

16-17 JUIN 2018

24h LE MANS

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AUTOMOBILE CLUB DE L'OUEST PRESS CONFERENCE 24 Hours of Le Mans 2018

- A word from Jean Todt and Pierre Fillon
- Le Mans 2018 : Man and Machines!
- Revolutionary regulations
- 24 Hours of Le Mans : Hydrogen racing in 2024!
- The ACO racing to tackle carbon emissions
- Sir Lindsay Owen-Jones, Spirit of Le Mans 2018
- Jacky ICKX to be 2018 Grand Marshal
- LE MANS ESPORTS SERIES kicks off

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JEAN TODT, President of the FIA



"A truly thrilling time for the FIA World Endurance Championship"

Dear friends, I am pleased and honoured to once again welcome you to the start of the 24 Hours of Le Mans – one of the most prestigious competitions in all sport. 2018 marks the 86th edition of the event, and over these years we have seen how the huge challenge that Le Mans creates has driven forward technological developments at an sustained rate.

As we prepare for what will be another unique and unpredictable 24 hours of racing, the FIA, alongside the ACO, is very happy to present to you the future of the FIA World Endurance Championship. These regulations will see continued technological progress, with emphasis on improving efficiency and safety whilst also creating a spectacle that will appeal to younger, more diverse audiences.

I hope you enjoy the coming race, and are looking forward to the bright future of the FIA World Endurance Championship.

PIERRE FILLON, President of the ACO



"Welcome to Le Mans, welcome to Endurance Racing"

On the eve of the 86th 24 Hours of Le Mans and its superb line-up, the whole ACO team and I share the same excitement and feeling of pride. We are thrilled to share the 2018 24 Hours of Le Mans with you. This world-class event is the result of close collaboration with the FIA and a good deal of conscientious hard work. We are all looking forward to tomorrow, but we also have our sights set further, on 2020 and beyond.

The new regulations that we will be presenting today hail a new era of endurance racing yet remain true to our founding values and heritage. As always, people are our main focus: drivers – both professional and amateur – and teams – both factory and private. The 24 Hours of Le Mans remains a testing ground for technology and shall always be driven by progress. To us, progress means more efficiency, more safety and more environmental protection. Roll on 2020, roll on tomorrow!

LE MANS 2018: MEN AND MACHINES!



This year, even the 24 Hours of Le Mans billboard poster is magic. The clever design shows endurance racing at its best: dynamic and captivating.

Whatever the outcome, history will be made on 17 June. The winner of the 24 Hours of Le Mans, the second round of the FIA World Endurance Championship will be first in more ways than one. If Toyota triumphs, it will be a first for the manufacturer. If Formula One driver and two-time world champion Fernando Alonso pulls off the feat, it will be a first for him too. If a non-hybrid LMP1 beats the hybrid, it will be the first time and if an LMP2 manages to scoop the top step, it will be a first too! The 24 Hours of Le Mans is about to be run for the 86th time, but the result will be unprecedented and amazing!

Endurance racing has a glorious past, is firmly anchored in the present, yet always looking to the future. Like all long-running institutions, the discipline constantly reinvents itself. Be prepared for a glittering line-up on 16 June.

Toyota, Ford, Porsche, Ferrari, Aston Martin, BMW and Chevrolet represent manufacturers, then there are numerous private teams and of course, the drivers! The list reads like a hall of fame! There are former winners like Neel Jani, André Lotterer, Romain Dumas, Marcel Fässler, Mike Rockenfeller, Jan Lammers, Timo Bernhard, Nick Tandy, Loïc Duval and Earl Bamber, specialists of the discipline such as Sébastien Buemi, Stéphane Sarrazin, Oliver Gavin and Sébastien Bourdais, Formula One drivers, including two world champions, Fernando Alonso

and Jenson Button, stars of the American circuits, Juan Pablo Montoya, Tony Kannan and Scott Dixon, as well budding stars such as Thomas Laurent, and a host of accomplished amateurs.

The scene is set. The suspense will be both unbearable and wonderful and before we know it, the race will be over for another year. We shall have to wait a whole 12 months before Le Mans 2019 and another first, as the French classic is to be the culmination of the FIA WEC 2018–19 Super Season. Since we are looking ahead, details of the eagerly awaited 2020–24 regulations will be announced during the press conference.



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2020-2024: REVOLUTIONARY REGULATIONS



A new top class will be launched for 2020-2024: sleeker prototypes with more marque cachet. While these racing cars will cut quite an imposing figure, they will also retain the usage of a hybrid system while leaving free the choice of combustion engine at a predetermined and fixed cost. The name of the new class will be chosen by popular vote.

The 2020-2024 plan will usher in a new era of endurance racing with an ultramodern style of prototype called.... whatever the fans of the discipline decide! Super Sportscar, GTPprototype, Le Mans Supercars or Le Mans Hypercars? The choice is the fans'!

The regulations, devised by the ACO and the FIA, focus on the appearance, style and lines of the cars in the new premier league. Team and car diversity in endurance racing is one of the discipline's foremost trademarks, never truer with the emergence of these stylized yet muscular cars, veritable racing beasts in the spirit and image of endurance. They will take on circuits like Le Mans, Spa, Silverstone, Fuji and Sebring in the day and night, rain or shine, in hot weather as in cold. That calls for a tough prototype, one as imposing as it is ingenious and technological. One that turns heads, like hypercars, supercars, prestigious GTs and concept cars do on the street or at any given motor show. So, why not draw inspiration from those machines to build endurance racing cars? Consider it a done deal.

Aerodynamics cannot take precedence over aesthetics.

Being the top class, these new prototypes must be technologically powerful and compelling in design and will therefore remain hybrid, with a KERS system in front and 4WD to ensure energy efficiency. This technology will become more and more popular as the KERS system

developed by some constructors will have to be used on production cars at a pre-defined price.

These new prototypes will have an alluring design and incredible pace. The regulations seek excellence: 3:20.00 per lap at Le Mans with limited fuel.

The other priority is cost. They will be remarkable, competitive, innovative and affordable - requiring a quarter of current budgets. Costly developments will be kept in check by a new homologation procedure and technical rules that will naturally reduce budgets.

However, there will be no restrictions on engine selection. Consumption rules will ensure fair competition between different systems.

The new regulations will take effect for 2020-2024.

Jean Todt, FIA President said: *"The new regulations for the FIA World Endurance Championship, which come into effect for the 2020/21 season, are the result of hard work between members of the FIA, ACO, manufacturers and teams. This will provide endurance racing with a long term, stable platform, while continuing to offer a cost-effective stage to showcase future technologies."*

Pierre Fillon, president of the Automobile Club de l'Ouest: *"Crafting these regulations was particularly satisfying as very quickly it sparked interest and gained the support of competitors or potential competitors. A new era will dawn in 2020 for endurance racing. On paper it has enormous potential. Le Mans 2018, 2019 and 2020 will each be outstanding editions, but now I can't wait for the start at the 2021 24 Hours of Le Mans."*

Richard Mille, President of the FIA Endurance Commission: *"What has been announced today is the first step in a new direction for the premier class of the FIA World Endurance Championship and the 24 Hours of Le Mans. The new regulations are a framework that will be attractive to more manufacturers and teams, while at the same time retaining the excitement of endurance racing for existing fans to enjoy and to attract a new generation of spectator to the sport. The proposals announced today include cost limiting measures, making hybrid power more affordable and building a future for endurance with renewable energy. From 2020 the front of the grid will look very different and it is an exciting prospect that we are all looking forward to seeing."*



Gérard Neveu, CEO FIA World Endurance Championship: *"The direction for the new regulations announced today jointly by the ACO and the FIA is a supremely positive one. A great deal of work has been done by the ACO, the FIA Endurance Commission, our manufacturer partners and teams and we are very encouraged about the future of endurance racing, and the WEC in particular."*

"The 2020-24 regulations are, for competitors, both technically interesting and sustainable, with the controlled budgets being a key factor. We are confident that we will welcome an increased number of world-class manufacturers and international teams to the WEC and that all the elements are in place for them to be able to compete at the highest level, with the pinnacle of course being the 24 Hours of Le Mans."



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NEXT GENERATION OF
WEC / LE MANS
TOP CATEGORY

24h
LE MANS

WEC
FIA WORLD **ENDURANCE**
CHAMPIONSHIP



2020 - Technical regulations

2020-2021 - New top endurance class category

Key points :

BACK TO REASONNABLE COSTS

Budget around 25 -30M€ for two cars per season is targeted
(25% what was spent in LMP1 in recent years)

STRONG BRAND IDENTIFICATION

Prototype concept looking like "Hypercar"

COMPETITORS

OEM's, GT/Sportscars Manufacturers, Constructors,
Private teams

PERFORMANCE TARGETS

Well-defined performance targets close to 3'20" at Le Mans
(qualifying time)

COST CONTROL

The performance targets should be capped such as extra
budget does not bring significant extra performance

EFFICIENCY

Fuel efficiency remains part of the game

TECHNOLOGY

Internal combustion engine diversity and Hybrid technology
produced by manufacturers

IDENTITY

The car Manufacturers/Constructors will keep an essential role
with their technology, with the possibility to design hybrid
systems

TIMING

September 2020 – first event with the new regulations

SAFETY

Increase the level of safety of survival
cell

STABILITY OF RULES

Stability of technical regulations for 5 years



2020 - Technical regulations

Budget:

The range is set as:

- 20 to 25% of what was spent in LMP1 in the recent years.
- Private / Non-OEM competitors must be competitive with a affordable budget,

The reference used to evaluate the budget targets :

- 2 cars entry
- 8 races season including 1 Le Mans 24 Hours et 1 Sebring long race
- R&D split over 5 seasons
- Racing and testing operational and running costs included
- Infrastructure (building, etc) marketing and driver wages not included

All technical parameters (in the main principles here, as well as in the future technical working groups) are established in order to comply with this important target.



Chassis/Bodywork/Aero: Hypercar Style

The new look like the greatest sport road cars in the world, the Hypercars.

Dimensions and aerodynamic rules are set in order to provide enough freedom for the brand design and are relevant with the dimensions/proportions of a Top-Class GT Car:

- Fixed Aero Downforce and Drag to allow great freedom of design
- Homologation process:
 - Measurements in Windtunnel
 - Detailed scan of the bodywork
- Mobile aero device accepted (road relevant / performance for reduced cost)
- Only one bodywork homologated per season



2020 - Technical regulations

Chassis/Bodywork/Aero:

- Prototypes prefiguring the next generation of Hypercars
- Geometrical parameters defined to identify the Hypercar design and fulfill the GT standards:
 - 2 seats
 - Bigger cockpit volume
 - Roofline
 - Wider windscreen
- Weight:
 - Overall weight will be 980 kg
 - Weight distribution will be capped
- Upgrade of safety standards



Powertrain/Internal Combustion Engine:

- Free engine architecture (small or bigger capacity, Turbo Charged or Normally Aspirated, whatever is the number of cylinders)
- Fixed maximum performance target for power: 520kW
- Maximum fuel flow defined
- Controlled efficiency (BSFC)
- Other key parameters will be defined in order to prevent expensive development:
 - Limitation of expensive materials;
 - Minimum size, minimum weight and gravity centre height of the engine will be defined.



2020 - Technical regulations

Powertrain/Electrification:

The Hybrid regulation is based on 3 important principles:

- Cost must be accessible to all competitors, including private teams;
- Competitive performance must be accessible to all competitors, including private teams;
- Any manufacturer wishing to build his own hybrid system has the possibility to do it.

The main guidelines for Energy Recovery System (ERS) are:

- Each system will be entirely homologated by FIA/ACO.
- Each system must be available for any competitor entering in WEC on the following basis:
 - An ERS manufacturer must be able to supply a minimum of cars (number to be defined) entered in the championship
 - The supply is based on a leasing per season including supply of the system, technical support and race track support
 - The annual leasing per car, all services included, will be cost-capped by the regulation. The price will be set in order to comply with the original targets: performance and technology accessible to all competitors, including private ones.
 - Extensive technical definition to prevent expensive development



Powertrain/ Electrification:

- The system will be composed of 3 main components:
 - ERS hardware (motor, inverter...)
 - Battery / energy storage
 - Electronics (software and hardware)
- The system will be designed for the front axle for:
 - Easier integration in different cars
 - Better performance vs budget
- Common ECU with homologated software
- Fixed performance: Battery and hybridization – 200 KW
- Possibility to mix (battery and E-Motor)



2020 - Technical regulations

Powertrain/Gearbox

Gearbox will be:

- limited to 8 speeds with 1 set of ratios;
- expensive materials will be banned;
- minimum weight and gravity centre height will be capped;
- electronic and/or hydraulic differential banned.



2020 - Technical regulations

Roadmap:

- A roadmap will be further discussed in technical Working Groups with the Manufacturers/Constructors in order to evaluate the progressive introduction of some technical innovations, BSFC evolution and freedom and at the best period with regards to budgets. In any case, this would open only very restricted parameters, must not affect the global stability of the rules, and keep the budget targets respected.
- Longer term (after 2024) development will include in priority hydrogen technology as alternative



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24 HOURS OF LE MANS: HYDROGEN RACING IN 2024!

The Automobile Club de l'Ouest has always led the way, testing and developing technologies on the racetrack before they are applied to road-going vehicles. Its latest focus is hydrogen, which will be promoted in a special class to be introduced in 2024. A world first.

The Automobile Club de l'Ouest and its flagship event, the 24 Hours of Le Mans, have always encouraged research and the development of new technologies that improve safety and comfort, boost performance and reduce fuel consumption for cleaner and greener motorsport and mobility. Together with the FIA, it is now reflecting on decarbonisation, in other words how to achieve zero emissions with race cars.

After diesel then hybrid technology, the hydrogen fuel cell is the ACO's next target, with the introduction of a special class at the 24 Hours of Le Mans in 2024. A working group is already in place and includes various parties with an interest in the subject. Seven automotive multinationals (major manufacturers and parts makers) actively developing this technology are involved in setting down the conditions required for the creation of this class, and in demonstrating the relevance and efficiency of this new engine technology. The French Alternative Energies and Atomic Energy Commission (CEA) is supporting the ACO endeavour.

Jean Todt, President of the FIA: *"Over the decades the laboratory that motor sport provides has driven forward the development of technology and safety that has a direct benefit to all of us. The FIA has been at the forefront of this development, and the inclusion of a class for hydrogen technology in the FIA World Endurance Championship from 2024 is the next, important, step on the road to a cleaner and sustainable future."*

Pierre Fillon, President of the Automobile Club de l'Ouest: *"We continue to drive automotive research and defend our beliefs. Hydrogen is the future of zero-emission mobility. This is not just a statement of intent: we have already set up a panel of experts and are working hand-in-hand with manufacturers. We are focused on practical research so that we are ready for 2024 and the introduction of a hydrogen class at the 24 Hours of Le Mans."*

Richard Mille, President of the FIA Endurance Commission: *"The 24 Hours of Le Mans and endurance racing have always provided a place for manufacturers to test and develop new technology. The decision to include a class for hydrogen powered cars from 2024 is the perfect fit with the philosophy of Le Mans and the FIA World Endurance Championship. This reflects the importance of this for the automotive industry as it seeks to develop renewable energy to replace the combustion engine as the primary power source for road vehicles."*



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THE ACO RACING TO TACKLE CARBON EMISSIONS



Pascal Yvon and Pierre Fillon

This year's race (16-17 June 2018) promises to make history in more ways than one. The ACO is giving the 60 entrants in the 86th 24 Hours of Le Mans the chance to offset their carbon emissions during the event. The ACO has teamed up with Carbon Forest+ to make a sustainable contribution to carbon storage in the ground. A responsible commitment.

The forest has naturally featured at the 24 Hours of Le Mans from the outset. We have all seen the photographs showing the cars bursting forth from the shade of the trees, and the 'Forest Esses' is one of the circuit's landmarks. The ACO planted more than 260 trees within the circuit enclosure last winter. The organiser of the French endurance marathon is now furthering its action to defend the forest and its positive environmental impact through its support for the Carbon Forest+ initiative. It is thus investing in environmental rights to offset all the CO2 emissions generated by the race.

Carbon Forest+ is a member of Solar Impulse visionary Bertrand Piccard's platform – "the world alliance for efficient solutions" – a scheme introduced at last year's COP23 to support inventive energy-efficient projects from all over the world. Carbon Forest+ advocates for permanent forest cover without the use of clearcutting methods.

This works on the principle that carbon is stored in five parts of the forest: in tree trunks, branches and roots, and in humus, soil and sub-soil. When a plot is subject to clearcutting, all the carbon sequestered in the ground is released into the atmosphere within just a few years. Alternatively, if we apply selective felling methods, which favour greater diversity in tree age and species, we can achieve positive carbon flows and optimised carbon storage in the ground. However, this practice is more

complex: it involves more labour and specific equipment and follows a very specific process. It is also subject to scientific monitoring.

The ACO is keen to support this method and will purchase 1,000 metric tonnes of carbon sequestered in the soil every year for the next three years, at a cost of €50 per tonne. This will guarantee the storage of 3,000 tonnes of carbon within a surface area of 1,000 hectares – enough to offset the CO₂ emissions of the 24 Hours of Le Mans (270,000 litres of fuel are used during Le Mans race week).

The plots and forests concerned are mainly located around the circuit, along the Mulsanne Straight, and along the route of the first ACF Grand Prix, which took place in 1906.

Carbon Forest + has worked with the Institute of Ecology and Environmental Sciences (IEES) in Paris since 2013 and is endorsed by Bureau Veritas Certification agency.

Pierre Fillon, president of the Automobile Club de l'Ouest: *"The forest is one of the most prominent features of our race, providing the backdrop for some exciting track action. This partnership, designed to protect the forest, thus seemed natural to us. We encourage entrants in the race to invest in clean, eco-responsible technologies so we are very sensitive to this kind of environmental approach. The idea of long-term, sustainable carbon sequestration fits well with the spirit of endurance and our resilient and forward-looking attitude."*

Pascal Yvon, president of Carbon Forest+: "We are delighted and very proud of this partnership with the Automobile Club de l'Ouest, an iconic organisation. Le Mans has a fabulous history but has always had an eye to the future. It is well aware of the importance of the forests for our environment and their role in mitigating carbon emissions. The future of our planet is at stake."



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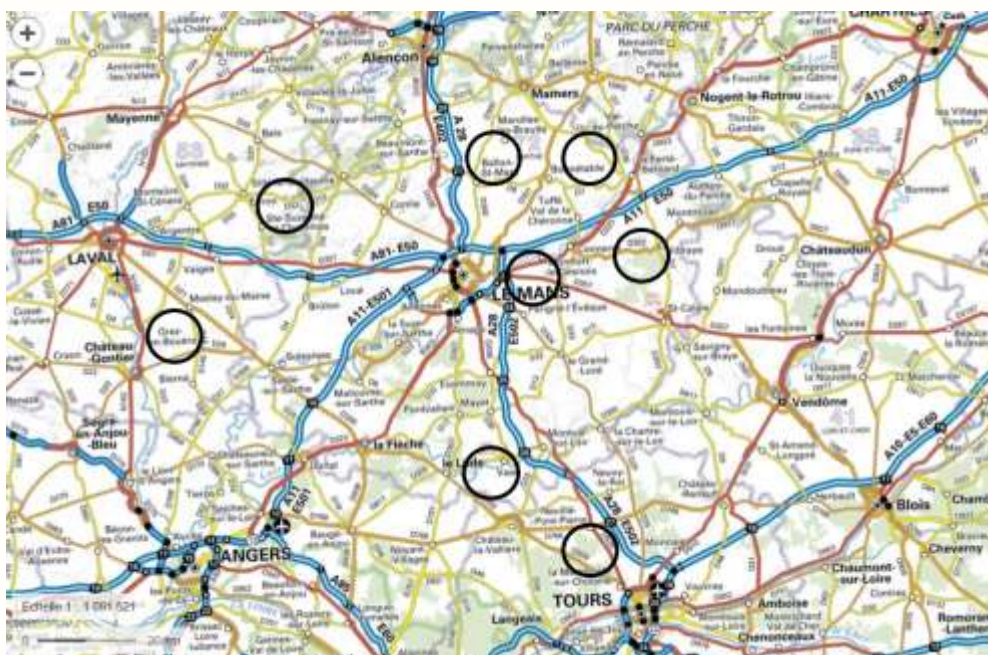
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SIR LINDSAY OWEN-JONES, SPIRIT OF LE MANS 2018



The Automobile Club de l'Ouest has awarded the Spirit of Le Mans trophy to Sir Lindsay Owen-Jones in recognition of his valuable contribution to endurance racing.

"The way endurance racing is evolving, it's becoming the thinking man's motorsport." With those words, the then chairman of the FIA Endurance Commission showed his determination to staunchly defend the interests of endurance racing.

The Spirit of Le Mans trophy acknowledges the commitment of a driver, team leader, race organiser or institution to the endurance cause, so it was only a matter of time before Sir Lindsay was the recipient. A loyal servant of endurance for many years, the former multinational company head upholds the values of the discipline in all his undertakings. Close associates salute his "courage, determination and stamina".

Three years running (1994–6), he more than lived up to the compliment in the cockpit as a competitor at the 24 Hours of Le Mans. After two years in a Porsche 968, he and his crew clinched a very honourable fifth place overall with the McLaren F1 GTR in 1996.

In 2012 he was appointed President of the FIA Endurance Commission. Having coined the phrase "culture shock stimulates creativity", the former head of L'Oréal proved the truth of his words.

Under his presidency, thanks to a fruitful collaboration between the FIA and the ACO, the FIA World Endurance Championship and the 24 Hours of Le Mans became a springboard for automotive research and development and the scene of thrilling races with mighty tussles in all categories, LMP1, LMP2 and LMGTE.

Hybrid technology revolutionised fuel savings for prototypes, while in the GTE category, a host of rival constructors jostle for World Championship glory. Sir Lindsay Owen-Jones played a part in all these changes. That's what you call the Spirit of Le Mans.



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JACKY ICKX TO BE 2018 GRAND MARSHAL



So, what's the story with Jacky Ickx and Le Mans? It's epic. Le Mans wouldn't be Le Mans without Jacky Ickx, and vice-versa. In taking on the role of Grand Marshal, the great man is adding a post-script to his personal Le Mans 24 Hours story.

The ACO has chosen a Grand Marshal who is more than familiar with race procedures. With six wins to his name (1969, 1975, 1976, 1977, 1981 and 1982), Ickx has written a whole chapter of Le Mans history, his tremendous success only surpassed by that of nine-time winner Tom Kristensen.

Outstanding racing driver and exceptional person, the Belgian champion relishes the opportunity to contribute in a different way: "I'm delighted to be able to take part in the event. Le Mans has always been kind to me. I've had many good times here, as a driver and as a consultant for Mazda in 1991, the only Japanese manufacturer to date to have won the 24 Hours of Le Mans. I've also been race director and have been race starter too. And now Grand Marshal."

Ickx, also an accomplished Formula One and rally driver tells us how he sees Le Mans: "I'm going to borrow the words of Thierry Sabine, who was talking about the Dakar, but it applies to Le Mans.

"Le Mans is a race for amateurs but professionals have their place too. That's the magic of this race and ensures its longevity. We need a balance between major manufacturers and small outfits. Pierre Fillon and Gérard Neveu are set on making sure that happens. This race has always held something special to me, as a driver and as a person. It brings out the fundamental

elements of driving. It's about sharing, daring, focusing, friendship and fans. It's intense and it's extraordinary. I can see myself already, at the wheel, with a field of heroic drivers, amateurs and professionals behind me."

As Grand Marshal, Ickx will have the honour of driving the car that leads away the magnificent field for the formation lap of the 24 Hours of Le Mans on Saturday afternoon.

Pierre Fillon, President of the Automobile Club de l'Ouest: "Everyone knows that Jacky Ickx is a great driver and a great man and he will surely make a great Grand Marshal for the 24 Hours of Le Mans 2018. The 60-car field will be following in illustrious footsteps. With Jacky Ickx leading the way, the race can only be a success. We are particularly proud that he has accepted the role. He is a father-figure in the endurance community."



LE MANS ESPORTS SERIES KICKS OFF

The Automobile Club de l'Ouest, organiser of the legendary 24 Hours of Le Mans, the showcase of the World Endurance Championship (FIA WEC), and international media platform Motorsport Network are joining forces to launch the inaugural LE MANS ESPORTS SERIES season.

What is this new series all about? The LE MANS ESPORTS SERIES will be contested on the flagship sim racing game Forza Motorsport 7, with technical support provided by Glory4Gamers. An exciting online championship – accessible to all gamers – will be run in parallel with the rounds of the WEC Super Season. The LE MANS ESPORTS SERIES grand finale will be held at the 2019 24 Hours of Le Mans – the climax of the FIA WEC Super Season. It will see the best gamers and teams in the eSports world face off at the heart of the iconic French circuit. Endurance racing and the values of passion, fighting spirit, accessibility, innovation and team spirit that the discipline upholds throughout the world will now be mirrored in eSports. Stay connected! Full details of this competition will be revealed at the 6 Hours of Silverstone on 18-19 August.

Go to www.lemansesports.com for more information.



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