to celebrate their 60<sup>th</sup> anniversary to support Rebellion.  
9<sup>th</sup> at Silverstone 4<sup>th</sup> at Spa.



**# 17 (ELMS) IDEC Sport Ligier JSP217-Gibson (M)  
Patrice Lafargue (B)/Paul Lafargue (S)/David Zollinger (S)**



**Notes:**

([www.idecsport.com](http://www.idecsport.com)) @IDECSportRacing

The team are maybe better known for their sailing team, winners of this year's Trophée Jules Verne yacht race with Francis Joyon.

The team finished 8<sup>th</sup> in ELMS at Silverstone & 9<sup>th</sup> at Monza.

**# 21 (ELMS) DragonSpeed-10 Star Racing Oreca 07-Gibson (D)  
Henrik Hedman (B)/Ben Hanley (G)/Felix Rosenqvist (G)**



**Notes:**

([www.facebook.com/dragonspeedracing](https://www.facebook.com/dragonspeedracing)) @DragonSpeedLLC @EltitonJulian

Chief Engineer: Leon Gutfreund

Nicolas Lapierre who has driven for Elton Julian's team in the ELMS, they finished 10<sup>th</sup> at Silverstone after a gearbox issue & 2<sup>nd</sup> at Monza, will be replaced by Felix Rosenqvist at LM.

Nicolas Minassian has been appointed Sporting Director this year and is reserve driver for the team.

**# 22 (ELMS) G-Drive Racing Oreca 07-Gibson (D)  
Memo Rojas Jnr (G)/Jose Gutiérrez (S)/Ryō Hirakawa (G)**



**Notes:**

@GDrive\_Racing ([www.facebook.com/dragonspeedracing](https://www.facebook.com/dragonspeedracing)) @DragonSpeedLLC

Team Principals: Elton Julian & Henrik Hedman  
Project Manager: Alexander Krylov

The team are being run by DragonSpeed in the ELMS this year.

2<sup>nd</sup> in ELMS at Silverstone & winners at Monza, where Léo Roussel (FRA) (S) drove instead of Gutiérrez.

**# 23 (ELMS) Panis Barthez Compétition/Tech 1 Racing Ligier JSP217-Gibson (M)  
Fabien Barthez (B)/Timothé Buret (S)/Nathanaël Berthon (G)**



**Notes:**

([www.tech1racing.fr](http://www.tech1racing.fr)) ([www.panisbarthezcompetition.com](http://www.panisbarthezcompetition.com)) @Tech1Racing @PBCompetition

Team Managers: Simon Abadie & Renaud Derlot

The team finished 9<sup>th</sup> at Silverstone & 7<sup>th</sup> at Monza.

The team will this year be racing in support of Mécénat Chirurgie Cardiaque (@mecenatcardiaque).



**# 24 (WEC) CEFC Manor TRS Racing Oreca 07-Gibson (D)  
Tor Graves (S)/ Jean-Éric Vergne (P)/Jonathan Hirschi (G)**



**Notes:**

([www.manorwec.com](http://www.manorwec.com)) @ManorWEC @realManor

Team Principal: John Booth

Sporting Director: Graeme Lowdon @graeme\_lowdon

Chinese companies Talent Racing Sports (TRS) & the Chinese Energy Fund Company (CEFC) support Manor this year, along with SMP Racing.

Andreas Wirth (DEU) (S) will act as test driver this year.

Weiron Tan (MYS) (S) & Yuan Bo (CHN) will act as development drivers.

6<sup>th</sup> at Silverstone & 7<sup>th</sup> at Spa.

**# 25 (WEC) CEFC Manor TRS Racing Oreca 07-Gibson (D)  
Roberto González (S) / Simon Trummer (G) / Vitaly Petrov (P)**



**Notes:**

([www.manorwec.com](http://www.manorwec.com)) @ManorWEC @realManor

Team Principal: John Booth  
Sporting Director: Graeme Lowdon @graeme\_lowdon

Chinese companies Talent Racing Sports (TRS) & the Chinese Energy Fund Company (CEFC) support Manor this year, along with SMP Racing.

Andreas Wirth (DEU) (S) will act as test driver this year.  
Weiron Tan (MYS) (S) & Yuan Bo (CHN) will act as development drivers.

7<sup>th</sup> at Silverstone & 8<sup>th</sup> at Spa.

**# 26 (WEC) G-Drive Racing Oreca 07-Gibson (D)  
Romain Rusinov (G)/Pierre Thiriet (S)/Alex Lynn (P)**



**Notes:**

([www.rusinov.com](http://www.rusinov.com)) @GDrive\_Racing ([www.facebook.com/dragonspeedracing](https://www.facebook.com/dragonspeedracing)) @DragonSpeedLLC

Project Manager: Alexander Krylov  
Head of Engineering: David Leach

The ELMS P2 winners gain an automatic invitation. The team is being run by TDS Racing.  
5<sup>th</sup> at Silverstone & winners at Spa.  
John Martin (AUS) (P) may drive for the team later in the season.

**# 27 (ELMS part) SMP Racing Dallara P217-Gibson (D)  
Mikhail Aleshin (P)/Sergey Sirotkin (P)/Viktor Shaitar (S)**



**Notes:**

([www.afcorse.it](http://www.afcorse.it)) ([www.smp racing.ru](http://www.smp racing.ru)) @SMP\_Racing

Team Owner: Boris Rotenberg  
Team Manager: Antonio Cazzago  
Technical Director: Luigi Urbinelli

The car has been contesting the ELMS this year as #49 High Class Racing of Danes Dennis Andersen (B) & Anders Fjordbach (S) (3<sup>rd</sup> at Silverstone & Monza).

Run this year in association with ART Grand Prix, former GP driver Robert Kubica (POL) (P) has also tested the car at Monza.



**# 28 (WEC) TDS Racing Oreca 07-Gibson (D)**  
**François Perrodo (B)/Emmanuel Collard (P)/Matthieu Vaxivière (G)**



**Notes:**

([www.tdsracing.fr](http://www.tdsracing.fr)) @TDSRacing\_live

Team Principals: Xavier Combet & Jacques Morello

3<sup>rd</sup> at Silverstone & 9<sup>th</sup> at Spa, where Ben Hanley (GBR) (G) replaced Vaxivière who had injured his foot in a training accident – Nicky Catsburg (NDL) (G) covered for him at the Test day.

**# 29 (ELMS) Racing Team Nederland Dallara P217-Gibson (D)  
Jan Lammers (B) / Rubens Barrichello (P) / Frits van Eerd (B)**



**Notes:**

([www.racingteamholland.nl](http://www.racingteamholland.nl)) @Racing Holland @jan\_lammers @RacingTeamNL

Team Owner: Frits van Eerd

Lammers & van Eerd finished 11<sup>th</sup> at Silverstone in the ELMS after incurring a 5 lap penalty & 10<sup>th</sup> at Monza, Barrichello will join the team for LM.

'Jumbo' is a supermarket chain in the Netherlands, privately owned by the Van Eerd group.

**# 31 (WEC) Vaillante Rebellion Oreca 07-Gibson (D)  
Nicolas Prost (P)/Bruno Senna (P)/Julien Canal (S)**



**Notes:**

([www.rebellion-racing.com](http://www.rebellion-racing.com)) @RebellionRacing ([www.michelvaillant.com](http://www.michelvaillant.com)) @MichelVaillant\_  
2nd at Silverstone & 2nd at Spa.

**# 32 (ELMS) United Autosports LigierJS P217-Gibson (D)  
William Owen (S)/Hugo de Sadeleer (S)/Felipe Albuquerque (P)**



**Notes:**

([www.unitedautosports.com](http://www.unitedautosports.com)) @UnitedAutosport @Wowen23 @hugodesadeleer

Team Principals: Zak Brown @ZBrownCEO & Richard Dean @richardadean

Team Managers: Max Gregory @MaxG52 & Trevor Foster

Chief Mechanics: Marc Scaife @marcrc8 & Mark Rawlings @markrawlings69

The ELMS P3 class winners gain an automatic invitation and are the UK agents of Onroak (Ligier).  
The team won the ELMS race at Silverstone & finished 6<sup>th</sup> at Monza.



**# 33 (AsLMS) Eurasia Motorsport Racing Ligier JSP217-Gibson (D)  
Jacques Nicolet (B)/Pierre Nicolet (S)/Erik Maris (B)**



**Notes:**

([www.eurasiamotorsport.com](http://www.eurasiamotorsport.com)) ([www.lesports.com](http://www.lesports.com)) @eurasiaracing @LeSports\_

Team Director: Mark Goddard  
Chief Engineer: Greg Wheeler

**# 34 (WEC Rounds 2-4/AsLMS/ELMS) Tockwith Motorsports Ligier JSP217-Gibson (D)  
Nigel Moore (S)/Phil Hanson (S)/Karun Chandhok (G)**



**Notes:**

([www.tockwithmotorsports.net](http://www.tockwithmotorsports.net)) @NigelMoore01

The Asian Le Mans Series LMP3 Winners gain an exemption.  
They took part in the WEC at Spa (where they retired) & will race at Nurburgring and possibly Shanghai & Bahrain.  
Finished 5<sup>th</sup> in ELMS at Silverstone & 11<sup>th</sup> at Monza.

**# 35 (WEC Rounds 2 & 3) Signatech Alpine Matmut A470 (Oreca 07)-Gibson (D)  
Pierre Ragues (S)/Nelson Panciatici (P)/André Negrão (S)**



**Notes:**

(www.signature-team.com) @signatureteam (www.so24.fr) @TeamSo24  
C.E.O.: Michael van der Sande  
Team Principal: Philippe Sinault  
Technical Director: Lionel Chevalier

The team will run in association with Sarthe Objectif 24! - an organisation formed in 2011 promoting local businesses and drivers in the Sarthe region including the A.C.O.'s Driving School. They finished 6<sup>th</sup> at Spa.

**# 36 (WEC) Signatech Alpine Matmut A470 (Oreca 07)-Gibson (D)  
Romain Dumas (P)/Gustavo Menezes (G)/Matt Rao (S)**



**Notes:**

([www.signature-team.com](http://www.signature-team.com)) @signaturerace ([www.so24.fr](http://www.so24.fr)) @TeamSo24

The 2016 LM P2 winners gain an automatic entry.

Twice LM winner Dumas replaces Nicolas Lapierre, who is driving for Toyota at Le Mans.

4<sup>th</sup> at Silverstone & 5<sup>th</sup> at Spa.



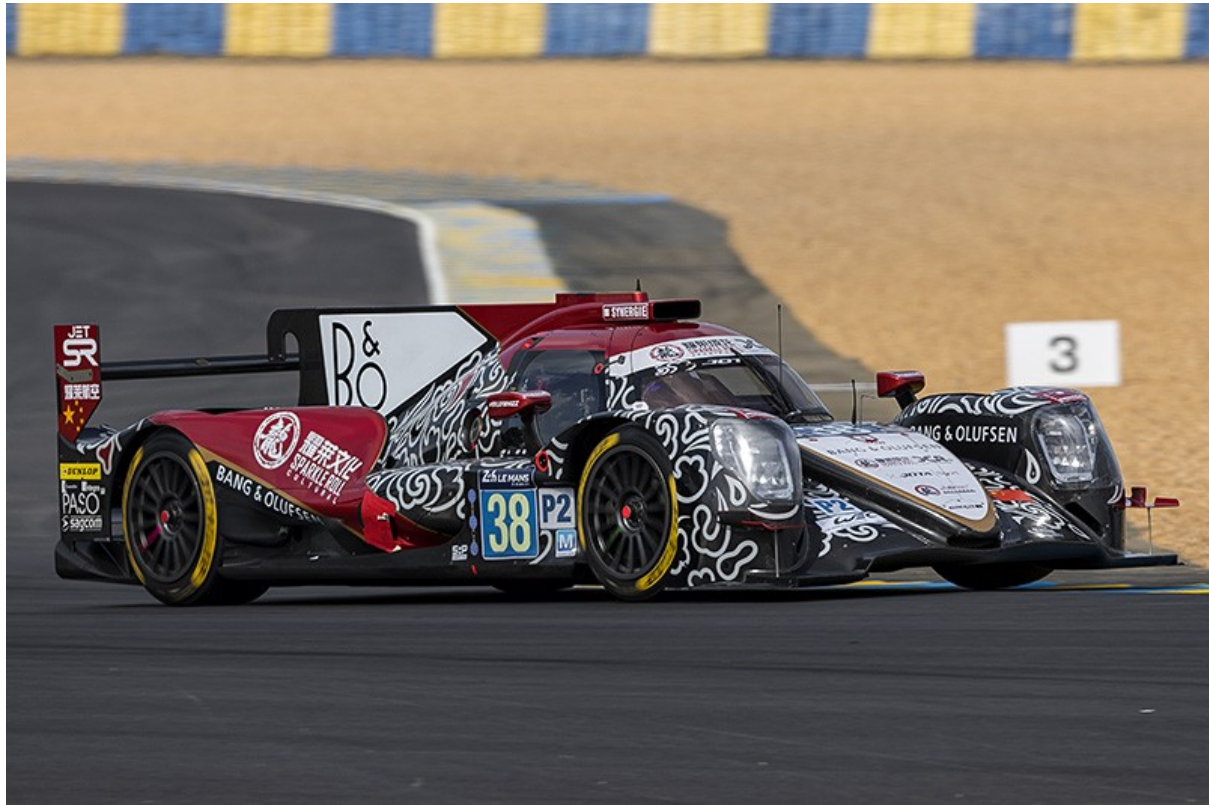
**# 37 (WEC/AsLMS) Jackie Chan DC Racing Oreca 07-Gibson (D)  
David Cheng (S)/Tristan Gommendy (P)/Alex Brundle (G)**



**Notes:**

([www.jotagroup.com](http://www.jotagroup.com)) ([www.arden-motorsport.com](http://www.arden-motorsport.com)) @ArdenMotorsport  
([www.dchengracing.com](http://www.dchengracing.com)) @DCRacing\_Team  
Team Owners: Ho-Pin Tung, Jackie Chan & David Cheng  
Team Principal: Sam Hignett  
Sporting Director: Bob Friend  
Team Manager: Gary Holland  
Team Director: David Clark  
DC Racing join up with Jota Sport for a 2 car team in 2017.  
8<sup>th</sup> at Silverstone & 10<sup>th</sup> at Spa.

**# 38 (WEC/AsLMS) Jackie Chan DC Racing Oreca 07-Gibson (D)  
Ho-Pin Tung (G)/Oliver Jarvis (P)/Thomas Laurent (S)**



**Notes:**

([www.jotagroup.com](http://www.jotagroup.com)) ([www.arden-motorsport.com](http://www.arden-motorsport.com)) @ArdenMotorsport  
([www.dchengracing.com](http://www.dchengracing.com)) @DCRacing\_Team  
Won at Silverstone & finished 3<sup>rd</sup> at Spa.

**# 39 (ELMS) Graff Racing Oreca 07-Gibson (D)  
Enzo Guibbert (S)/Eric Trouillet (B) /Jamie Winslow (S)**



**Notes:**

Team Manager: Pascal Rauturier  
([www.graffracing.fr](http://www.graffracing.fr)) @GraffRacing

Guibbert & Trouillet with Paul Petit (S) finished 7<sup>th</sup> in ELMS at Silverstone & 4<sup>th</sup> at Monza.

**# 40 (ELMS) Graff Racing Oreca 07-Gibson (D) driven by James Allen (S)/Franck Matelli (S) /Richard Bradley (G)**



**Notes:**

([www.graffracing.fr](http://www.graffracing.fr)) @GraffRacing

Finished 4<sup>th</sup> at Silverstone & 8<sup>th</sup> at Monza in ELMS.



**# 43 (LM only) Keating Motorsports Multimatic Riley Mk 30-Gibson (M)  
Ben Keating (B)/Jeroen Bleekemolen (P)/Ricky Taylor (G)**



**Notes:**

([www.viperexchange.com](http://www.viperexchange.com)) ([www.tiautomotive.com](http://www.tiautomotive.com)) @ViperExchange

Team Principals: Ben Keating @keatingcarguy & Bernie Katz

Team Manager: Troy Flis

An IMSA "Invitational" entry which will race with help from Visit Florida Racing.

**# 45 (AsLMS/ELMS) Algarve Pro Racing Ligier JSP217-Gibson (D)  
Matt McMurry (S)/Vincent Capillaire (S)/Mark Patterson (B)**



**Notes:**

([www.algarveproracingteam.com](http://www.algarveproracingteam.com)) ([www.so24.fr](http://www.so24.fr)) @So24LombardR

Team Owners: Stewart & Samantha Cox

The Asian Le Mans Series LMP2 Winners gain an exemption.

Aidan Read (AUS) (S) drove for the team at the Prologue at Monza.

McMurry, Andrea Pizzitola (S) & Andrea Roda (S) retired from the ELMS at Silverstone & Monza, Patterson finished 3<sup>rd</sup> in P3 in a United Autosports Ligier at Silverstone & 4<sup>th</sup> at Monza.

Vincent Capillaire replaces Pizzitola at LM with backing from Sarthe Objectif 24! - an organisation formed in 2011 promoting local businesses and drivers in the Sarthe region including the A.C.O.'s Driving School.



**# 47 (ELMS) Cetilar Villorba Corse Dallara P217-Gibson (D)  
Roberto Lacorte (B)/Andrea Belicchi (G)/Giorgio Sernagiotto (S)**



**Notes:**

([www.villorbacorse.com](http://www.villorbacorse.com)) @Villorbacorse

Team Principal: Raimondo Amadio @raimondoamadio

Team Manager: Christian Pescatori

The "Italian Spirit of Le Mans" team finished 6<sup>th</sup> at Silverstone & 5<sup>th</sup> at Monza in ELMS.

**# 49 (ELMS part/AsLMS) Arc Bratislava Ligier JSP217-Gibson (M)  
Miroslav Konôpka (B)/Konstantīns Calko (S)/Rik Breukers (S)**



**Notes:**

([www.arcbratislava.sk](http://www.arcbratislava.sk)) @ARCBatislava

## **LM GTE Pro:**

### **Key facts:**

Green number panels and yellow headlamps, green leader lights.

No restrictions on drivers.

To be homologated 100 examples must have been produced based of the road car (25 for “small manufacturers”, 300 for carbon chassis cars).

Minimum weight 1,240Kgs (but adjusted by BOP to 1183 Kgs for Aston Martin, 1268 Kgs for Ferrari, 1243 for Chevrolet & 1248 Kgs for Porsche & Ford).

FIA agreed fuel tank capacity (but adjusted by BOP to 102 litres for Aston Martin, 98 litres for Ford, 98 litres for Porsche, 95 litres for Corvette & 90 litres for Ferrari).

No hybrid systems allowed, 2 wheeled drive only.

68 slick tyres may be used during the race.

5.5 litres maximum engine capacity for normally aspirated cars.

4.0 litres maximum engine capacity for turbocharged cars.

(GTE Engine sizes in 2017: Corvette V8 5.5 litres, Aston Martin V8 4.5 litres, Porsche F6 4.0 litres, Ford V6 bi-turbo 3.5 litres, Ferrari V8 bi-turbo 3.9 litres - F488, Ferrari V8 4.5 litres - F458).

**(Total GTE Pro - 13 cars)**

**# 51 (WEC) AF Corse Ferrari F488 SE V8 bi-turbo (M)  
James Calado (P)/Alexander Pier Guidi (G)/Lucas di Grassi (P)**



**Notes:**

([www.afcorse.it](http://www.afcorse.it)) @AFCorse

Team Principal: Amato Ferrari  
Team Manager: Batti Pregliasco  
Technical Director: G. Petrotta  
Head of Ferrari GT: Antonello Coletta

The factory Ferrari team are racing this year in a darker shade of red to celebrate 70 years of "Racing Ferraris".

Pier Guidi replaces Gianmaria Bruni who is on gardening leave from Ferrari before joining Porsche in July.

2<sup>nd</sup> at Silverstone & Spa.

**# 63 (IMSA WSCC) Corvette Racing-GM Chevrolet Corvette C7.R V8 (M)  
Jan Magnussen (P)/Antonio García (P)/Jordan Taylor (P)**



**Notes:**

**White windscreen strip**

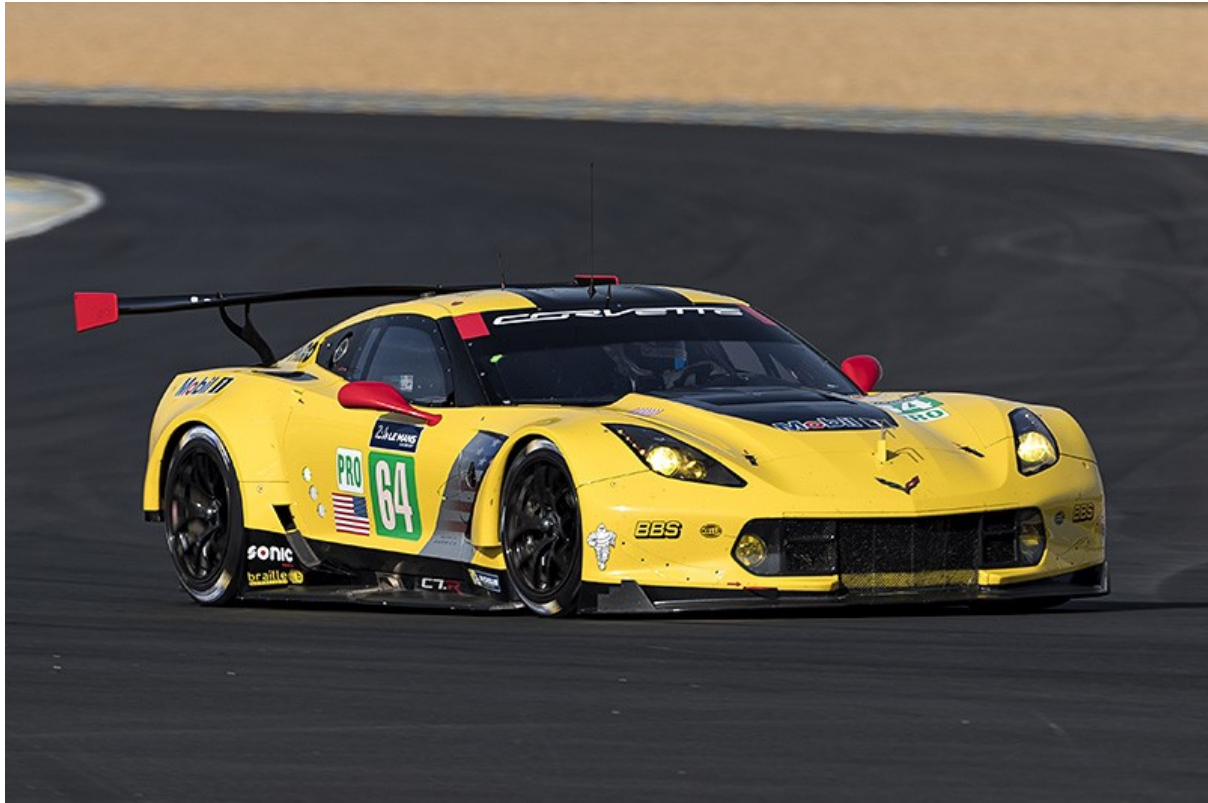
([www.corvetteracing.com](http://www.corvetteracing.com)) ([www.prattmiller.com](http://www.prattmiller.com)) @CorvetteRacing @PrattMiller

Team Principal: Doug Fehan

Senior Engineer: Chuck Houghton



**# 64 (IMSA WSCC) Corvette Racing-GM Chevrolet Corvette C7.R V8 (M)  
Oliver Gavin (P)/Tommy Milner Jnr (P)/Marcel Fässler (P)**



**Notes:**

**(Black windscreen strip)**

([www.corvetteracing.com](http://www.corvetteracing.com)) ([www.prattmiller.com](http://www.prattmiller.com)) @CorvetteRacing @PrattMiller

Team Principal: Doug Fehan

Senior Engineer: Chuck Houghton

Fässler returns to Corvette Racing for the first time at LM since 2009.



**# 66 (WEC) Ford Performance Chip Ganassi Team UK/Multimatic  
Ford GTE EcoBoost V6 bi-turbo (M)  
Stefan Mücke (P)/Olivier Pla (P)/Billy Johnson (P)**



**Notes:**

([www.fordperformance.com](http://www.fordperformance.com)) ([www.chipganassiracing.com](http://www.chipganassiracing.com)) ([www.multimaticmotorsports.com](http://www.multimaticmotorsports.com))  
@FordPerformance @CGRTeams

Ford Chief Technical Officer: Raj Nair  
Ford Performance Director: Dave Pericak  
CEO Roush Yates Engines: Doug Yates @Yates\_Doug  
Multimatic Vice President: Larry Holt  
UK Team Principal: George Howard-Chappell

4<sup>th</sup> at Silverstone & 3<sup>rd</sup> at Spa.

**# 67 (WEC) Ford Performance Chip Ganassi Team UK/Multimatic  
Ford GTE EcoBoost V6 bi-turbo (M)  
Andy Priaulx (P)/Harry Tincknell (P)/Luis Felipe “Pipo” Derani (G)**



**Notes:**

([www.fordperformance.com](http://www.fordperformance.com)) ([www.chipganassiracing.com](http://www.chipganassiracing.com)) ([www.multimaticmotorsports.com](http://www.multimaticmotorsports.com))  
@FordPerformance @CGRTeams

Ford Chief Technical Officer: Raj Nair  
Ford Performance Director: Dave Pericak  
CEO Roush Yates Engines: Doug Yates @Yates\_Doug  
Multimatic Vice President: Larry Holt  
UK Team Principal: George Howard-Chappell

Won at Silverstone and were 4<sup>th</sup> at Spa.

**# 68 (IMSA WSCC) Ford Performance Chip Ganassi Team USA/Multimatic  
Ford GTE EcoBoost V6 bi-turbo (M)  
Joey Hand (P)/Dirk Müller (P)/Tony Kanaan (P)**



**Notes:**

**(Red windscreen strip & mirrors)**

([www.fordperformance.com](http://www.fordperformance.com)) ([www.chipganassiracing.com](http://www.chipganassiracing.com)) @FordPerformance @CGRTeams

Team Principals: Chip Ganassi & Rob Kauffman @GanassiChip @kauffmanrob

Managing Director: Mike Hull @IndyMHull

Team Manager: Mike O'Gara

The 2016 LM GTE Pro winners gain an automatic entry.

With the teams 175<sup>th</sup> world victory, the Ganassi Team becomes the only owner in history to win the Indianapolis 500, Daytona 500, Brickyard 400, Rolex 24 @ Daytona, 12 Hours of Sebring and the Le Mans 24 Hours.

Kanaan replaces Sébastien Bourdais who was badly injured in qualifying for the Indianapolis 500 in May.

**# 69 (IMSA WSCC) Ford Performance Chip Ganassi Team USA/Multimatic  
Ford GTE EcoBoost V6 bi-turbo (M)  
Ryan Briscoe (P)/Richard Westbrook (P)/Scott Dixon (P)**



**Notes:**

([www.fordperformance.com](http://www.fordperformance.com)) ([www.chipganassiracing.com](http://www.chipganassiracing.com)) @FordPerformance @CGRTeams



**# 71 (WEC) AF Corse Ferrari F488 SE V8 bi-turbo (M)**  
**Daide Rigon (P)/Sam Bird (P)/ Miguel Molina (P)**



**Notes:**

([www.afcorse.it](http://www.afcorse.it)) @AFCorse

5<sup>th</sup> at Silverstone & winners at Spa.

**# 82 (IMSA WSCC) Risi Competizione Ferrari F488 SE bi-turbo (M)  
Toni Vilander (P)/Giancarlo Fisichella (P)/Pierre Kaffer (P)**



**Notes:**

([www.risicompetizione.com](http://www.risicompetizione.com)) @risicomp



**# 91 (WEC) Porsche GT Team Porsche 911 RSR (2017) F6 (M)  
Richard Lietz (P)/ Frédéric Makowiecki (P)/Patrick Pilet (P)**



**Notes:**

([www.porsche.com/international/motorsportandevents](http://www.porsche.com/international/motorsportandevents))

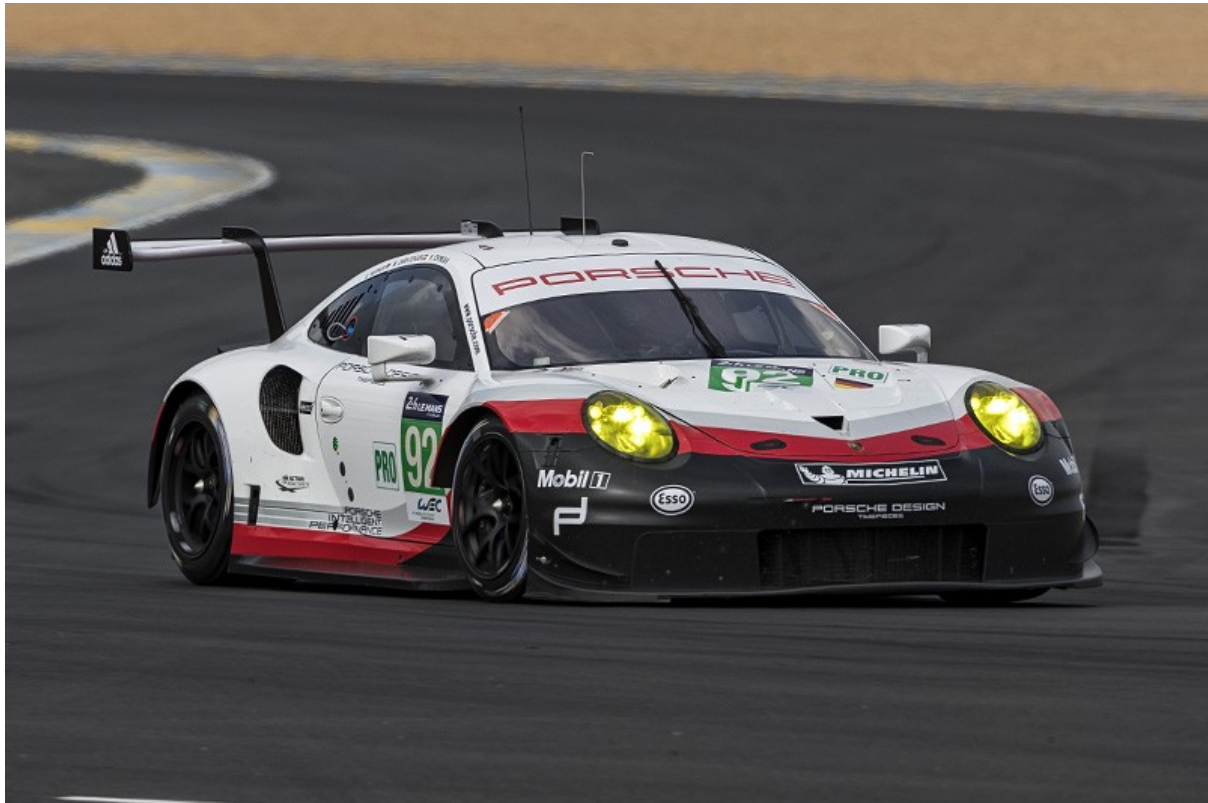
Head of Motorsport: Dr Frank-Steffen Walliser @FrankWalliser

Team Principal: Olaf Manthey

Head of GT Works: Marco Ujhasi @MarcoUjhasi

3<sup>rd</sup> at Silverstone & 5<sup>th</sup> at Spa.

**# 92 (WEC) Porsche GT Team Porsche 911 RSR (2017) F6 (M)  
driven by Michael Christensen (P)/Kévin Estre (P)/Dirk Werner (P)**



**Notes:**

([www.porsche.com/international/motorsportandevents](http://www.porsche.com/international/motorsportandevents))

Retired at Silverstone after an engine fire & finished 6<sup>th</sup> at Spa.

**# 95 (WEC) Aston Martin Racing DB9 Vantage V8 (D)  
Nicki Thiim (P)/Marco Sørensen (G)/Richie Stanaway (P)**



**Notes:**

**(Red stripe in windshield/Scanvo branding)**

([www.astonmartin.com/racing](http://www.astonmartin.com/racing)) ([www.prodrive.com](http://www.prodrive.com)) @AMR\_Official @prodrive

Aston Martin C.E.O.: Andy Palmer  
Aston Martin Racing C.E.O.: John Gaw  
Prodrive Racing C.E.O.: Dave Richards  
Team Principal: Paul Howarth  
Team Manager: Paul Diggins

6<sup>th</sup> at Silverstone & 8<sup>th</sup> at Spa.

**# 97 (WEC) Aston Martin Racing DB9 Vantage V8 (D)  
Darren Turner (P)/ Jonathan Adam (G)/Daniel Serra (G)**



**Notes:**

**(Yellow stripe in windshield)**

([www.astonmartin.com/racing](http://www.astonmartin.com/racing)) ([www.prodrive.com](http://www.prodrive.com)) @AMR\_Official @prodrive

7<sup>th</sup> at Silverstone & 7<sup>th</sup> at Spa.

## **LM GTE Am:**

### **Key Facts:**

Orange number panels and yellow headlamps, yellow leader lights.

A team must have at least ONE Bronze and ONE Bronze or Silver rated driver.

Minimum weight 1,245 Kgs (but adjusted by BOP to 1228 Kgs for Porsche, 1238 Kgs for Ferrari, 1228 Kgs for Aston Martin & 1248 Kgs for Chevrolet).

FIA agreed 90 litres fuel tank capacity (but adjusted by BOP to 95 litres for Porsche & 100 litres for Aston Martin).

No hybrid systems allowed, 2 wheeled drive only.

5.5 litres engine capacity for normally aspirated cars.

4.0 litres engine capacity for turbocharged cars.

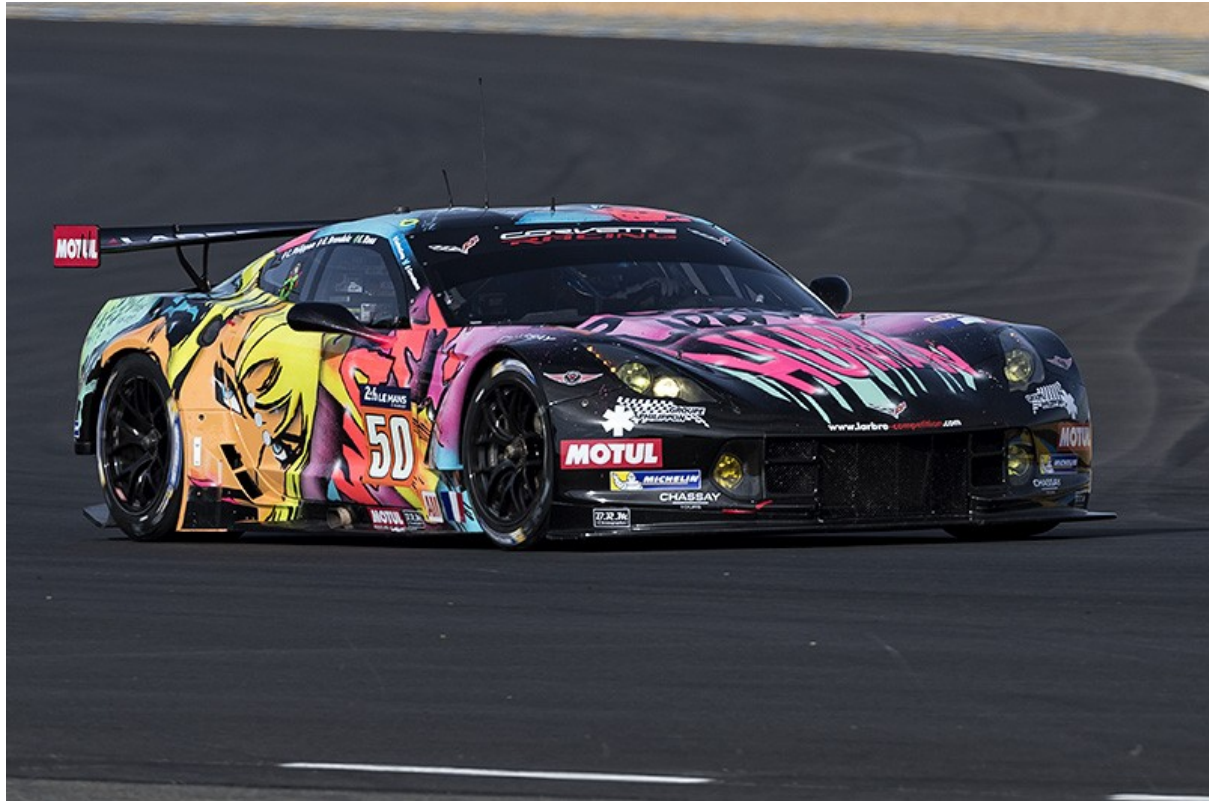
68 slick tyres may be used during the race.

For 2017 the cars must be at least a year old.

### **(Total GTE Am - 16 cars)**



**# 50 (ELMS Monza & LM) Team Larbre Compétition Chevrolet  
Corvette C7-Z06 V8 (M)  
Romain Brandela (B)/Christian Philippon (B)/Fernando Rees (G)**



**Notes:**

([www.larbre-competition.com](http://www.larbre-competition.com)) @LarbreComp

Team Manager: Jack Leconte

The Larbre Corvette C7.R features an Art-Car livery for the Le Mans 24 Hours.

They finished 6<sup>th</sup> in ELMS at Monza.

The livery, revealed at the Le Mans Test Day on 4 June for the first time, is designed by French street art/pop artist Ramzi Adek.



**# 54 (AsLMS/WEC) Spirit of Race Ferrari F488 SE V8 bi-turbo (M)  
Thomas Flohr (B)/Francesco Castellacci (S)/Olivier Beretta (P)**



**Notes:**

([www.afcorse.it](http://www.afcorse.it)) @AFCorse @vistajet

Both Spirit of Race cars will be run by AF Corse, Gianluca Roda (ITA) (B) & Giorgio Roda Jnr (ITA) (S) with Andrea Bertolini finished 6<sup>th</sup> in GTE at ELMS at Silverstone & 4<sup>th</sup> at Monza.

This car retired at Silverstone after Miguel Molina (P) (replacing Beretta) stopped on the final lap after an incident with #98 Aston Martin & finished 4<sup>th</sup> at Spa.

**# 55 (AsLMS/ELMS) Spirit of Race Ferrari F488 SE V8 bi-turbo (M)  
Duncan Cameron (B)/Aaron Scott (S)/Marco Cioci (G)**



**Notes:**

([www.afcorse.it](http://www.afcorse.it)) @AFCorse

Cameron, Scott & Matt Griffin (IRL) (G) finished 4<sup>th</sup> in GTE at ELMS Silverstone & retired at Monza.

**# 60 (AsLMS) Clearwater Racing Ferrari F488 SE V8 bi-turbo (M)  
Richard Keng Kwok Wee (B)/Álvaro Parente (P)/Hiroki Katoh (S)**



**Notes:**

( [www.facebook.com/ClearwaterRacing](http://www.facebook.com/ClearwaterRacing) ) ( [www.eksmotorsports.com](http://www.eksmotorsports.com) )

@clearwater-racing

Team Owner: Weng Sun Mok @WengMok  
Team Managing Director: Arj Kulasegaram

Both Clearwater Racing cars will be run by AF Corse.

**# 61 (AsLMS/WEC) Clearwater Racing Ferrari F488 SE V8 bi-turbo (M)  
Weng Sun Mok (B)/Matthew Griffin (G)/Keita Sawa (S)**



**Notes:**

([www.facebook.com/ClearwaterRacing](https://www.facebook.com/ClearwaterRacing)) ([www.eksmotorsports.com](http://www.eksmotorsports.com))  
@clearwater-racing

Team Owner: Weng Sun Mok @WengMok  
Team Manager: Arj Kulasegaram

Won at Silverstone & 3<sup>rd</sup> at Spa.



**# 62 (IMSA WSCC) Scuderia Corsa Ferrari F488 SE V8 bi-turbo (M)  
Cooper MacNeil (S)/Bill Sweedler (B)/Townsend Bell (G)**



**Notes:**

([www.scuderiacorsa.com](http://www.scuderiacorsa.com)) ([www.michelotto.it](http://www.michelotto.it)) @Scuderia\_Corsa

Team Principal: Giacomo Mattioli  
Race Engineer: Roberto Amorosi

The 2016 GTE Am winners gain an automatic entry  
Entered in association with the WeatherTech team. @RaceWeatherTech



**# 65 (IMSA WSCC) Scuderia Corsa Ferrari F488 SE V8 bi-turbo (M)  
Christina Nielsen (S)/Bret Curtis (B)/Alessandro Balzan (G)**



**Notes:**

([www.scuderiacorsa.com](http://www.scuderiacorsa.com)) ([www.michelotto.it](http://www.michelotto.it)) @Scuderia\_Corsa

Team Principal: Giacomo Mattioli  
Race Engineer: Roberto Amorosi

An IMSA "Invitational" entry after winning the GTD class in 2016.

**# 77 (WEC) Dempsey-Proton Racing Porsche 911 RSR F6 (991)  
(D) Christian Ried (B)/Matteo Cairoli (G)/Marvin Dienst (S)**



**Notes:**

([www.porsche.com/international/motorsportandevents](http://www.porsche.com/international/motorsportandevents))  
([www.dempseyracing.net](http://www.dempseyracing.net)) ([www.proton-competition.com](http://www.proton-competition.com)) @ProtonRacing @GoDempseyRacing

Team Principal: Christian Ried  
Technical Director: Michael Ried  
Team Manager: Giulio Pucci

2015 GTE spec car.

3<sup>rd</sup> at Silverstone & 2<sup>nd</sup> at Spa.

Reid, Cairoli & Joël Camathias (CHE) (S) finished 2<sup>nd</sup> in ELMS at Silverstone & 5<sup>th</sup> at Monza.

**# 83 (AsianLMS) DH Racing Ferrari F488 SE V8 bi-turbo (M)**  
**Tracy Krohn (B)/Niclas Jönsson (S)/Andrea Bertolini (P)**



**Notes:**

The 2016/17 Asian Le Mans Series GTE winner, will be run by AF Corse.

**# 84 (ELMS) JMW Motorsport Ferrari F488 SE V8 bi-turbo (M)  
Robert Smith (B)/Will Stevens (P)/Dries Vanthoor (S)**



**Notes:**

([www.jmwmotorsport.com](http://www.jmwmotorsport.com)) @JMWmotorsport

Team Principal: Jim McWhirter  
Team Manager: Tim Sugden?  
Chief Mechanic: Davey Nicholas

The runners up in the ELMS GTE Class gain an automatic invitation, running the older F458, Smith with Rory Butcher (GBR) (G) & Jody Fannin (GBR) (S) finished 5<sup>th</sup> in GTE at ELMS at Silverstone & with Jonathan Cocker (GBR) (G) won at Monza in the 458s farewell appearance.  
Jonny Cocker was Test Day driver.



**# 86 (WEC) Gulf Racing Porsche 911 RSR F6 (991) (D)  
Michael Wainwright (B)/Ben Barker (G)/Nick Foster (S)**



**Notes:**

(www.gulfracing.com)\_ @Gulf\_Racing

Team Owners: Michael Wainwright & Roald Goethe @ROFGOcollection  
Chief Mechanic: Mikey Brown

2015 GTE spec car.  
4<sup>th</sup> at Silverstone but retired at Spa with accident damage.



**# 88 (ELMS part) Proton Competition Porsche 911 RSR F6 (991) (D)  
Klaus Bachler (G)/Stéphane Lémeret (S)/Khaled Al Qubaisi (B)**



**Notes:**

([www.proton-competition.com](http://www.proton-competition.com)) @ProtonRacing

2015 GTE spec car, Joel Camathias (CHE) (S) with Christian Ried & Matteo Cairoli finished 2<sup>nd</sup> in GTE at ELMS at Silverstone.

**# 90 (ELMS) TF Sport Aston Martin Racing DB9 Vantage V8 (D)  
Salih Yoluc (B)/Euan Hankey (S)/Robert Bell (P)**



**Notes:**

([www.tfsport.co.uk](http://www.tfsport.co.uk)) @OfficialTFSport

Team Principal: Tom Ferrier  
Team Engineers: Mike Pickup & Lee Penn

The winners of the inaugural GT3 Le Mans Cup gain an automatic entry. Nicki Thiim (DNK) (P) has driven for the team in the ELMS this year, he will be replaced by Bell at LM, they won GTE at Silverstone & were 2<sup>nd</sup> at Monza. The car is running in 2016 spec.

**#93 (ELMS part) Proton Competition Porsche 911 RSR F6 (991) (D)  
Patrick Long (P)/Mike Hedlund (B)/Abdulaziz Turki al Faisal (S)**



**# 98 (WEC) Aston Martin Racing DB9 Vantage V8 (D)  
Paul Dalla Lana (B)/Pedro Lamy (P)/Mathias Lauda (S)**



**Notes:**

**(Green stripe in windshield & Northwest branding)**

([www.astonmartin.com/racing](http://www.astonmartin.com/racing)) ([www.prodrive.com](http://www.prodrive.com)) @AMR\_Official @prodrive

Team Owner: Paul Dalla Lana

The car is running in 2016 spec.

2<sup>nd</sup> at Silverstone after a collision with #54 Ferrari on the last lap & winners at Spa.



**# 99 (ELMS) Beechdean AMR Aston Martin Racing DB9 Vantage V8 (D)  
Andrew Howard (B)/Oli Bryant (S)/Ross Gunn (S)**



**Notes:**

**(White & Blue body with Beechdean branding)**

([www.beechdeanmotorsport.co.uk](http://www.beechdeanmotorsport.co.uk)) @BeechdeanAMR @BeechdeanAH

Team Owner: Andrew Howard

The winners of the ELMS GTE Class gain an automatic invitation.

Darren Turner (GBR) (P) has been driving for the team in the ELMS, instead of Bryant, they finished 3<sup>rd</sup> in GTE at Silverstone & 3<sup>rd</sup> at Monza.

The car is running in 2016 spec.



Total Race Entries - 60 Cars

Reserve Entries:

2 cars were selected by the A.C.O to take any available places.

# 94 (Michelin LMC) GTE Am Mentos Racing-Proton Racing Porsche 911 RSR (991) (M) to be driven by Egidio Perfetti (B) did not gain an entry

# 46 (ELMS P3) P2 RLR MSport Ligier JSP217-Gibson (D) Was withdrawn on 18/4/17

## Timetable of events:

Note : Events up to 11<sup>th</sup> June included for historical record. All local times quoted, (UK +1 hour)

10.00 - 18.00	Thursday June 1 <sup>st</sup>	Test Day Scrutineering & Administrative Checking at the Welcome Building
09.00 - 18.00	Friday June 2 <sup>nd</sup>	Test Day Scrutineering & Administrative Checking at the Welcome Building
16.00 - 18.00	"	Drivers signing on @Room 305A
10.00 - 17.00	"	Pitwalk
08.30 - 16.00	Saturday June 3 <sup>rd</sup>	Drivers signing on @Room 305A
08.30 - 16.00	"	Test Day Scrutineering & Administrative Checking at the Welcome Building
10.00 - 17.00	"	Pitwalk
16.00 - 17.00	"	Official photographs of this year's cars on the pits straight
17.00	"	Drivers & Team Managers' briefing
17.30	"	"Miss 24 Heures 2017"/Le Maine Libre @lemainelibre The winner will be chosen in Galeries Lafayette, 17-21 Rue des Minimes, Le Mans
09.00 - 13.00	Sunday June 4 <sup>th</sup>	Test Day - Session 1
14.00 - 18.00	"	Test Day - Session 2
18.15	"	Post Test Day A.C.O. Press Conference
09.00 - 12.00	Tuesday June 6 <sup>th</sup>	The Bugatti Circuit will be available for extra testing
14.00 - 18.00	"	"
11.30 - 12.30	Sunday June 11 <sup>th</sup>	2 <sup>nd</sup> Le Mans Duck Race – organised by the Lions Club of Le Mans ( <a href="http://www.lecanarddelasarthe.com">www.lecanarddelasarthe.com</a> )
14.30 - 19.00	"	24 Hours Race teams Scrutineering & Administrative Checking at the Place de la République
10.00 - 18.00	Monday June 12 <sup>th</sup>	24 Hours Race teams Scrutineering & Administrative Checking at the Place de la République
18.30 - 19.30	"	The hand prints of the winning Porsche (# 2) drivers from 2016 will be revealed on a bronze plaque to be placed in the Le Mans City Centre at Saint Nicolas Square. ( <a href="http://www.emprientesdespilotes.com">www.emprientesdespilotes.com</a> ) @EmpDesPilotes
10.00	Tuesday June 13 <sup>th</sup>	Drivers & Team managers' briefing
10.00 - 11.40	"	Additional LM P1 Hybrid Scrutineering @ the Welcome Building
10.30 - 11.15	"	Official photographs of this year's drivers on the pit straight.
13.30 - 17.00	"	Scrutineering & Administrative Checking for "Road to Le Mans" teams at the Welcome Building
17.00 - 18.30	"	Drivers autograph session in the pit lane at the Circuit
19.00	"	At Neuville-sur-Sarthe – free showing of the official ACO film of the 2016 race. Plage du Vieux Moulin. Restaurant on site.
	Wednesday June 14 <sup>th</sup>	The Go Kart competition at the Speed Park (1 Rue de Villeneuve)
09.00 - 17.00	Thursday June 15 <sup>th</sup>	"Arnage dans la Course" – (Place de l'Hôtel de Ville/Place François Mitterand) ( <a href="http://www.arnagedanslacourse.com">www.arnagedanslacourse.com</a> )_with Henri Pescarolo.
09.00 - 10.00	"	"Road to Le Mans" - Free Practice 2
10.30 - 11.15	"	Porsche Carrera Cup - Free Practice 1
11.55 - 12.40	"	Porsche Carrera Cup - Free Practice 2
13.30 - 13.50	"	"Road to Le Mans" – Qualifying Session 1
14.05 - 14.25	"	"Road to Le Mans" – Qualifying Session 2
15.30 - 16.30	"	Porsche Carrera Cup - Qualifying Session
17.30 - 18.25	"	"Road to Le Mans" – Race 1
18.45 - 19.30	"	"Road to Le Mans" - Press Conference
19.00 - 21.00	"	24 Hours - Qualifying Session 2
22.00 - 24.00	"	24 Hours - Qualifying Session 3
00.00	"	Pole Sitters Photo & Press Conference in the Press Room

10.00 - 20.00	Friday June 16 <sup>th</sup>	Pits and Track walk
11.00 - 12.00	"	Annual A.C.O. Press Conference in the l'Espace Club ACO – at the Virage de la Chapelle.
17.30 - 19.00	"	The 23 <sup>rd</sup> Drivers Parade in the City Centre (starts at the Place des Jacobins) ( <a href="http://www.grande-parade-des-pilotes.com">www.grande-parade-des-pilotes.com</a> ) @GPPilotes
09.00 - 16.00	"	Ford Celebration at Mulsanne Corner
07.45	Saturday June 17 <sup>th</sup>	Parades
09.00 - 09.45	"	24 Hours – Warm up
10.15 - 11.00	"	Porsche Carrera Cup – Race
11.30 - 12.25	"	"Road to Le Mans" – Race 2
12.40	"	Photo – FIA Action for Road Safety – Start/Finish Line
12.45 - 13.20	"	"Road to Le Mans" – Press Conference
13.00	"	Pit Lane Open (Closes 13.15)
13.25 - 14.15	"	Cars & Drivers' Presentation
14.22	"	24 Hours - Beginning of the starting procedure
14.37	"	National Anthem – "La Marseillaise"
14.51	"	French air patrol (Armée de l'Air) fly past
14.52	"	Start of the Formation Lap
15.00	"	Start of the 85 <sup>th</sup> Le Mans 24 Hour Race flagged off by ??
20.00	"	"Dîner Rolex 24 Heures du Mans" - Le Club des Pilotes des 24 Heures du Mans are invited by la Société ROLEX to the Club House du Golf de Mulsanne ( <a href="http://www.pilotes24hdumans.com">www.pilotes24hdumans.com</a> ) ( <a href="http://www.rolex.com">www.rolex.com</a> )
10.30 - 12.30	Sunday June 18 <sup>th</sup>	Mass will be celebrated at the Chapel at the Virage de la Chapelle
15.00	"	Finish of the 85 <sup>th</sup> Le Mans 24 Hour Race
15.10	"	Podium Celebrations begin
15.30	"	Post Podium A.C.O. Press Conference

## Things to do during Race Week

**If you are staying at Le Mans for the whole week, you might want to check out some of the off-track activities.**

### **Museum exhibition**

This year, everyone with a general enclosure ticket for the 24 Hours of Le Mans, will have free access to the museum next to the circuit to discover its collection of 120 cars who have made part of the history of the 24 Hours.



Next to the permanent collection, a temporary exhibition celebrating the Formula 1 Grand Prix which was run on the Bugatti circuit in 1967 will be on display under the title "Le Mans 67 - An exceptional grand prix". This was the only French Formula 1 Grand Prix organised by the ACO on the Bugatti circuit. Several Formula 1 cars of the era and 1967 will be on display, like a Lotus 49, a Cooper Maserati and a BRM P115. The race winning Brabham Repco of Jack Brabham will also be on display.

Le Mans legend Henri Pescarolo won the Formula 3 race that weekend, the Matra F3 he drove in 1967 will also be on display in the museum.

### 13<sup>th</sup> June 16.00 - 23.00 The Third Edition of "R'Hunaudières"

This event will celebrate Ferrari's 70<sup>th</sup> anniversary. The R'Hunaudières de Ruaudin is to Italian cars what the Great British Welcome at St. Saturnin is to British cars! This year, Ferrari fans will be thrilled that the third edition of the gathering will highlight the Italian marque's 70th anniversary.

The R'Hunaudières was created by the sister city committee of the small town of Ruaudin, which is located near to the Mulsanne Straight, with the town of Uggiate-Trevano in Italy, between Lake Maggiore and Lake Como. So it's natural that Ruaudin decided to make prestigious Italian cars the guests of honour at their now annual gathering.

Closed to traffic for the occasion, Ferrari fans are able to admire the most beautiful creations of the marque founded by 'Il Commendatore' in 1947. With nine wins at the 24 Hours of Le Mans between 1949 and 1965 (only Porsche and Audi have won more trophies than the Italian manufacturer), Ferrari became a legend at the 24 Hours, thanks namely to the infamous duel with Ford in the 1960s.

Though today Ferrari is no longer a contender to the overall victory at the 24 Hours, the Italian marque could still pull off a class win with the three 488 GTEs entered, by way of private teams in LMGTE Pro and along with one 458 Italia & eight 488 GTEs in LMGTE Am. Admission is free.

The poster, designed by François Bruère, represents Ferrari's epic history at the 24 Hours of Le Mans with the winning 166MM in 1949 and the 488 GTE at the start this year.





**Thursday 09.00 - 17.00**

Arnage dans la Course" – (Place de l'Hôtel de Ville/Place François Mitterrand)  
([www.arnagedanslacourse.com](http://www.arnagedanslacourse.com)) with Henri Pescarolo.

**Arnage**  
*dans la*  
**COURSE**

**15** *jeudi*  
**juin** **2017**  
9h-17h / Place F. Mitterrand

**Expositions**  
**Animations**  
**Défilé**

*Henri Pescarolo,*  
**pilote de légende**

**Buvette-Restaurant sur place**

**arnagedanslacourse.com**

Contact :  
02 43 21 54 50

musée de la ville d'Arnage - 2017 - DTI Agence - Illustration et design par Ray Bourde

## Friday 09.00 - 16.00 Ford Celebration at Mulsanne Corner

Ford's official return with its Ford GT, the successor of the Ford Mk II that won in 1966, will be the theme of the activities organized by the "Virage de Mulsanne" association.

For this fifth edition, the organizers will display for spectators Ford GT 40s, Mustangs, Shelseys, and even the Ford T and Ford A models, as well as Taunus, Capri, Anglia, Vedette, Versailles and Comète models and many others from the American marque.

Drivers from yesteryear and today will be on-site for photos and autographs. There will be music and nearly 500 cars exhibited between the Mulsanne and Indianapolis corners.

THÈME 2017

JAGUAR

Welcome on the track  
24  
VIRAGE de MULSANNE

ORGANISATEUR D'ÉVÉNEMENTS AUTOMOBILES

f t

VENDREDI 16 JUIN 2017  
Virage de Mulsanne

A PARTIR DE 9 H

PROGRAMME DE LA JOURNÉE DE 9H À 16H  
Exposition et défilés de véhicules de collection et de prestige sur la piste • Présence de pilotes  
Séances de dédicaces • Animation musicale par "Orchestre Carte Blanche"  
Nombreuses animations • Buvette • Restauration sur place

PROGRAMME DE LA SOIRÉE DE 19H À 22H30 - PARVIS DE LA MAIRIE  
Exposition et défilés de véhicules de collection  
Animations - Concerts en plein air - gratuit • Buvette et restauration sur place  
En partenariat avec la ville de Mulsanne

Mulsanne

24h LE MANS

ifj

Sarthe

Family Village

market Mulsanne

CA

meilleurtaux.com

GLINCHE

ccmb

APOTA

le Maine

SHEET FM

www.viragedemulsanne.org



**British Week in Saint-Saturnin from Monday June 12<sup>th</sup> to Friday 16<sup>th</sup>:** ([www.classicbw.org](http://www.classicbw.org))  
([www.saint-saturnin72.fr](http://www.saint-saturnin72.fr)) @Classic\_bw #classicbritishwelcome

The theme for this year's 17<sup>th</sup> event is Marcos.

Guests of honour this year will be Christophe Tineau, Frédéric Sausset & Jean-Bernard Bouvet from SRT Racing.

There will also be a park & ride system this year to visit other events such as the Friday parade.

## **Concerts and other off-track attractions:**

Funfair/Fête Foraine: Open from 10.00 - 24.00 on *Wednesday June 14<sup>th</sup> to Sunday June 18<sup>th</sup>*.

Le Pavilion des Femmes/Virtual Room: Open from *Wednesday June 14<sup>th</sup> to Sunday June 18<sup>th</sup>*.

Concerts on the stage at the Dunlop Footbridge:

Wednesday June 14<sup>th</sup>: Amir @Amir\_Off

Thursday June 15<sup>th</sup>: The Celtic Social Club ([www.celticsocialclub.com](http://www.celticsocialclub.com))

Saturday June 17<sup>th</sup>: Kool & the Gang ([www.koolandthegang.com](http://www.koolandthegang.com))  
@KoolIntheGngLIVE



## Support Races for this year:

### **The Michelin Le Mans Cup - Round 2 - "The Road to Le Mans"**

([www.lemanscup.com](http://www.lemanscup.com)) @LeMansCup #roadtolemans

A new A.C.O./Le Mans Endurance Management series for GT3 cars was set up in 2016) and will include LMP3 cars in 2017. Base Minimum weight for GT3: 1285 Kgs, 80 litres fuel tank capacity, white number panels/yellow headlamps, Michelin tyres, Shell fuel. BOP & success ballast will be used.

Five manufacturers have now been granted FIA/ACO licences for LM P3:v(Minimum weight 930 Kgs, 80 litres fuel tank capacity, purple number panels/white headlamps, maximum cost €206,000).

**Ligier JS P3** ([www.onroak.com](http://www.onroak.com)) @Onroak

**Ginetta-Juno** LMP3 ([www.ginetta.com](http://www.ginetta.com)) @GinettaCars

**ADESS AG-03**(Advanced Design & Engineering Systems Solutions) ([www.adess-ag.com](http://www.adess-ag.com))

**Riley Technologies/Ave Motorsport AR-2** ([www.rileytech.com](http://www.rileytech.com)) @RileyTechno @AR2LMP3

**Norma LM P3 M30** ([www.norma-racing.com](http://www.norma-racing.com)) @norma\_imp3. The Norbert Santos run team will run in collaboration with Italian engineering company Tatuus. ([www.tatuus.it](http://www.tatuus.it))

All will run 5.0 litre V8 VK50VE Nissan/NISMO @NISMO engines (sourced via Oreca with about 420bhp which was originally to be increased by 50bhp in 2017 but postponed until 2018 and then to 2020 when LMP3 regulations will be next reviewed) and Xtrac @xtraclimited transmissions with Magneti Marelli electronics and Michelin tyres. (Although Ginetta have since produced the non-compliant G57 with a 6.3 litre V8 Chevrolet engine and have stated they will only provide rolling chassis for P3 teams in future.) A maximum of 46 cars will be allowed to take part. Full season MLMC entries had to be received by March 7<sup>th</sup>. The winning GT3 car of the 2017 series, will receive an automatic entry in GTE Am at Le Mans for the LM 24 Hour race in 2018. The top 5 LM P3s will be eligible for "promotion" to the ELMS and the bottom 5 from the ELMS to be "relegated" to the Le Mans Cup in 2018.

**The "Road to Le Mans"** in 2017 will be the second race on the calendar of the Michelin Le Mans Cup reserved for LM P3 and GT3 cars. Five of the events will be on the same weekends as the 2017 European Le Mans Series and Road to Le Mans will be a special event as a curtain-raiser of the Le Mans 24 Hours.

**This year up to 50 cars will be allowed to take part in the "Road to Le Mans"** (42 in 2016). The 22 teams entered for the Michelin Le Mans Cup will be automatically accepted for the event. Entrants who want to race in the Road to Le Mans only will have to pay an entry fee of 15,000 € (tax not included) to be included in the selection process. The selection committee will give priority (at its discretion) to teams entered for the European Le Mans Series, Asian Le Mans Series, Asian Le Mans Sprint Cup and the Weathertech Sportscar Championship.

The other big innovation is the number of races as **there are now two on the Road to Le Mans programme**. The first will take place on Thursday 15th June at 17:30, and the second on Saturday 17th June at 11:30 before the start of the Le Mans 24 Hours. Each race will be run over 55 minutes and the crew must consist of two drivers. Beforehand, **two 1-hour free practice sessions will take place on Wednesday 14th June** followed by two 20-minute qualifying sessions on Thursday 15th June in which the grid positions for the two races will be decided. The format of the event for two drivers will impose a minimum driving time of 20 minutes in the race per driver, and a pit stop of a minimum of one minute fixed by the regulations within a defined time window.



In compliance with the Michelin Le Mans Cup regulations a Gold driver is accepted in the line-up of the drivers.\*

Free choice is left to the entrants to select the driver taking part in the first qualifying session, while the second one is for Bronze drivers only.

**Entries for the “Road to Le Mans” opened on 10th March 2017 and closed on 6th April 2017.**

The list of entries for the 2nd “Road to Le Mans” was announced mid-April.

**\*Rules concerning the driver line-ups**

A crew must comprise two drivers as follows:

Bronze & Bronze  
Bronze & Silver  
Bronze & Gold

**GT3: (16 cars entered inc. 6 MLMC, 1 ELMS)**

**# 5** (MLMC) Ram Racing Mercedes-SLS AMG 6.2 litre V8 (GBR) driven by Tom Onslow-Cole (GBR) (G)/Remon Leonard Vos (NLD) (B)  
Team Principal: Dan Shufflebottom  
([www.ramracing.com](http://www.ramracing.com)) @RamRacingCom @tomonslowcole  
Retired in MLMC Monza after an accident.

**# 7** (MLMC) Lee Mowle/AmDTuning Mercedes-SLS AMG 6.2 litre V8 (GBR) driven by Lee Mowle (GBR) (B)/Philip Keen (GBR) (G)  
Team Principal: Shaun Hollamby @AmDessex  
([www.amdtuning.com](http://www.amdtuning.com)) @leemowle @philkeenracing  
Won MLMC @ Monza.

**# 8** (MLMC) Scuderia Villorba Corse Sport Management GMBH Lamborghini Huracán GT3 5.2 litre V10 (AUT) driven by Cédric Mézard (FRA) (B)/Steeve Hiesse (FRA) (G)  
([www.villorbacorse.com](http://www.villorbacorse.com)) @Villorbacorse @CetilarVillorba  
4<sup>th</sup> in MLMC @Monza.

**# 20** (MLMC) Gulf Racing UK Porsche 911 GT3R 4.0 litre F6 (GBR) driven by Andrew Baker (GBR) (?)/Benjamin Barker (GBR) (G)  
([www.gulfracing.com](http://www.gulfracing.com)) @Gulf\_Racing @BenBarkerMsport

**# 24** Garage 59 McLaren 650S 3.8 litre V8 bi-turbo (GBR) driven by Michael Benham (GBR) (B)/Duncan Tappy (GBR) (G)  
@Garage\_59 @duncantappy @mikeybenham  
Pro-Am Class winner in International GT Open in 2017 at Estoril

**# 28** Delahaye Racing Team Porsche 911 GT3R 4.0 litre V6 (BEL) driven by Pierre-Étienne Bordet (FRA) (B)/Alexandre Viron (FRA) (B)  
([www.delahaye-racing.com](http://www.delahaye-racing.com)) @DelahayeRacing

**# 46** (MLMC) Ebimotors Lamborghini Huracán GT3 5.2 litre V10 (ITA) driven by Fabio Babini (ITA) (G)/Emanuele Busnelli (ITA) (B)  
([www.ebimotors.com](http://www.ebimotors.com)) @ebimotors @JechijoRacing  
3<sup>rd</sup> in MLMC @ Monza.

**#50** Team Larbre Compétition Mercedes-SLS AMG 6.2 litre V8 (FRA) driven by Christian Philippson (FRA) (B)/Franck Labescat (FRA) (B)  
([www.larbre-competition.com](http://www.larbre-competition.com)) @LarbreComp

**# 75** (MLMC) Optimum Motorsport Audi R8 LMS V10 (GBR) driven by Flick Haigh (GBR) (B)/Joe Osborne (GBR) (G)  
Team Principal: Shaun Goff  
([www.optimum-motorsport.com](http://www.optimum-motorsport.com)) @OptimumMSport @flickhaigh @osbornejoe  
2<sup>nd</sup> in MLMC @ Monza.

**#76** IMSA Performance Porsche 911 GT3R 4.0 litre F6 (FRA) driven by Thierry Cornac (FRA) (B)/Raymond Narac (FRA) (S)  
([www.imsa-performance.com](http://www.imsa-performance.com)) @IMSAPerformance

**#88** Garage 59 McLaren 650S 3.8 litre V8 bi-turbo (GBR) driven by Alexander West (SWE) (B)/Chris Goodwin (GBR) (B)  
@Garage\_59 @agl\_west

**#93** Kessel Racing Ferrari F458 Italia 4.5 litre V8 (CHE) driven by Deborah Mayer (FRA) (B)/Claudio Schiavoni (ITA) (B)  
@RacingKessel

**#94** Spirit of Race Ferrari F488 3.9 litre V8 bi-turbo (CHE) driven by Patrick van Glabeke (BEL) (B)/Martin Lanting (B)  
([www.afcorse.it](http://www.afcorse.it)) @AFCorse @1MANIACpvg

**#95** Spirit of Race Ferrari F458 Italia 4.5 litre V8 (CHE) driven by Christoph Ulrich (CHE) (B)/Maurizio Mediani (S)  
([www.afcorse.it](http://www.afcorse.it)) @AFCorse

**#96** IMSA Performance Porsche 911 GT3R 4.0 litre F6 (FRA) driven by Franck Racinet (FRA) /Michel Ettouati (FRA) (?)  
([www.imsa-performance.com](http://www.imsa-performance.com)) @IMSAPerformance

**#97** (ELMS) TF Sport Aston Martin Vantage DB9 6.0 litre V12 (GBR) driven by Ahmad al Harthy (OMN) (B)/Tom Jackson  
([www.tfsport.co.uk](http://www.tfsport.co.uk)) @OfficialTFSport @AlHarthyRacing  
Al Harthy was winner in the Blancpain Pro-Am class at Monza 2017 for TF Sport/Oman Racing

### **LMP3: (34 entered - inc. 11 ELMS, 2 AsianLMS, 16 MLMC)**

**# 2** (ELMS) United Autosports Ligier JS P3-Nissan (USA) driven by John Falb (USA) (B)/Sean Rayhall (USA) (S)  
([www.unitedautosports.com](http://www.unitedautosports.com)) @UnitedAutosport @johnfalb @seanrayhall  
Winners in P3 at Silverstone ELMS & 9<sup>th</sup> at Monza.

**# 3** (MLMC) DKR Engineering Norma M30-Nissan (LUX) driven by Jean Glorieux (BEL) (B)/Alexander Toril (ESP) (S)  
([www.dk-engineering.lu](http://www.dk-engineering.lu)) @team\_dkr @AlexToril  
2<sup>nd</sup> in MLMC @ Monza.

**# 4** (ELMS) Cool Racing by GPC Ligier JS P3-Nissan (FRA) driven by Gino Forgione (CHE) (B)/Alexandre Coigny (CHE) (B)  
The team joined by Iradj Alexander (CHE) (S) came 14<sup>th</sup> in ELMS at Silverstone & 14<sup>th</sup> at Monza.  
([www.cool-aviation.ch](http://www.cool-aviation.ch)) @gpcracingteam

**# 6** DKR Engineering Norma M30-Nissan (LUX) driven by tbc (B) /tbc (?)  
([www.dk-engineering.lu](http://www.dk-engineering.lu)) @team\_dkr

**# 9** (MLMC) Duqueine Engineering Ligier JS P3-Nissan (FRA) driven by Gerry Kraut (USA) (B)/Joël Janco (USA) (B)  
([www.facebook.com/Duqueine.engineering](https://www.facebook.com/Duqueine.engineering)) ([www.duqueine.fr](http://www.duqueine.fr)) @Team\_Duqueine @jsjanco  
11<sup>th</sup> in MLMC @ Monza.  
Kraut & Janco are racing in the IMSA Prototype Challenge in 2017 for JDC Motorsports in a Ligier P3 @JDCMotorSports

**#10** (ELMS) Duqueine Engineering Ligier JS P3-Nissan (FRA) driven by Antonin Borga (FRA) (S)/Lucas Borga (CHE) (B)  
([www.facebook.com/Duqueine.engineering](https://www.facebook.com/Duqueine.engineering)) ([www.duqueine.fr](http://www.duqueine.fr)) @Team\_Duqueine  
Antonin Borga finished 11<sup>th</sup> in ELMS at Silverstone & 8<sup>th</sup> at Monza with David Droux (CHE) (S) & Nicolas Schatz (FRA) (B).

**#11** (ELMS) Duqueine Engineering Ligier JS P3-Nissan (FRA) driven by Lucas Légeret (CHE) (S)/Nicolas Melin (FRA) (B)  
([www.facebook.com/Duqueine.engineering](https://www.facebook.com/Duqueine.engineering)) ([www.duqueine.fr](http://www.duqueine.fr)) @Team\_Duqueine @LegeretLucas  
Henry Hassid with Vincent Beltoise (FRA) (S) retired in ELMS at Silverstone & joined by Légeret came 13<sup>th</sup> at Monza.

**#12** (MLMC) SVC Sport Management Ligier JS P3-Nissan (AUT) driven by Marcello Marateotto (ITA) (B)/Marco Cencetti (ITA) (B)

**#14** (MLMC) Mike Smith Motorsport/RLR Msport Ligier JS P3-Nissan (GBR) driven by Martin Rich (GBR) (B)/Alex Kapadia (GBR) (S)  
([www.rlrmotor.com](http://www.rlrmotor.com)) @RLRMSPORT @alexkapadia  
Kapadia with Ross Warburton (GBR) (B) finished 7<sup>th</sup> in MLMC @ Monza.

**#15** (ELMS) By Speed Factory Ligier J3 P3-Nissan (ESP) driven by Ate Dirk de Jong (NLD) (B)/Tacksung Kim (KOR) (B)  
([www.speedfactory.es](http://www.speedfactory.es)) @Tacksung

**#18** (ELMS) M. Racing – Yvan Müller Racing Ligier JS P3-Nissan (FRA) driven by Alexandre Cougnaud (FRA) (S)/ Romano Ricci (FRA) (B)  
([www.racing.yvanmuller.com](http://www.racing.yvanmuller.com)) @yvanmuller @AlexandreCougna  
Cougnaud, Ricci & Antoine Jung (FRA) (S) were 5<sup>th</sup> in ELMS at Silverstone & 2<sup>nd</sup> at Monza.  
Cougnaud with Thomas Laurent (driving #38 P2 this year) won P3 in the LMC support race at LM in 2016.

**#19** (ELMS) M. Racing – Yvan Müller Racing Norma M30-Nissan (FRA) driven by Yann Ehrlacher (FRA) (S)/Erwin Creed (FRA) (B)  
([www.racing.yvanmuller.com](http://www.racing.yvanmuller.com)) @yvanmuller  
Gwenaël Delomier (FRA) (B) was injured when the car crashed in the Prologue at Monza.  
Ehrlacher, Creed & Ricky Capo (AUS) (S) were 10<sup>th</sup> in ELMS at Silverstone & Creed & Capo were winners at Monza.

**#22** (MLMC) AERO United Autosports Ligier JS P3-Nissan (USA) driven by Jim McGuire (USA) (B)/Matt Bell (GBR) (S) ([www.unitedautosports.com](http://www.unitedautosports.com)) @UnitedAutosport @entrotech01 @mattbellracing  
10<sup>th</sup> in MLMC @ Monza.

**#23** (MLMC) Gulf Marine United Autosports Ligier JS P3-Nissan (USA) driven by Shaun Lynn (GBR) (B)/Richard Meins (GBR) (B) ([www.unitedautosports.com](http://www.unitedautosports.com)) @UnitedAutosport  
Retired in MLMC @ Monza.

**#33** (MLMC) Ibrán Pardo Javier/BE Motorsport Ligier JS P3-Nissan (ESP) driven by Javier Ibrán (ESP) (B)/Dirk Waaljenberg (NLD) (?) No Website or Twitter

8<sup>th</sup> in MLMC @ Monza.

**#43** (MLMC) KEO Racing Ligier JS P3-Nissan (DNK) driven by Mori Yoshiharu (JPN) (B)/Shek Fai Edgar Lau (HKG) (S)  
([www.keoracing.com](http://www.keoracing.com)) @KEO\_RACING  
Yoshiharu with Scott Andrews (AUS) (S) retired in MLMC @Monza.

**#44** (MLMC) SPV MotorSport Ligier JS-P3-Nissan (ESP) driven by Álvaro Fontes (ESP) (B)/? Kim Rødkjær (DNK) (B) ?  
([www.spv.racing.com](http://www.spv.racing.com)) @alvaro\_fontes  
13<sup>th</sup> in MLMC @ Monza.

**#48** (MLMC) Kox Racing Ligier J3 P3-Nissan (NLD) driven by Peter Kox (NLD) (G)/Nico Pronk (NLD) (B)  
([www.koxracing.com](http://www.koxracing.com)) @PeterKoxRacing\_  
Kox was the 2003 LM GT1 winner with Prodrive Veloqx.  
2017 Dubai P3 Race 2 winners  
12<sup>th</sup> in MLMC @ Monza.

**#49** (AsianLMS) WIN Motorsport Ligier J3 P3-Nissan (HKG) driven by William Lok (CHN) (B)/Richard Bradley (GBR) (G)  
([www.williamlok.com](http://www.williamlok.com))  
Bradley was the LMP2 winner in 2015 for KCMG.  
Lok with Davide Rizzo (ITA) (B) won the opening 2 rounds of the Asian Le Mans Sprint Cup in 2017 at Sepang.

**#53** (MLMC) M.Racing - YMR Ligier J3 P3-Nissan (FRA) driven by Natan Bihel (FRA) (S) /Laurent Millara (FRA) (B)  
([www.racing.yvanmuller.com](http://www.racing.yvanmuller.com)) @yvanmuller  
9<sup>th</sup> in MLMC @ Monza.

**#55** (MLMC) Spirit of Race (AF Corse) Ligier JS P3-Nissan (CHE) driven by Claudio Sdanewitsch (DEU) (B)/Michele Rugolo (ITA) (G)  
([www.afcorse.it](http://www.afcorse.it)) @AFCorse @michelerugolo  
Sdanewitsch was 2016 Blancpain Sprint Am Cup Champion  
3rd in MLMC @ Monza.

**#65** (MLMC) Graff Racing Ligier JS P3-Nissan (FRA) driven by Émilien Carde (FRA) (S)/Adrien Chila (FRA) (B)  
([www.graffracing.fr](http://www.graffracing.fr)) @GraffRacing  
4<sup>th</sup> in MLMC @ Monza.

**#66** Graff Racing Ligier JS P3-Nissan (FRA) driven by John Corbett (AUS) (B)/Scott Andrews (AUS) (S)  
([www.graffracing.fr](http://www.graffracing.fr)) @GraffRacing @ScottAndrews44

**#72** Graff Racing Ligier JS P3-Nissan (FRA) driven by Thomas Dagoneau (FRA) (B)/Philippe Cimadomo (FRA) (B)  
([www.graffracing.fr](http://www.graffracing.fr)) @GraffRacing

**#79** (MLMC) Nielsen Racing/Ecurie Ecosse Ligier J3 P3-Nissan (GBR) driven by Anthony Wells (GBR) (B)/Colin Noble (GBR) (S)  
([www.nielsen-racing.com](http://www.nielsen-racing.com)) ([www.ecurieecosse.com](http://www.ecurieecosse.com)) @MERacing @Ecurie\_Ecosse  
@cnobleracing  
Won MLMC @ Monza.

**#85** (ELMS) Eurointernational Ligier JS P3-Nissan (USA) driven by Mark Kvamme (USA) (B)/Alexander Popow (VEN) (S)  
([www.eurointernationalgroup.com](http://www.eurointernationalgroup.com)) @Eurointernation

**#86** (ELMS) Eurointernational Ligier JS P3-Nissan (USA) driven by Andrea Dromedari (ITA) (B)/Ricky Capo (AUS) (S)  
([www.eurointernationalgroup.com](http://www.eurointernationalgroup.com)) @Eurointernation

**#87** (ELMS) Mike Smith Motorsport/RLR Msport Ligier JS P3-Nissan (GBR) driven by John Farano (CAN) (B)/Morten Dons (DNK) (S)  
([www.rlrmспорт.com](http://www.rlrmспорт.com)) @RLRMSPORT @MortenDons  
Team Principal: Nick Reynolds  
Finished 8<sup>th</sup> in ELMS at Silverstone & 19<sup>th</sup> at Monza with Alex Kapadia.

**#89** Graff Racing Ligier JS P3-Nissan (FRA) driven by James Winslow (GBR) (S)/Greg Taylor (AUS) (B) ([www.graffracing.fr](http://www.graffracing.fr)) @GraffRacing @Winslow\_Race

**#90** (ELMS) AT Racing (AF Corse) Ligier JS P3-Nissan (AUT) driven by Alexander Talkanitsa Snr (BLR) (B)/Alexander Talkanitsa Jnr (BLR) (S)  
([www.atracing.at](http://www.atracing.at)) @atracing7  
The team joined by Mikkell Jensen (DNK) (S) finished 4<sup>th</sup> in ELMS at Silverstone & joined by Mauricio Mediani (ITA) (S) retired at Monza.

**#91** DKR Engineering Adess LMP3-Nissan (LUX) driven by Yojiro Terada\_JPN) (B)/Sylvain Boulay (FRA)  
([www.dkr-engineering.lu](http://www.dkr-engineering.lu)) @team\_dkr  
Terada has driven in the LM 24 hours 29 times since 1974.

**#92** (AsianLMS) TKS Ginetta P3-15-Nissan (JPN) driven by Shinyo Sano (JPN) (S)/Takuya Shirasaka (JPN) (B)  
([www.shinyosano.com](http://www.shinyosano.com)) @shinyosano  
Sano is the 2016/17 Asian LMS GT Cup drivers champion.

**#98** (MLMC) Motorsport 98 Ligier J3 P3-Nissan (BEL) driven by Eric de Doncker (BEL) (B)/Andy Meyrick (GBR) (G)  
No Website or Twitter  
Meyrick is an ex Aston Martin & Bentley factory driver.  
5<sup>th</sup> in MLMC @ Monza.

**#99** (MLMC) N'Race Ligier J3 P3-Nissan (FRA) driven by Jordan Perroy (FRA) (S)/Alain Costa (FRA) (B) ([www.n-race.fr](http://www.n-race.fr)) 6<sup>th</sup> in MLMC @ Monza.

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**Porsche Carrera Cup - France, Benelux & Great Britain:**

([www.porsche.com/motorsport](http://www.porsche.com/motorsport))

The first twenty drivers to sign up for the 2017 Porsche Carrera Cup season will automatically be entered. The other forty spaces on the grid will be filled by competitors from other Porsche Carrera Cup competitions in the UK, Benelux and beyond. The race itself will last 45 minutes and there will be two 45 minute free practice sessions and a 60 minute qualifying session.

There are three separate classes in the Porsche Carrera Cup: a general one for all drivers – the Pro Class, a specific one for gentleman drivers only (only Bronze rated drivers) and one for young talent (under 26-year-olds taking part in their first full Porsche Carrera Cup season). The Porsche GT3 Cup 991 model is used.

Entry list can be found at: <https://newsroom.lemans.org/>

**FIA WEC/ELMS/Asian LMS/IMSA etc. - Events before Le Mans in 2017:**

6<sup>th</sup> FIA World Endurance Championship: ([www.fiawec.com](http://www.fiawec.com)) @FIAWEC #FIAWEC

(LM P1/LM P2/GTE Pro/GTE Am/CDNT):

Sat April 1<sup>st</sup> - Sun 2<sup>nd</sup> FIA WEC Prologue at Monza

Sunday April 16<sup>th</sup> Round 1 - 6 Hours of Silverstone (RAC Tourist Trophy)

Saturday May 6<sup>th</sup> Round 2 - 6 Hours of Spa-Francorchamps

7<sup>th</sup> European Le Mans Series: ([www.europeanlemansseries.com](http://www.europeanlemansseries.com)) @EuropeanLMS #ELMS

(LM P2/LM P3/GTE/CDNT):

Tues March 28<sup>th</sup> - Wed 29<sup>th</sup> ELMS Prologue at Monza

Saturday April 15<sup>th</sup> Round 1 - 4 Hours of Silverstone

Sunday May 14<sup>th</sup> Round 2 - 4 Hours of Monza

4<sup>th</sup> Asian Le Mans Series (2016/17): ([www.asianlemansseries.com](http://www.asianlemansseries.com)) @AsianLMS #AsianLMS

(LM P2/LM P3/CN/GT/GT Am):

Sunday January 8<sup>th</sup> Round 3 - Thailand - 4 Hours of Buriram

Sunday January 22<sup>nd</sup> Round 4 - Malaysia - 4 Hours of Sepang

2<sup>nd</sup> Asian Le Mans Sprint Cup: ([www.asianlemanssprintcup.com](http://www.asianlemanssprintcup.com)) @Asian\_LMSC #AsianLMSC

(for LM P3/GT3 Cup/GT3/CN - Carbon Monocoque Sportscars):

Sunday May 7<sup>th</sup> Round 1 - Sepang - 2 x 60 minute races

IMSA WeatherTech Sports Car Championship: ([www.imsa.com](http://www.imsa.com)) @IMSA #WeatherTechChampionship

(Prototype/Prototype Challenge/GT Le Mans/GT Daytona):

Fri January 6<sup>th</sup> - Sun 8<sup>th</sup> The Roar Before the Rolex 24 at Daytona

Sat January 28<sup>th</sup> - Sun 29<sup>th</sup> Round 1 - The Rolex - 55<sup>th</sup> 24 Hours of Daytona (Tequila Patrón NAEC Round

1)

Thurs February 23<sup>rd</sup> - Fri 24<sup>th</sup> Winter Testing at Sebring

Saturday March 18<sup>th</sup> Round 2 - The Mobil 1 - 65<sup>th</sup> 12 Hours of Sebring (Tequila Patrón NAEC Round

2)

Saturday April 8<sup>th</sup> Round 3 - BUBBA Burger Tequila Patrón GP of Long Beach (for P, GTD &

GTLM Classes only) Race Duration of 1 hour 40 minutes

Sunday May 7<sup>th</sup> Round 4 - Circuit of the Americas, Austin

Race Duration 2 Hours 40 minutes

Saturday June 3<sup>rd</sup> Round 5 - Chevrolet "Sports Car Classic" Belle Isle Park GP at Detroit (for P,

PC & GTD Classes only)

Race Duration of 1 hour 40 minutes

2<sup>nd</sup> Michelin Le Mans Cup: ([www.gt3lemanscup.com](http://www.gt3lemanscup.com)) @Gt3Lmc #roadtolemans

(GT3/LM P3):

Sat April 22<sup>nd</sup> - Sun 23<sup>rd</sup> Test Session at Portimão

Saturday May 13<sup>th</sup> Round 1 - 2 Hours of Monza

## **Le Mans - Races in the past and other incidents and anniversaries:**

### **2017 Anniversaries:**

Peugeot at Le Mans; two celebrations in 2017 for the French manufacturer, this year marks the 80th anniversary of its first Le Mans finish and the 25<sup>th</sup> of its first overall victory.

### **5 years ago 2012** (the 80<sup>th</sup> Race)

For the 2<sup>nd</sup> year in a row the race was won by the Audi R18 of Marcel Fässler, Benoît Tréluyer & André Lotterer, it was the first victory for an electric hybrid car and also a car with four wheeled drive with the car covering 5,151.8 km.



The winning No.1 Audi R18 of Marcel Fässler, Benoît Tréluyer & André Lotterer.

Garage 56 for cars displaying new technologies was launched with the Delta Wing-Nissan entered by Highcroft Racing being eliminated in a crash with the Toyota of Kazuki Nakajima.

The HPD of Starworks Motorsport of Enzo Potolicchio, Ryan Dalziel & Tom Kimber-Smith won in P2,

The AF Corse Ferrari 458 of Giancarlo Fisichella, Gimmi Bruni & Toni Vilander won in GTE Pro & the Larbre Compétition Corvette C6.R of Patrick Bornhauser, Julien Canal & Pedro Lamy won in GTE Am.

**10 years ago 2007** (75<sup>th</sup>) – The race saw the first confrontation between the diesel Peugeot 908 HDi & the diesel Audi R10 TDI with the race being won by the Audi of Marco Werner, Emanuele Pirro & Frank Biela.



**The Winning No.1 Audi R10 of marco Werner, Emanuele Pirro & Frank Biela.**

LM P2 was won by the Lola B05 of Binnie Motorsports driven by William Binnie, Allen Timpany & Chris Buncombe, one of only 2 P2 cars to finish.

GT1 was won by the Aston Martin Racing DBR9 of David Brabham, Darren Turner & Rickard Rydell finishing 5<sup>th</sup> overall. Aston Martin achieved its first win over the Corvette since returning to the event in 2005.

GT2 was won by the IMSA Performance Matmut Porsche 997 GT3 RSR of Raymond Narac, Richard Lietz & Patrick Long.

The Tertre Rouge corner was re-profiled over the winter shortening the track distance by 21 metres to 13.629 km – still the track distance in 2017.

A new pedestrian tunnel below the Mulsanne straight immediately after Tertre Rouge was also built.

Nine new garages were built at the end of the pit lane bringing the possible entry up to 55 cars & the Paddock area behind the pits was extended & landscaped with the new Audi Tower being constructed.

The public roads between Indianapolis and the Porsche curves were resurfaced and additional tarmac run off areas were introduced at the Dunlop Chicane, Tertre Rouge, Indianapolis and at the Ford chicane.

The race start time was changed to 3.00pm where it has remained ever since.

American adventurer and multiple record holder Steve Fossett's (who drove a Kremer-Porsche K8 at LM) plane disappeared in 2007 and he was later presumed dead.

The first stage of the Le Mans Tramway began operating on November 17<sup>th</sup>.

**15 years ago 2002** (70<sup>th</sup>) – Following a reconstruction of the [Bugatti Circuit](#), the Le Mans circuit was changed between the [Dunlop Bridge](#) and the Esses, with the straight now becoming a set of fast sweeping turns. This layout allowed for a better transition from the Le Mans circuit to the Bugatti circuit. This layout change would also require the track's infamous carnival to be relocated because the area it had once occupied became runoff. The carnival was relocated to the Porsche curves.

The race saw [Audi Sport Team Joest](#), with drivers [Frank Biela](#), [Tom Kristensen](#), and [Emanuele Pirro](#) in their R8, taking their third victory not only as a team and manufacturer, but also as a driving team, marking the first time a set of three drivers won the event three years in a row.



The Winning No. 1 Audi R8 of Frank Biela, Tom Kristensen & Emanuele Pirro.



**20 years ago 1997** (65<sup>th</sup>) – The Dunlop chicane was modified slightly in order to slow speeds again but also accommodate larger gravel traps as run-off area for the protection of motorcycle riders using the Bugatti Circuit.

The 1997 race was won by the same chassis as had won in 1996, marking the second time that Joest had won back-to-back Le Mans with the same chassis (previously done in 1984 and 1985), the [TWR](#) Porsche WSC-95 was driven this year by Michele Alboreto, Stefan Johansson & Tom Kristensen, the first of his 9 wins at LM



.The Winning No. 7 TWR Porsche WSC-95 of Michele Alboreto, Stefan Johansson & Tom Kristensen.

They were able to beat factory teams in both GT and LMP classes from Porsche, McLaren, Nissan, and Ferrari. The TWR-Porsche was not the fastest on track during the race, but was able to take advantage of the leading Porsche 911 GT1's and McLaren F1 GTR's mechanical problems, allowing the Joest Racing machine to claim victory by one lap.

In May at the pre-qualifying day, part of the rear bodywork of Sébastien Enjolras's WM Peugeot LM97 came loose after the Arnage corner, causing the car to go airborne over the safety barriers, the car overturned and exploded in flames following the impact, killing Enjolras instantly.



The accident caused Welter Racing to withdraw its entries and the single-piece body shell concept to be banned. A memorial stone marks the scene of the accident.



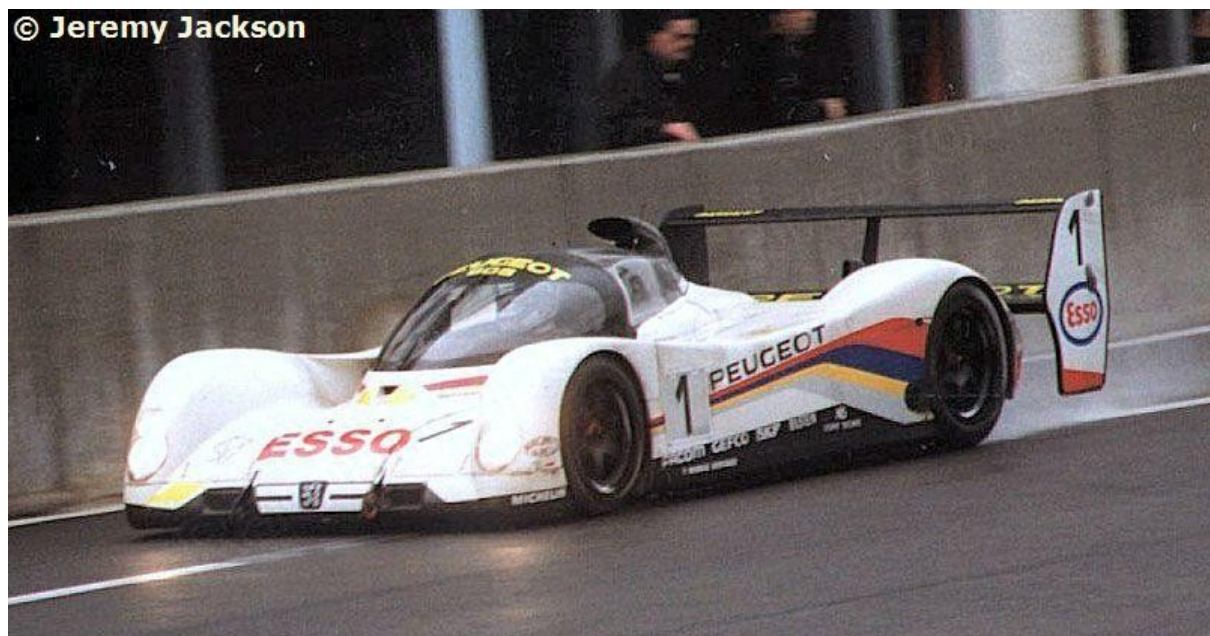
**25 years ago 1992** (60<sup>th</sup>)

The race was won by the Peugeot 905 Evo 1B of Derek Warwick, Yannick Dalmas & Mark Blundell, the team was managed by current FIA President Jean Todt.

The race was part of a World Championship for the last time until 2011.

For this race, both C1 and FIA Cup class cars ran under the C1 category to comply with ACO rules.

Despite the success of the Group C rules, the FIA had introduced new '3.5Litre' rules for the 1991 World Sportscar Championship which meant a new type of sports-prototype. Many feared the race might be the last ever and there were only 28 starters.



The Winning No.1 Peugeot 905 of Derek Warwick, Yannick Dalmas & Mark Blundell.

**30 years ago 1987** (55<sup>th</sup>)

A chicane was installed in the middle of the Dunlop Curve, just prior to the Dunlop Bridge, in an attempt to slow speeds for sports cars as they went from the main straight to the Esses. The new chicane was also intended to slow motorcycles for races on the Bugatti Circuit.

With the cancellation of the B Class, the race was the first in the history of Le Mans to lack any homologated class entries. The hiatus would last until 1993.

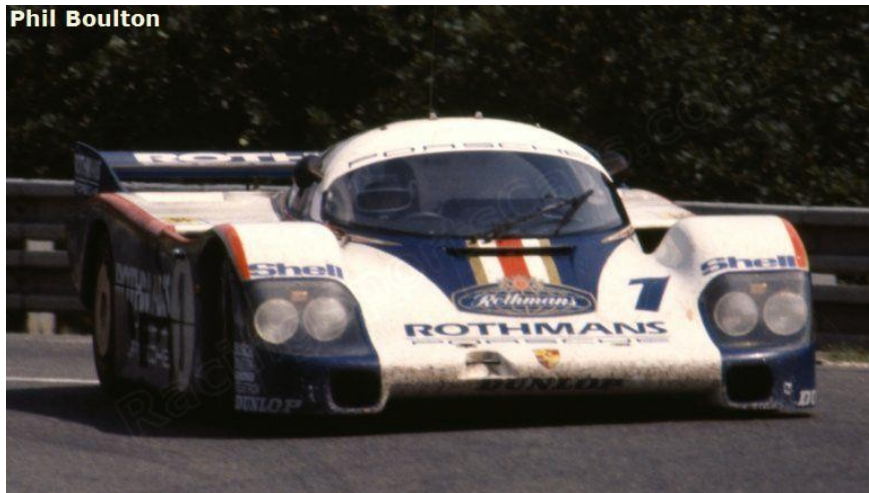
Porsche 962C cars suffered from piston failure due to the wrong microchip fitted for fuel management, causing a lean mixture and burned pistons. The winning Porsche 962C, the #17 car of Derek Bell, Hans Stuck, and Al Holbert escaped this fate with a new chip fitted, running largely uncontested to the finish.



The Winning No.17 Porsche 962C of Derek Bell, Hans Stuck & Al Holbert.

**35 years ago 1982** (50<sup>th</sup>)

The race was won by the Rothmans Porsche 962 of Derek Bell & Jacky Ickx. For 1982, the new FIA Group C rules were in effect. The new ground effect Porsche 956 was introduced, and took all 3 podium places according to their starting numbers. Julien Canal, 2015 WEC LMP2 Champion (and 2016 ELMS driver) was born in Le Mans on the 15th July.



The Winning No.1 Porsche 962 of Derek Bell & Jacky Ickx.

**40 years ago 1977** (45<sup>th</sup>)

The Porsche 936 won again in 1977 against the [Renault](#) and Mirage Renault, with extraordinary driving efforts by [Jacky Ickx](#). His #3 car, the chassis 002 that had won in the previous year, broke down in the early running, so Ickx joined [Hurley Haywood](#) and [Jürgen Barth](#) in the team's #4 sister chassis 001 which had its woes, too. Ickx pushed hard and took the lead again, taking advantage of the fragile Renault challenge, to score his 4th victory. But Porsche were lucky too; a broken engine nearly halted the [Porsche 936/77](#) in the last hour. The mechanics removed the ignition and injection of the failed cylinder, and the smoking car limped around the track to finish after 24 hours while running, as required.



The Winning No.4 Porsche 936 of Jacky Ickx, Hurley Haywood & Jürgen Barth.



**45 years ago 1972** (40<sup>th</sup>)

The Matra 670 "Short Tail" piloted by Henri Pescarolo and Graham Hill took first place, and the 670 "Long Tail" driven by François Cevert and Howden Ganley finished second. This was the first victory of a French car since the Talbot-Lago team's victory in 1950, and made Graham Hill the first, and so far only, driver to win the *Triple Crown* of the Indianapolis 500, the 24 Hours of Le Mans and the Formula One World Championship.

The track layout was changed yet again, with a new section of turns being built between Arnage and the Ford Chicane for the purposes of bypassing the dangerously fast Maison Blanche corner and the fast curves through the route up towards Maison Blanche and the pits. The five new turns installed would later become known as the Porsche Curves, while at the same time a second chicane was added to the Ford Chicane to help with the creation of a new pit lane entrance.

For 1972, 5.0 litre Group 5 cars were banned from the World Championship and thus from Le Mans. The Prototype (Group 6) category became the new Sport (Group 5) category with no minimal production required. This left the game open for the best 3.0L cars with F1-like engines.

On 19<sup>th</sup> March during preliminary practice, a 4 hour race was held and won by Jo Bonnier (with Hugues de Fierlandt) – 2 months before his fatal accident.



The Winning No.15 Matra 670 of Graham Hill & Henri Pescarolo.

On Sunday morning, Jo Bonnier in his Ecurie Bonnier Lola T280 approached the Indianapolis bend and tried to avoid the slowly driven Ferrari 365 GTB4 of Florian Vetsch.

The cars touched, Bonnier's car was launched over the barriers and ended up in the trees.

The Lola was completely destroyed, debris from the car was found all around the forest, Bonnier was killed upon impact.

**50 years ago 1967** (35<sup>th</sup>)

The surprise winners were Americans A. J. Foyt and Dan Gurney driving a Ford GT40 Mark IV, who led all but the first 90 minutes of the race and defeated the factory Ferrari 330P4 of Italian Ludovico Scarfiotti and Briton Michael Parkes by nearly four laps. The team had to fabricate a roof "bubble" to accommodate the helmet of Dan Gurney, who stood more than 190 cm (6 feet 3 inches) tall.

In one famous incident which took place in the middle of the night, Gurney had been running quite easily to preserve his car, and Parkes came up behind in the second-place Ferrari (which was trailing by four laps, or 34 miles). For several miles Parkes hounded the Ford driver by flashing his lights in Gurney's mirrors until an exasperated Gurney simply pulled off the course at Arnage corner and stopped on a grassy verge. Parkes stopped behind him, and the two race-leading cars sat there in the dark, motionless, until Parkes finally realized this attempt at provocation was not going to work. After a few moments, he pulled around Gurney and resumed the race, with Gurney following shortly. With the cat-and-mouse game abandoned, each car then simply maintained their positions to the finish. The win remains, to this day, the sole all-American victory at Le Mans: an American-built car, prepared by an American team and driven by American drivers.

When the winners mounted the victory stand, Dan Gurney was handed the traditional magnum of champagne. Looking down, he saw Ford CEO Henry Ford [II](#), team owner Carroll Shelby, their wives, and several journalists who had predicted disaster for the high-profile duo of Gurney and A.J. Foyt. Many of the journalists had predicted the two drivers, who were heated competitors in the United States, would break their car in fierce rivalry. Instead, both drivers took special care to drive the car with discipline and won easily. On the victory stand, Gurney shook the bottle and sprayed everyone nearby, establishing a tradition re-enacted in victory celebrations the world over ever since. Gurney, incidentally, autographed and gave the bottle of champagne to a [Life Magazine](#) photographer, [Flip Schulke](#), who used it as a lamp for many years. Schulke subsequently returned the bottle to Gurney, who kept it at his home in California.



The Winning No.1 GT40 of Dan Gurney & A.J. Foyt



Unfortunately, during the closing period of the preliminary practice session, Roby Weber took an unscheduled lap of the circuit, entering the pit straight, his Matra-BRM 630 veered off the inside of the track and exploded into flames, killing Weber.

The only F1 Grand Prix held on the Bugatti layout took place three weeks after the Le Mans 24 Hours (10-11 June) in the summer of 1967 when the F1 cars came to the Sarthe to compete in a round of the World Championship for Drivers.

On the grid were 15 top-class drivers, Sir Jack Brabham won the event in a car of his own design in front of 30,000 spectators. Later on, his sons Geoff and David both triumphed in the Le Mans 24 Hours.

A young charger won the Formula 3 race that was a curtain-raiser to this grand prix. His name was Henri Pescarolo; he went on to meet with success in Formula 1, and above all in endurance as he holds the record for the number of starts in the Le Mans 24 Hours with 33 which have yielded four victories: he then spent 10 years as the team boss of Pescarolo Sport. The car he drove in 1967, a Matra F3, will be on display this year – see below.

The Le Mans 24 Hours Museum, owned by the Automobile Club de l'Ouest since February 2017, is putting on its first temporary exhibition this year on the theme of the Formula 1 Grand Prix run on the Le Mans Bugatti circuit in 1967 under the title, Le Mans 67 – An exceptional grand prix. This retrospective will be open from 4th May to 31st August 2017.



**55 years ago 1962** (30<sup>th</sup>)

The winning car was the Ferrari 330 Spyder of Olivier Gendebien & Phil Hill.



Winning No.6 Ferrari 330 of Olivier Gendebien & Phil Hill.

**60 years ago 1957** (25<sup>th</sup>) - Never before in the previous 25 races, did a single nation sweep the board so completely as Britain did in 1957, the winning car being the Ecurie Ecosse entered Jaguar D-Type of Ron Flockhart & Ivor Bueb.



Winning No.3 Jaguar of Ron Flockhart & Ivor Bueb

The brilliant success of the Jaguars in taking first four and sixth places became all the more significant when it is considered that every one of these cars was privately entered, and matched against the works teams of most of the greatest sport car manufacturers.

A number of events were held over the race weekend to celebrate the Golden Jubilee of the ACO – postponed as they were from the previous year after the 1955 disaster. Seventy classic French cars from the very earliest years of the ACO, with drivers in period costume did demonstration laps of the circuit in a 'Race of Regularity' – the winning 1908 Roland-Pillain recorded doing over 50 mph along the Mulsanne straight.

This year also saw a demonstration lap performed by the first turbine car – a Renault *L'Etoile Filante*.

Charles Faroux, one of the creators of the race, was Clerk of the Course for the final time in 1956 after holding the title since the first 24 Hour race in 1923, he died in February 1957.

Dr J. Dudley Benjafield, winner for Bentley in 1927 died.

**65 years ago 1952** (20<sup>th</sup>) – After 22 years away, Mercedes-Benz returned in triumph, scoring a 1-2 victory with their new gull-wing Mercedes-Benz W194 driven by Hermann Lang & Fritz Reiss which was equipped with a 3.0L S6 engine that had less power than the road car sold two years later.

This race was notable in that Pierre Levegh (Pierre Bouillin) attempted to drive the entire 24 Hours by himself – and almost won. Exhausted in the 24th hour, he missed a down-shift in his [Talbot-Lago](#) and over-revved the engine, breaking a connecting rod.

Antonio Lago carried a piece of the broken rod with him for several years thereafter as a keepsake.



The winning No 21 Mercedes of Herrmann Lang & Fritz Reiss

**70 years ago 1947** – The circuit was still in ruins after bombing during World War Two, though regulations were issued during 1946 for a race to be run in June 1947 but in the end racing did not recommence until 1949.

(This year's works AF Corse Ferrari 488s are a little darker compared to previous years in tribute to the Ferrari 125S from 1947, the first racing sports car produced by the famous Italian marque.)

**75 years ago 1942** – No race was held as the circuit was under German occupation.

**80 years ago 1937** (14<sup>th</sup>)

Robert Benoist won the race after he, Jean-Pierre Wimille and a Bugatti T59G survived the torrential rain.

This was Benoist's final race for he rejoined the French military in 1938 with war threatening Europe once more.

When the invading German forces overran France in 1940, Benoist and winner of the French GP at Le Mans in 1929 William Grover-Williams were at the heart of the Resistance in Paris. Both would lose their lives at the hands of the Gestapo.

Benoist led a charmed life as he dodged arrest before being betrayed in 1944, possibly by his own brother Maurice. "Interviewed" at the infamous Avenue Foch Gestapo headquarters, Benoist apparently remained steadfast in his silence. He was eventually transferred to the Buchenwald Prisoner of War camp in Germany where he was executed on September 12 1944.



No. 2 winning Bugatti T59G of Robert Benoist & Jean-Pierre Wimille

Amateur driver René Kippeurth (a.k.a. Raph) lost control of his [Bugatti](#) at the Maison Blanche ("White House") corner in the on lap 8 of the event, hitting an earth bank and throwing him from the car. While other cars were wrecked or swerved in trying to avoid Kippuerth's body, Pat Fairfield ran into the wreckage of the Bugatti. Two further cars impacted Fairfield's Frazer Nash, Kippeurth died at the scene of the accident and later Fairfield died undergoing an operation in hospital.



**85 years ago 1932** (10<sup>th</sup>) – This race saw the shortening of the circuit to nearly 13.5 km following the creation of a new permanent race track between the pit stretch and Mulsanne, creating the famed Dunlop Curve, the Esses, and Tertre Rouge. This change was made to keep the race away from the suburbs of Le Mans.

The two Dunlop Bridges were also first seen at this race. Odette Siko finished 4<sup>th</sup> overall in an Alfa Romeo 6C – the best finish to this day by a female driver. The race was won by Raymond Sommer & Luigi Chinetti in an Alfa Romeo 8C 2300LM.

**90 years ago 1927** (5<sup>th</sup>)

The race was won by the largest ever winning margin of 349.808 km.

The race is commonly remembered due to the infamous White House crash, which involved all three of the widely tipped [Bentley](#) team's entries, and caused the retirement of two of them. The race was eventually won by the third which, although badly damaged, was able to be repaired by drivers [Dudley Benjafield](#) and [Sammy Davis](#). It was Bentley's second victory in the race.

Despite the comparatively slow overall pace, the dramatic events surrounding the White House crash meant that the race gained much wider press coverage than had been the case in previous years. In particular, Davis's honourable and heroic actions in searching the wreckage for his compatriots and rivals, before continuing the race in the teeth of adversity, gained him high praise. That such actions had been taken by a group of young men who had previously been much better known for their lavish parties and fast-living lifestyles only added to the popular appeal. Their pluck and determination seemed to embody much of what the British regarded as best in their national character, and on their return to the UK the team were greeted as national heroes.

*"The Autocar"* magazine added to the Bentley team's reputation by hosting a grand post-race party at the [Savoy Hotel](#) in central London, at which *Old Number 7* was guest of honour.



1st overall: #3 (Bentley Sport 3 litre) - "Old Number 7" of Dr. J Dudley Benjafield (GBR) & Sammy Davis (GBR)



**95 years ago 1922** - The 24 Hours of Le Mans was created at the 1922 Salon de l'Automobile in the Grand Palais in Paris by Georges Durand, the ACO general secretary and some of the most important members of the club and Emile Coquille, the French representative of the British Rudge-Whitworth detachable wheel company.

In September the International Cup for Voiturettes was held over 35 laps and was won by the Englishman Kenelm Lee Guinness (who later set by the KLG sparking plugs company) in a Talbot.

Two cycle car events were also held and were won by Robert Benoist, who would go on to win the 24 Hours in 1937, in a Salmson (up to 1,100cc) & Robert Sénéchal in his eponymous car (up to 750cc) ahead of Mrs. Violette Gouraud-Morris, the first woman to be a classified finisher at the circuit.

Sénéchal would go on to win the only Rudge-Whitworth Triennial Cup in 1925.

**100 years ago 1917** - No racing was held at the Circuit as the Great War was continuing. The U.S. Army had set up a camp at "Les Raineries" (the present airport site).

Amédée Bollée, father of Léon, was born in 1844 & was a major pioneer in the automobile industry & produced several steam cars, he died on the 20<sup>th</sup> January 1917.

**105 years ago 1912** - The Grand Prix de France held on an 18 kms circuit, incorporating the Coupe de Sarthe took place on 8<sup>th</sup>/9<sup>th</sup> September and was won by Paolo Zuccarelli driving a 3 litre Peugeot. The Coupe de Sarthe was won by Jules Goux driving a Peugeot L-76. The 1<sup>st</sup> International Motorcycle Cup was held and won by Devay riding a Triumph.

**110 years ago 1907** - A year after organising the first French Grand Prix, which although gaining much publicity was not a financial success, the A.C. de la Sarthe organised a lower key flying kilometre contest at Sillé-le-Guillaume on June 23<sup>rd</sup> which was won by Aman in a Bayard-Clément although he was way behind the fastest motorcycle a Peugeot ridden by Carrère.



A Bayard-Clément racer of the period.

John Hindmarsh was born on November 25<sup>th</sup>, he won the Le Mans 24-Hour Race in 1935 in a 4½ litre Lagonda M45R Rapide with Luis Fontés, Hindmarsh was killed aged 30 while test flying a Hawker Hurricane I L1652 at [Brooklands](#) on 6 September 1938.

**120 years ago 1897**

The first race took place in Le Mans on a 200 metre circuit at the foot of the Cathedral on the Les Jacobins circuit!

Three heats were held on May 29<sup>th</sup>/30<sup>th</sup>, with about 12 machines taking part.

The local Le Mans based Constructor Léon Bollée won the important voiturette races between Paris & Dieppe and Paris & Trouville, his machine driven by the future President of the A.C.O., Paul Jamin.

On the 15<sup>th</sup> June, Bollée set the record for the 18 kilometres from Pontlieue to the Place de la Corne in Ecommoy, which used what would later become the Mulsanne straight, with a time of 50 mins and 10 secs.



Léon Bollée (1 April 1870 - 16 December 1913) was a French automobile manufacturer and inventor.



A Léon Bollée tri-car of the period.

**125 years ago 1892**

In 1892, Léon Bollée's father, [Amédée Bollée](#) produced a [steam locomotive](#) for the [Chemin de Fer du Finistère](#).

**130 years ago 1887**

Dr. J. Dudley Benjafield was born.

In 1926, Dr. Benjafield drove at Le Mans for Bentley but he failed to finish the race. One year later, however, he and his co-driver Sammy Davis won the second Le Mans for Bentley.

He continued to race for Bentley but he never managed to repeat the success from 1927, he died in 1957.