

# 24h MOTOS

# APRIL 20<sup>TH</sup> 21<sup>TH</sup> 2019 LEMANS

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#24HMOTOS >>>

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# A WORD FROM...



## **PIERRE FILLON**

**President of the Automobile Club de l'Ouest**

« Bugatti, Honda, BMW, Yamaha, Suzuki, Kawasaki, 24 Hours, Le Mans, La Chapelle corner... – see the theme? You got it. Motorcycling has always been part and parcel of the Le Mans legend. Did you know the ACO holds over a hundred motorcycle track days at Le Mans each year? Professional or amateur, the riders we welcome to the circuit are just as passionate about bikes and racing as we are. Our instructors like nothing more than to pass on their experience and share their expertise with fellow bikers.

The Bugatti track has played host to four decades of motorcycle racing. Last year we celebrated the 40th anniversary of the 24H Motos by paying tribute to all our champions. The world-famous circuit has been a springboard for many glittering careers.

It is with great pleasure that we welcome FIM President Jorge Viegas, the official starter of the 42nd running of this classic race on 20 April. Jorge, of course, competed in 1978 in the inaugural edition of what has become the benchmark of endurance.

This second round of the FIM Endurance World Championship is a truly international event that pays tribute to the work conducted with Eurosport Events, the FFM and the FIM.

Five manufacturers will be vying for the top spot in what is sure to be another exciting instalment in the legend of motorcycle racing at Le Mans. Here at the ACO, we are delighted to see teams from 12 countries and an array of top talent in the line-up.

Motorcycling and endurance bring people together all around the world. In keeping with this tradition, we are honoured to welcome our guests from Suzuka, a fellow FIM EWC venue, with whom we have recently signed a friendship agreement. Le Mans – Suzuka, a tie forged by motorcycle racing and a story which began here at the Bugatti, back in 1978.

Welcome to the 2019 24H Motos! »



## **JORGE VIEGAS**

**President of the International Motorcycling Federation (FIM)**

« The 24H Motos is always a red-letter day in the FIM racing calendar, and on a personal note too as I took part in the inaugural race in 1978. It will be my first visit to an endurance race as FIM President and I am looking forward to returning to the Bugatti and what will be a thrilling event.

Thinking back to 1978, I was fascinated by the crowds and the atmosphere at the race. Endurance wasn't my speciality, so I had to come to terms with riding at night during practice for the 24H Motos. It was so cold, I had to put my hands on the engine to warm them! When I was ready to set off, I was both very excited and impressed by the prospect of tackling this track with all those competitors. Unfortunately, we had to retire before my stint. At the finish, I looked up at Jean-Claude Chemarin and Christian Leon with real admiration. The 1978 Le Mans 24H Motos was my only endurance experience as my career focused on speed events, but motorcycling is one big family. We all 'suffer' from the same virus – passion, fascination – that cannot be shaken off. The rush of adrenaline we feel when we get on a bike, the thrill of pure speed and the inner strength it gives us are unique. Having retired from racing a few years ago, I am now extremely proud to represent, defend and develop motorcycling in my role as FIM President with all my team.

I am delighted to return to the Bugatti circuit and am looking forward to taking up the ACO's invitation to be the official starter of the 42nd 24H Motos. And I shall come bearing glad tidings for the future of the FIM Endurance World Championship! »



## **JACQUES BOLLE**

**President of the French Motorcycling Federation (FFM)**

« After 51 years, the Le Mans 24H Motos is still one of France's leading motorcycle races and not just because of the prestigious venue. The race continues to draw hordes of fans, and top teams bask in the media attention that the discipline now enjoys thanks to Eurosport Events.

Decades pass and enthusiasm for the race is as strong as ever – no doubt because of the kinship it fosters. As we have seen time and again, the crew that pops the champagne corks at the end of the 24-hour marathon is not necessarily the one with the best machine. Preparation, consistency and team spirit are equally as important. Motorcycle racing is often wrongly portrayed as an individual sport. And yet this race is a true team event that calls for an osmosis between every member of the team. More than 15 people must perform at the highest level over a full week to be in with a chance of winning. Human endeavour continues to be the crux of performance, which is why this race stands the test of time.

I am certain that endurance will always fascinate bikers who can identify with their heroes. Finally, I take my hat off to the Automobile Club de l'Ouest and all the marshals whose passion and commitment ensure that we fans enjoy the event, year after year. »



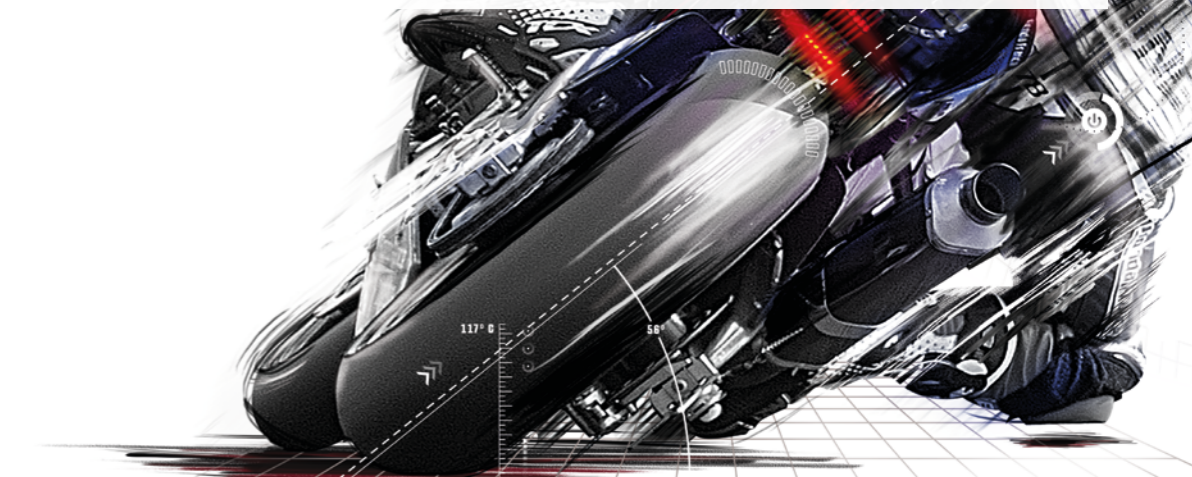
## **FRANÇOIS RIBEIRO**

**Head of Operations, Eurosport Events**

« At Eurosport Events, we are delighted to work with race organiser the Automobile Club de l'Ouest on the Le Mans 24H Motos – the second date on the 2018-19 FIM EWC calendar. Like the Bol d'Or, which kick-started the season last September, this year's 24H Motos promises to be an action-packed affair and crucial in the chase to the world title.

After its win at Circuit Paul Ricard, Japanese outfit TSR, teamed with Honda France and reigning world champion, currently tops the leaderboard. Yet competition is fiercer each season, with a growing number of manufacturers and permanent teams on the grid.

More than 40 teams under contract, representing 12 countries and five manufacturers, will line up for the 24H Motos on 20 April. We are growing the championship season after season, particularly on the international scene. New racers are crossing over from speed disciplines to endurance. Former MotoGP star Xavier Siméon joining VRD Igol Pierret Experiences is a perfect illustration. I would like to thank the FIM, the FFM and the ACO for all the hard work and resources they are putting in to make this 42nd 24H Motos a success. »





# SCHEDULE

## 24 H MOTOS

### WEDNESDAY 17 APRIL

08:30 - 12:30	Administrative Checkings
08:30 - 13:00	Scrutineering
09:00 - 09:25	● Private practice
09:35 - 10:00	● Private practice
10:00 - 18:00	Refuelling system checking
10:10 - 10:35	● Private practice
10:45 - 11:10	● Private practice
11:45	● Maison Blanche gate opening
11:20 - 11:45	● Private practice
13:30 - 15:30	Administrative Checkings
14:00 - 16:00	Scrutineering
14:00 - 20:00	Before first at Jacobins
14:00 - 18:00	● Administrative Checkings / Scrutineering
14:00 - 18:00	● Administrative Checkings / Scrutineering
14:00 - 18:00	● Administrative Checkings / Scrutineering
16:00	Inauguration of the exhibition of motorcycles of the plateau 24 hours motorcycles
18:30	Team Manager's briefing and Riders Briefing
A partir de 18:30	List of Riders & Motorcycles checked

### FRIDAY 19 APRIL

09h00 - 09h25	● 2nd Timed Practice Session
09h35 - 09h55	● 2nd Timed Practice Session
10h10 - 10h30	2nd Qualifying Practice Session Rider 1
10h40 - 11h00	2nd Qualifying Practice Session Rider 2
11h10 - 11h30	2nd Qualifying Practice Session Rider 3
11h40 - 12h00	2nd Qualifying Practice Session Rider R
12h20 - 12h40	● 1st Timed Practice Session
14h00 - 14h30	● Race 1 (12 laps)
14h45 - 15h10	● Race 1 (11 laps)
15h25 - 15h45	● Race 1 (11 laps)
15h55 - 16h20	● Timed practice session
16h35 - 16h55	● 2nd Timed Practice Session
17h20 - 17h50	● Race 2 (12 laps)
18h00 - 18h40	Media laps
18h00 - 20h00	Pit Discovery
18h50 - 19h20	ACO Club laps
20h15 - 21h45	Mechanical show
21h45	Concerts : « Tremplin RTL2 »

### THURSDAY 18 APRIL

08h00 - 10h45	● Administrative Checkings / Scrutineering
08h00 - 12h00	● Administrative Checkings / Scrutineering
08h00 - 12h00	● Administrative Checkings / Scrutineering
10h00	● Riders' Briefing
10h00 - 12h00	Free practice sessions
11h00 - 13h00	● Administrative Checkings / Scrutineering
11h30	● Riders' Briefing
12h30	● Riders' Briefing
13h30 - 13h50	● Timed Practice Session
14h00	● Riders' Briefing
14h05 - 14h30	● Free Practice Session
14h40 - 15h05	● 1st Timed Practice Session
15h30	● Riders' Briefing
15h40 - 16h00	1st Qualifying Practice Session Rider 1
16h10 - 16h30	1st Qualifying Practice Session Rider 2
16h40 - 17h00	1st Qualifying Practice Session Rider 3
17h10 - 17h30	1st Qualifying Practice Session Rider R
17h45 - 18h05	● Free Practice Session
18h20 - 18h40	● 1st Timed Practice Session
20h30 - 22h00	Night Practice Session

### SATURDAY 20 APRIL

09h00 - 20h00	Fan zone / Kids Zone (village)
09h00 - 09h25	● Race 2 (12 laps)
09h40 - 10h25	Warm-Up
10h40 - 11h10	● Final Race (12 laps)
11h25 - 11h45	● Race 2 (11 laps)
12h00 - 12h40	● Race (17 laps)
12h55 - 13h05	Trikes Parade
13h10 - 13h20	Motorcycles schools ACO Presentation
13h25 - 13h40	Animations
13h55 - 14h00	Reconnaissance Lap and Grid Formation
14h02 - 14h24	Access to the Grid
14h30	Hall of Fame
14h02 - 14h32	Presentation of the Teams
14h47	National Anthem
14h50	Starting Procedure
15h00	Start of the 42nd edition
20h00	Concerts

### SUNDAY 21 APRIL

09h00 - 14h00	Fan zone / Kids Zone (village)
15h00	End of Race

- Le Mans 24H Motos
- Animations
- French Vintage Motorcycle Championship (VMA)
- Ducati Club De France
- Proclassic
- Women's Cup
- FIM Side Cars



## OFFICIAL PHOTO CALL

### WEDNESDAY 17 APRIL 2019

→ AT 17:30  
PLACE DE JACOBINS

## PRESS CONFERENCES

	DATE	EVENTS	VENUE
ACO	FRIDAY 19 APRIL 12:05	Polesitters' photo	Raccordement
	FRIDAY 19 APRIL 12:20	Post-qualifying press conference	Briefing/pressconference room, 3rd floor of pitbuilding
1) Teams in pole position in each class (Formula EWC, Superstock and Experimental)			
FIM	FRIDAY 19 APRIL 15:30	Press conference with Eurosport Events	Salon des 24Heures/4th floor of Module Sportif
	SATURDAY 20 APRIL After the start	Meet & Greet with Jorge Viegas, FIM President	FIM Reception Area, Bugatticircuit paddock
1) Jorge Viegas will be available to talk to the press throughout the weekend. Please contact Isabelle Larivière for an interview. isabelle.lariviere@fim.ch - Tél. +41 79 874 02 93			
ACO	SUNDAY 21 APRIL After the podium ceremony	Post-race press conference	Briefing/pressconference room, 3rd floor of pitbuilding
1) The 3 teams on the 24H Motos podium (Scratch) + Team Managers			
2) The winning teams in each class (Superstock and Experimental) + Team Managers			

## MEDIA CENTRE OPENING HOURS

WEDNESDAY 17 APRIL → 08:00 - 19:00

THURSDAY 18 APRIL 2019 → 07:30 - MIDNIGHT

FRIDAY 19 APRIL 2019 → 08:00 - 22:30

SATURDAY 20 APRIL 2019 → OPEN NON-STOP FROM 08:00

SUNDAY 21 APRIL 2019 → UNTIL 22:30



# ENTRY LIST

## PROVISIONAL ENTRY LIST AS OF 12 APRIL 2019 \*\*

N°	TEAM *	NAT	RIDER BLUE	NAT	RIDER YELLOW	NAT	RIDER RED	NAT	RIDER GREEN	NAT	MOTO	CATEGORY
* 1	F.C.C. TSR HONDA France	JPN	HOOK Joshua	AUS	FORAY Freddy	FRA	DI MEGLIO Mike	FRA	TECHER Alan	FRA	Honda CB R1000	Formula EWC
* 2	SUZUKI ENDURANCE RACING TEAM	FRA	PHILIPPE Vincent	FRA	MASSON Etienne	FRA	BLACK Gregg	FRA			Suzuki GSXR - 1000	Formula EWC
* 3	AM MOTO RACING COMPETITION	FRA	PILOT Julien	FRA	PROKOP Janusch	DEU	STOLL Clément	FRA			Kawasaki ZX 10R	Superstock
* 4	WEBIKE TATI TEAM TRICKSTAR	FRA	ENJOLRAS Julien	FRA	DENIS Kévin	FRA	DEGUCHI Osamu	JPN			Kawasaki ZX 10R	Formula EWC
* 6	ERC-BMW ENDURANCE	GER	FORAY Kenny	FRA	DA COSTA Julien	FRA	GINES Mathieu	FRA	BÜHN Jan	GER	BMW S1000RR	Formula EWC
* 7	YART - YAMAHA	AUT	PARKES Broc	AUS	FRITZ Marvin	GER	CANIPA Niccolò	ITA	NEUKIRCHNER Max	GER	Yamaha YZF - R1	Formula EWC
* 8	BOLLIGER TEAM SWITZERLAND #8	SUI	STAMM Roman	SUI	SUCHET Sébastien	SUI	WALRAVEN Nigel	NED			Kawasaki ZX 10R	Formula EWC
9	APRILIA LE MANS 2 ROUES	FRA	MAJOR Nelson	FRA	PARISSE Emmanuel	FRA	COLLIAUX Benjamin	FRA			Aprilia RSV4 - 1000	Superstock
*11	TEAM SRC KAWASAKI France	FRA	GUARNONI Jeremy	FRA	CHECA David	ESP	NIGON Erwan	FRA			Kawasaki ZX 10R	Formula EWC
*12	LCR ENDURANCE	FRA	LEYNINGER Julien	FRA	CARMENES Xavier	FRA	VERCHERE Florent	FRA	CASTINEL Gino	FRA	Yamaha R1	Superstock
*13	WEPOL RACING	GER	MORAIS Sheridan	RSA	WEBB Danny	GBR	LAGRIVE Matthieu	FRA	LAVERTY Michael	GBR	Yamaha YZF - R1	Formula EWC
*14	MACO RACING	SVK	BULLE Louis	FRA	DOS SANTOS Anthony	FRA	MAYER Julian	AUT			Yamaha YZF - R1	Formula EWC
17	ITeM 17	FRA	PONS Gabriel	FRA	THIBAUT Matthieu	FRA	SARRABAYROUSE Alex	FRA	ESCUDIER Nicolas	FRA	Kawasaki ZX 10R	Experimental
*18	TEAM 18 SAPEURS POMPIERS	FRA	FERRER Enrique	ESP	TOURNE Florent	FRA	BONNOT Maxime	FRA			Kawasaki ZX 10R	Superstock
*19	GIRLS RACING TEAM	FRA	VAN VESTRENIEN Jolanda	NED	COIGNARD Mélodie	FRA	PARIS MéliSSa	USA	CREUSOT Amandine	FRA	Yamaha YZF - R1	Superstock
*21	FANY GASTRO BMW MOTORRAD BY MERCURY RACING	CZE	HANIKA Karel	CZE	JEZEK Ondrej	CZE	MICHALCHIK Ilya	UKR			BMW S1000RR	Formula EWC
*22	TEAM 202	FRA	PARRET Florent	FRA	MAUBOURGUET Christophe	FRA	CALIA Olivier	FRA	VAUBAL Antoine	FRA	Yamaha YZF - R1	Superstock
*24	BMRT 3D MACCIO RACING	FRA	LOISEAU Anthony	FRA	MACCIO Jimmy	FRA	HARDT Jonathan	FRA	MANGE Romain	FRA	Kawasaki ZX 10R	Superstock
27	TRT27 BAZAR 2 LA BECANE	FRA	DOUTRE Thibaud	FRA	JACOB Kévin	FRA	DONISCHAL Philippe	FRA	CHEVALIER David	FRA	Suzuki GSXR - 1000	Superstock
28	BOSSTEAM ENDURANCE	FRA	AUZOUX Christopher	FRA	BLANC Almaric	FRA	HEMMER Lothaire	FRA	BERCIAUD Anthony	FRA	Kawasaki ZX 10 R	Superstock
*29	GLAZIK MOTO - SPORT PASSION ENDURANCE	FRA	DE LA ROSA Gino	FRA	BRUNET-LUGARDON Cyril	FRA	BRUNET-LUGARDON Florian	FRA			Suzuki GSXR - 1000	Formula EWC
*33	TEAM 33 COYOTE LOUIT MOTO	FRA	BOULOM Enzo	FRA	LEESCH Chris	LUX	MANFREDI Kevin	ITA			Kawasaki ZX 10R	Superstock
*34	JMA MOTOS - ACTION BIKE	FRA	LAGER Sébastien	FRA	MONTESSUIT Guillaume	FRA	CRONIER Nicolas	FRA	PELEGRIN Florian	FRA	Suzuki GSXR - 1000	Superstock
*35	TMC 35	FRA	BILLEGA John Ross	FRA	DIARD Maxime	FRA	LE BAIL David	FRA			Yamaha YZF - R1	Superstock
*36	3ART - MOTO TEAM 95	FRA	PLANCASSAGNE Alex	FRA	LUSSIANA Matthieu	FRA	BERCHET Morgan	FRA			Yamaha YZF - R1	Formula EWC
37	S-PACE MOTO 37	FRA	ROCHE Charles	FRA	SCHMIDT Cyprien	FRA	LAVILLE Dorian	FRA			Suzuki GSXR - 1000	Formula EWC
38	FBN RACING	FRA	AYNIE Axel	FRA	FERRE Eddy	FRA	AGOGUE Alan	FRA			Yamaha YZF - R1	Superstock
41	RAC 41	FRA	ANTIGUA Guillaume	FRA	TESSELS Wayne	NED	HALBICH Jan	CZE			Honda CB R1000	Superstock
*44	NO LIMITS MOTOR TEAM	ITA	GAMARINO Christian	ITA	SCASSA Luca	ITA	TANGRE Cédric	FRA	VITALI Luca	ITA	Suzuki GSXR - 1000	Superstock
45	METISS	FRA	CORNUT Billy	FRA	BOUVIER David	FRA	CHERON Emmanuel	FRA	HUVIER Cyril	FRA	Metiss	Experimental
*50	MOTORS EVENTS	FRA	WESTMORELAND James	GBR	NIGON Johan	FRA	GANFORNINA Adrien	FRA			Suzuki GSXR - 1000	Superstock
51	TEAM MOTOSTAND ENDURANCE	FRA	REGOUBY Baptiste	FRA	VIELLARD Antoine	FRA	HUGUEVILLE Alexis	FRA			Kawasaki ZX 10R	Superstock

\* The contracted teams

\*\* This list is liable to change until technical verifications for the event have been completed.

N°	TEAM *	NAT	RIDER BLUE	NAT	RIDER YELLOW	NAT	RIDER RED	NAT	RIDER GREEN	NAT	MOTO	CATEGORY
53	MANA-AU COMPETITION / LIGUE CONTRE LE CANCER	FRA	JOUIS Bruno	FRA	RICHARD Jérôme	FRA	WANHAM Margaux	FRA	MESLET Pascal	FRA	Suzuki GSXR - 1000	Superstock
55	NATIONAL MOTOS	FRA	JONCHIERE Emeric	FRA	EGEA Stéphane	FRA	GUITTET Baptiste	FRA			Honda CB R1000	Formula EWC
*56	GERT56 BY GS YUASA	GER	PUFFE Julian	GER	BUSTERBOSCH Pepijn	NED	GLÖCKNER Lucy	GER	LÖWE Rico	GER	BMW S1000RR	Superstock
57	SC-PROJECT PATON REPARTO CORSE	ITA	BAIOCCO Matteo	ITA	TEROL Nicolás	ESP	SALZARELLI Simone	ITA	SASETA Ricardo	ESP	Honda CB R1000	Superstock
*61	MOTOTECH EWC TEAM	BEL	FASTRE Grégory	BEL	LE GRELLE Sébastien	BEL	HEDELIN Camille	FRA	LAMBRECHTS Bram	BEL	Yamaha YZF - R1	Formula EWC
*62	GSM WRS RACING TEAM	MCO	NAPOLI Christian	ITA	NAPOLI Frédéric	ITA	TUCCI Andrea	ITA	BONIFACIO Nico	ITA	Suzuki GSXR - 1000	Formula EWC
64	ACRO RACING TEAM	FRA	CHESNAIS Florent	FRA	GILLET Julien	FRA	GRIMBER Jonathan	FRA	BEN SADDOUN Julien	FRA	Yamaha YZF - R1	Formula EWC
*65	MOTOBOX KREMER RACING	GER	DEHAYE Geoffroy	FRA	VIEHMANN Jan	GER	ORTIZ Greg	FRA			Yamaha YZF - R1	Formula EWC
66	OG MOTORSPORT BY SARAZIN	FRA	DIGUET Julien	FRA	HUGOT Jonathan	FRA	CHARPIN Mathieu	FRA			Yamaha YZF - R1	Superstock
*72	JUNIOR TEAM LE MANS SUD SUZUKI	FRA	ROSSI Louis	FRA	CLERE Hugo	FRA	MASBOU Alexis	FRA	DUPUY Eddy	FRA	Suzuki GSXR - 1000	Superstock
*74	TEAM SEIGNEUR MOTORSPORT RACING	FRA	HENRIQUES David	FRA	SCORSONE Fabien	FRA	SEIGNEUR Christophe	FRA	GERMANY Jonathan	FRA	BMW S1000RR	Superstock
76	COTTARD MOTOSPORT	FRA	AUBRY Jean-Edouard	FRA	LEVRIER Quentin	FRA	GOETSCHY Jonathan	FRA			Suzuki GSXR - 1000	Superstock
*77	WOJCIK RACING TEAM 1	POL	SZKOPEK Marek	POL	REA Gino	GBR	JERMAN Marko	SLO	Christoffer BERGMAN	SUE	Yamaha YZF - R1	Formula EWC
*86	PITLANE ENDURANCE	FRA	DUFOUR Paul	FRA	PELLIZOTTI Maxim	FRA	GRANZOTTO Clément	FRA	CROIX Karl	FRA	Yamaha YZF - R1	Superstock
87	TEAM R2CL SUN CHLORELLA	FRA	GIABBANI Gwen	FRA	SELLER Clinton	RSA					Suzuki GSXR - 1000	Formula EWC
*90	TEAM LRP POLAND	POL	FRIEDRICH Arnaud	GER	LEWANDOWSKI Bartłomiej	POL	VINCON Dominik	GER			BMW S1000RR	Formula EWC
*91	ENERGIE ENDURANCE 91 HORIZON CHARCOT	FRA	LAVAINNE Kévin	FRA	MEUNIER Léo	FRA	CURTOLO Arnaud	FRA			Kawasaki ZX 10R	Superstock
*93	EXTERIA KSPCS RACING TEAM	CZE	ROSSO Niccolò	ITA	BOSCOSCURO Andrea	ITA	CHOY Martin	BUL	FORAY Joseph	FRA	Suzuki GSXR - 1000	Superstock
*96	MOTO AIN	FRA	ROLFO Roberto	ITA	MULHAUSER Robin	SUI	HILL Stefan	GBR			Yamaha YZF - R1	Superstock
101	AVIOBIKE	FRA	BAGGI Giovanni	ITA	FUGARDI Stefano	ITA	MAZZINA Michael	ITA			Yamaha YZF - R1	Superstock
*111	HONDA ENDURANCE RACING	GBR	GIMBERT Sébastien	FRA	HERNANDEZ Yonny	COL	de PUNNET Randy	FRA			Honda CB R1000 RR	Formula EWC
112	SPEEDTEAM 72	FRA	LOYAU Nicolas	FRA	DELHOMMEAU Sébastien	FRA	FERRE Vincent	FRA			Yamaha YZF - R1	Superstock
119	SLIDER ENDURANCE	FRA	DILLER Charles	FRA	HOUSSIN Vincent	FRA	LICCIARDI Angelo	BEL	NAGORSKI Thibaut	FRA	Yamaha YZF - R1	Superstock
*121	FALCON RACING RENNES MOTOS	FRA	LOUAULT Olivier	FRA	PEPIN Eric	FRA	BRARD Christophe	FRA	DEJEAN Arnaud	FRA	Yamaha YZF - R1	Superstock
*156	TEAM PLAYERS	FRA	NOEL François	FRA	PASCO Yann	FRA	DUMAS Mathieu	FRA	POILPRE Mickael	FRA	Kawasaki ZX 10R	Superstock
212	DUNLOP MOTORS EVENTS WERC	FRA	JAECK Kévin	FRA	BEATY Christopher	FRA	DESER Nicolas	FRA	BEURDELEY Renaud	FRA	Suzuki GSXR - 1000	Superstock
*333	VRD IGOL PIERRET EXPERIENCES	FRA	ALT Florian	GER	MARINO Florian	FRA	SIMEON Xavier	BEL	PERRET David	FRA	Yamaha YZF - R1	Formula EWC
*777	WOJCIK RACING TEAM 2	POL	PASEK Adrian	POL	KRZEMIAN Kamil	POL	STEINMAYR Philipp	AUT	WIELEBSKI Artur	POL	Yamaha YZF - R1	Superstock

### Liste des Teams Réservistes susceptibles d'être appelés jusqu'au 10 avril, minuit (Art. 7 du règlement particulier)

List of Reserve Teams that might be drafted into the entry list up until 10 April, midnight (Art. 7 of the Supplementary Regulations)

141	TEAM STAND 41 ENDURANCE	FRA	THIELIN Julien	FRA	QUETIN Kenny	FRA	SCORSONE Fabien	FRA	HIERNAUX Kévin	FRA	Suzuki GSXR - 1000	Superstock
39	MOTO 39 COMPETITION	FRA	TACHIN Frédéric	FRA	LEMIRE Grégory	FRA					Kawasaki ZX 10R	Superstock

\* The contracted teams



# THE FIELD

After a seven-month break since the Bol d'Or, the 2018-19 FIM Endurance World Championship gets back on track on **20-21 April** when the Bugatti circuit hosts the 2019 Le Mans 24H Motos. Last year, the **40<sup>th</sup> anniversary** of the 24-hour marathon attracted no fewer than **76,000 fans**.

The 24H Motos is the second of five races that count towards the 2018-19 FIM EWC. Organiser the Automobile Club de l'Ouest has received dozens of entry applications and the first-rate grid promises quality and variety once again. The 24H Motos has always attracted entries from different horizons and this is what makes the event so special.

Sixty crews will hone their machines in practice and then line up for the start at 15:00 on Saturday 20 April. They will be split into three classes: 23 machines will compete in the premier Formula EWC class, 35 in Superstock and two in the Experimental category.

This year's 24H Motos will see a battle between **FIVE MAJOR MOTORCYCLE MANUFACTURERS: BMW, HONDA, KAWASAKI, SUZUKI and YAMAHA.**



Last year's winner and reigning world champion, Japanese team F.C.C TSR Honda France, is a firm favourite but, for riders Freddy Foray, Josh Hook and Mike Di Meglio, the competition could be tougher than ever! Team SRC Kawasaki will have its eyes firmly on first place after leading the 2018 Bol d'Or (the opening round of the 2018-19 FIM EWC season) for more than 22 hours. To achieve this aim, the green team will be boosted by their latest recruit, Erwan Nigon, winner of the 2014 Le Mans 24H Motos (with Suzuki). He will join forces with David Checa and Jérémy Guarnoni. The revitalised Suzuki Endurance Racing Team is back with a bang thanks to its new GSX-R 1000. Vincent Philippe, Etienne Masson and Gregg Black will pull out all the stops in their quest to place SERT on the top step of the podium. Bol d'Or runner-up YART-Yamaha is another contender



#5 F.C.C. TSR Honda France Bike / Team manager : Masakazu Fuji / Riders : HOOK Josh, FORAY Freddy, TECHER Alan /



#36 - Moto Team 95 Bike : Yamaha / PHOTO : Jonathan BICHE (ACO)

with big ambitions. The Austrian squad will be determined to remind the Le Mans crowd – and its rivals – of its 2009 feat when it scooped the 24H Motos crown. Broc Parkes, Marvin Fritz and Niccolò Canepa will share the riding duties on the #7 Yamaha. Honda will also be represented by British outfit Honda Endurance Racing who will be looking to go one better than last year's overall second place with its line-up of Sébastien Gimbert, Yonny Hernández and Randy De Puniet. Finally, BMW is gearing up for the FIM EWC in a big way. The Bavarian manufacturer is counting on a new version of the S1000RR and German team ERC-BMW Motorrad Endurance (formerly NRT48) to score its first Le Mans 24H Motos success.

These works teams will face an armada of serious challengers. Bolliger Team Switzerland, Wepol Racing, Maco Racing, National Moto and VRD Igol Pierret Experiences (who will be banking on MotoGP™ rider Xavier Siméon) will all be in the hunt for a top five place in the general classification or hoping to steal a place on the podium.

The Superstock class accounts for the biggest field with 35 entries. Many teams will be looking to follow in the tyre tracks of last year's class winner, 3ART Moto Team 95, now competing in Formula EWC. Among the main contenders, Junior Team Le Mans Sud Suzuki has put together a quality line-up comprising Louis

Rossi, Alexis Masbou (two former Grand Prix winners) and Hugo Clere. Meanwhile, Gert56 German Endurance Racing Team will seek to build on its Bol d'Or triumph and the Moto Ain team will hope that it's third time lucky at Le Mans after finishing second twice on the trot.



#18 Team 18 Sapeurs Pompiers (FRA) / PHOTO : Michel JAMIN (ACO)

A number of outfits have become firm fans' favourites for a variety of reasons, and they certainly include Team 18 Sapeurs-Pompiers. The team has represented French firefighters in the Endurance World Championship since 2000, notching up a second place in the championship standings in 2009 and winning the Superproduction class at the 2007 Le Mans 24H Motos along the way.

The Club Motocycliste de la Police Nationale will also be present in the shape of the #22 Yamaha of Team 202. This iconic number returned to the race last year and was rewarded with the chequered flag.





# THE FIELD

The grid will include an all-female line-up for the third successive year. The Girls Racing Team's #19 Yamaha R1 will run in the Superstock class.

The Experimental class comprises motorcycles that are not homologated for the championship, or that have been modified beyond the bounds of the regulations. Two machines will make up this class dedicated to innovation. Team Metis JLC Moto will again enter a frameless prototype equipped with a front wishbone using a double-disc braking system. ITeM 17 will run a Kawasaki that will also be fitted with an experimental front fork (a deformable quadrilateral positioned just above the front wheel with a single gas-pressurised shock absorber). For JLC Moto and TTS Excent, the Le Mans 24H Motos represents a sporting and technological challenge. The plan is to see their substantial development work come to fruition

with a top ten spot in the overall standings.

With 12 nationalities among the 60 teams and riders from 16 countries, the Le Mans 24H Motos is truly an international event.

At the 24H Motos, the show takes place on and off the track! Music plays a big part in creating a party atmosphere in the race village. Belgian rock band Triggerfinger will take to the stage on Saturday 20 April with support from local act Rotterdames. RTL2 DJ Loran will then keep the fans entertained until the small hours.

Like last year, the ACO will host two nights of concerts. Music station RTL2 is again holding a contest to seek out fresh new talent and Friday 19 April is the date for the grand finale when the best two bands or artists will have the stage to themselves.



#22 TEAM 202 (FRA) Model : Yamaha YZF-R1 / Riders : CALIA Olivier / PHOTO : Jonathan BICHE (ACO)

# FORMER GRAND PRIX RACERS GEARING UP FOR THE 2019 24H MOTOS



#111 Randy De Puniet / PHOTO : Michel JAMIN (ACO)

As many as 28 former Grand Prix racers will take the start at the 42nd running of the prestigious 24H Motos this year, including Randy de Puniet, Xavier Siméon, Yonny Hernández, Louis Rossi, Alexis Masbou and Broc Parkes. The 24H Motos presents quite a challenge for competitors accustomed to relatively short race formats.

Randy de Puniet: "The calibre of competition is really high. Ten years ago, sharing a bike with two other guys would not have interested me. But now, I enjoy it. It's a relaxed atmosphere. Winning a 24-hour race is epic for a French rider, and it's something I hope to achieve." De Puniet will share Honda Endurance Racing's #111 Honda CB R1000 with two other Grand Prix racers, Sébastien Gimbert and Yonny Hernández.

The reputation of endurance racing has been cultivated for more than a decade by federations, promoters, constructors, teams and organisers working to bring this discipline to the forefront of international championships. The presence of these riders is a testament to that effort and a reflection of the commitment of five major bike

manufacturers, increasing media coverage, celebrated events and an influx of spectators.

However, having a Grand Prix pedigree does not automatically mean a podium finish at the 24H Motos. The physically demanding race requires experience and a different approach than sprint races. "I am doing my best to prepare. I don't quite know what to expect," admits Xavier Siméon. "I'm guessing it isn't easy to get up in the middle of the night for a stint. I'm not sure how my body is going to react and recuperate after four stints." The former Ducati Avintia Racing racer in MotoGP™ is getting ready for his first 24H Motos with the VRD Igol Pierret Expériences team's #333 Yamaha R1.

With 60 bikes on the track, racers battling it out in the lead pack must also contend with traffic. The strategy calls for patience. It is better to lose a few seconds than attempt a risky overtaking manoeuvre that can ruin their race. Physical recovery, traffic management and adapting to endurance bikes are all factors former Grand Prix racers must come to terms with at the 24H Motos, always a thrilling and unpredictable race.



# WOMEN, READY TO RACE

Think the 24H Motos is a man's world? Then think again! Over the past few years, women have been just as keen to get involved, be it behind the scenes as engineers and mechanics or out on the track. **Magali Langlois competed in the race five times** (from 2002 to 2008). Véronique Parisot and Marie-Pierre Vintaer have clocked up four race starts each, Marie-Hélène Bizotto has featured on the grid three times, Patricia Bodard and Canadian Katherine Coburn twice, while Amandine Creusot, Marlène Dallemagne, Eliane Pscherer, Fabienne Migout, Melissa Paris, Christelle Orsi, Nathalie Roche and Muriel Simorre have all competed once. **The best result for a female rider was achieved by Véronique Parisot, who finished fourth in 1988.**

## THE WOMEN'S CUP, A CHANCE FOR FEMALE COMPETITORS TO PURSUE THEIR DREAM

The Automobile Club de l'Ouest, the French Motorcycling Federation (FFM) and the Women's Committee launched the first ever Women's Cup race in 2016. This women-only French championship now comprises four rounds and the fourth season will kick off ahead of the 2019 24H Motos on the Bugatti circuit. The line-up embraces both novice and seasoned competitors, with 44 entries in all, racing on 600cc or 1,000cc roadsters or sportbikes, and is a real opportunity for female bikers to pursue their dreams.

The season continues with a round before the Magny-Cours 12-hour event (24-25 May), then at Circuit Carole to coincide with the WERC event (13-15 June), and concludes with a race prior to the Bol d'Or at Circuit Paul Ricard in Le Castellet (20, 21 and 22 September).

## AN ALL-FEMALE LINE-UP ON THE GRID: "THE 24H MOTOS HAS ALWAYS BEEN A DREAM!"

This year is the 42nd running of the 24H Motos and sees an all-female line-up take up the challenge in the Superstock class. The #19 Yamaha is fielded by the Girls Racing Team, with Jolanda Van Vestrenen (NED), Mélodie Coignard (FRA), Amandine Creusot (FRA), and Mélissa Paris (USA) on-board. With just days to go before the race, the team's Communications Officer Clémence Cazin says they are really looking forward to what promises to be "a memorable week". The Yamaha YZF-R1 prepared by team manager Pierre Pesselier showed real potential during the Pre-Le Mans tests on 2-3 April. "We had to get to grips with the circuit and all its corners, and build up the right feeling. We did a good job with the bike," confides Mélodie Coignard who will be racing the 24H Motos for the first time. To maintain the required level of fitness, the riders follow an active programme. As she prepares to compete against the very best in endurance motorcycling on 20-21 April, Coignard is out on her bike, day after day. "I've been out on track, on the road, doing motocross and supermoto, and also doing some kind of sport several times a week," she explains. As they hone their racing mindset, the women on the Girls Racing Team are aiming to stay alert and applied: "We're assuming the bike will perform better if we handle her gently," Coignard adds.



#19 GIRLS RACING TEAM (FRA) / BIKE : Yamaha YZF - R1 / CATEGORY : Superstock  
RIDER : VAN VESTRENNEN Jolanda (NED) COIGNARD Mélodie (FRA) CREUSOT Amandine (FRA) PARIS Mélissa





# INNOVATION AT THE 24H MOTOS

The 24H Motos is a sporting and technical challenge, where reliability is equally as important as performance. As such, the French endurance classic is a fantastic testing ground for innovations that will eventually find their way on to road bikes. The first ever 24H Motos was held in 1978 and even then, there were a number of prototypes on the grid. And there will be two among this year's line-up.

## THE EXPERIMENTAL CLASS, A SPECIAL PROTOTYPE CATEGORY

The Experimental class is for bikes that are not homologated for other classes in the FIM Endurance World Championship, having undergone major changes that place them outside the scope of the regulations. It includes motorcycles where the engine, the main frame

or the suspension are completely different in design from the original model.

Experimental machines feature in the general classification for the race, but do not qualify for Endurance World Championship points. They are allowed to compete in the race if the Selection Committee considers the machine to be innovative and of technical interest. Electric machines can be entered in this class.

## TEAM METISS VERSUS ITEM 17

There will be two prototypes on the 24H Motos grid this year, the #17 Kawasaki ZX-10R fielded by ITeM 17 and the #45 MetisS entered by Team MetisS.

ITeM 17 (ITeM = Innovation Technique Moto) was formed in 2018 by Vincent Lavabre and Michel Mousseigne. Its goal is to pursue the work done on the eXcentive fork by TTS-eXcent during the 2016, 2017 and 2018 seasons. Hence, its #17 Kawasaki ZX-10RR is fitted with this groundbreaking deformable quadrilateral fork that goes by the name eXcentive. This technology ensures a constant wheelbase and excellent stability for the bike in all circumstances, while improving handling and offering firmer acceleration.

The bike will be entrusted to the capable hands of Gabriel Pons, Matthieu Thibault and

Alex Sarrabayrouse. They triumphed in the Experimental class at last year's 24H Motos.

Meanwhile, the #45 MetisS and the 24H Motos go back a long way. The MetisS team counts 12 race starts and has constantly developed its racing machine, which is fitted with a patented triangular steering system (TSS) thought up by Jean-Bertrand Bruneau (JBB), a dentist from Le Mans. The JBB system ensures better grip from the front suspension and less front tyre wear. The MetisS also boasts a frameless design and the local team, always one step ahead, have opted for two front brake callipers and discs.

The MetisS will be ridden by Billy Cornut, David Bouvier, Emmanuel Cheron and Cyril Huvier. This bike finished ninth in 2014 and won the Experimental class in 2016 and 2017, so anything is possible.



METISS

ITEM 17





# REGULATIONS (EXTRACTS)

## QUALIFYING

To qualify for the race, a rider must achieve a time in one of his/her two mandatory qualifying sessions that is not more than 10% over the average of the three fastest times recorded in his/her group. The qualifying time is identical for all classes.

## STARTING GRID:

Grid positions are based on the average of the best times achieved by the three riders in the team during the qualifying sessions.

## PIT LANE SPEED:

Limited to 60 kph.

## INCIDENT DURING THE RACE:

The rider must push his/her motorcycle, without any outside help, except on approaching the short-cuts where the assistance of marshals may be allowed for safety reasons. The three short-cuts are as follows:

### SHORT-CUT 1 (RED)

#### → Left side of the track

In the event of any problem occurring on the left side of the track, between the starting light gantry and the first exit after the Dunlop footbridge, the rider must take the first possible exit into the

safety lane. The rider is allowed to return to the pits in the opposite direction to the race in this safety lane, with the engine and lights off.

#### → Right side of the track

In the event of any problem occurring on the right side of the track, between the starting light gantry and the Dunlop footbridge, the rider must take the first possible exit into the safety lane. The rider is allowed to return to the pits in the opposite direction to the race in this safety lane, with the engine and lights off.

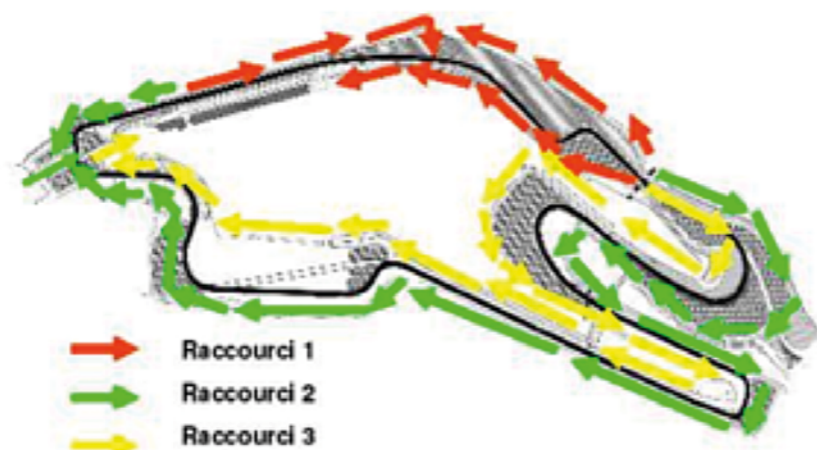
### SHORT-CUT 2 (GREEN)

In the event of any problem occurring between the first exit after the Dunlop footbridge and the starting post on the left side, the rider must take the first possible exit into the safety lane. He/she must complete a full lap of the track and cross the track at the Raccordement link-up between posts 15 and 16.

### SHORT-CUT 3 (YELLOW)

In the event of any problem occurring between the Dunlop footbridge and the pit entrance on the right side of the track, the rider must take the first possible exit into the safety lane.

In all the above cases, the rider can be helped by two mechanics after reaching the Race Control gantry.



## ASSISTANCE DURING THE RACE:

A team may request assistance for the rider and motorcycle to be taken back in one of the organiser's vehicles. In this case, they will be dropped off at the entrance to the pit lane. From this point, two people from the team will be allowed to help the rider bring the motorcycle back to the pits, under a marshal's supervision. The lap will be counted in the end-of-race total. If several teams request such assistance following a problem involving a number of riders, the teams will be assisted in the order of the starting grid.

Two vehicles will be available on the track for this purpose.

No assistance other than that provided by the organisers will be permitted.

## PIT STOPS:

→ The engine must be switched off during a pit stop. It can be started up for a short while for testing and adjustment.

→ During the pit stop, four people are permitted to work on the machine, including the rider if he/she takes part in the work. In the pit box, the number of persons working on the motorcycle is not limited.

→ Refuelling must take place after all other operations, with the machine on its stand. The rider must not be on the motorcycle during refuelling.

→ Tyre warmers are allowed.

→ In order to leave the pits, once the rider is on the machine, two people are allowed to push the machine. Alternatively, the rider can use the machine's starter. Use of an additional battery is forbidden.

## SAFETY CAR PROCEDURE:

→ When it is decided to neutralise the race for safety reasons, two safety cars will enter the track with their orange revolving lights switched on. At the same time, the marshals will wave yellow flags and display boards marked "SC". The riders must line up in single file behind the safety cars, without overtaking them.

→ Pit stops are permitted during the neutralisation of the race. After stopping at the pits, riders may only rejoin the track when the green light at the pit lane exit is turned on for a 10-second period, 15 seconds after a safety car has passed. After this 10-second period, the pit lane exit will be closed once again (red light). Riders who have not left the pit lane will have to wait for the next group.

→ Final neutralised lap: the safety cars will complete a full lap of the circuit with their orange revolving lights switched off.

→ During the intervention of the safety cars, all laps completed will be counted as "race laps".

## STOP & GO PENALTY:

→ The rider will be requested to stop in the Stop & Go area in the pit lane.

→ Once the team has been notified of the penalty, a yellow board displaying the rider's number will be shown at the finish line. The rider has five laps in which to spot the yellow board and complete the penalty. Failure to do so will result in the rider being shown the black flag and disqualified.

## FINISH:

To be counted as a finisher, a team must have:

→ Totalled 75% of the number of laps completed by the winner,

→ Crossed the finish line on the race track (not in the pit lane) within five minutes of the winner taking the chequered flag. The rider must be in contact with his/her machine.



## DID YOU KNOW?

Riders must be at least 18 years of age to compete in the 24H Motos.





# TECHNICAL REGULATIONS

**MAXIMUM OF 60** admitted to scrutineering.

**MAXIMUM OF 60** admitted to the race.

**FRONT AND REAR LIGHTS compulsory.**

## MOTORCYCLE CLASSES ADMITTED

### • FORMULA EWC (NUMBER PLATES: WHITE FIGURES ON BLACK BACKGROUND)

- Based on road-legal motorcycles, with a general appearance conforming to the homologated model except for the exhaust and suspension systems. Lighter fairings permitted.
- The forks may be changed but must be the same type as the homologated model.
- Quick wheel and brake changing systems permitted.
- Displacement capacities: 4-stroke engine only: 4 cylinders: 600–1000cc / 3 cylinders: 750–1000cc / 2 cylinders: 850–1200cc.
- Minimum weight: 2, 3 and 4 cylinders: 175 kg
- Formula EWC competitors are eligible for the FIM EWC World Championship.

### • SUPERSTOCK (NUMBER PLATES: WHITE FIGURES ON RED BACKGROUND)

- Motorcycles very similar to the production model, apart from a few adjustments.
- Engine: original configuration.
- Quick-change type of brake pads not permitted.
- Displacement capacities: 4-stroke engine only: 4 and 3 cylinders: 750–1000cc / 2 cylinders: 850–1200cc.
- Minimum weight: the minimum weight for each model is calculated by FIM by determining the "dry weight" of the homologated motorcycle. Under no circumstances can the minimum weight be lower than 168 kg.
- Superstock competitors are eligible for the FIM EWC World Cup.

### • EXPERIMENTAL (NUMBER PLATES: WHITE FIGURES ON GREEN BACKGROUND)

- Limited to two.
- Experimental machines appear in the general classification of the race, but not in the FIM EWC World Championship standings.
- Motorcycles not homologated for the championship or modified beyond the scope of the regulations.
- Obligation to meet qualifying criteria. Acceptance subject to the agreement of the jury.
- Displacement capacities:
  1. Internal combustion engine (ICE), naturally aspirated (petrol), 4-stroke only: 4 cylinders: 600–1000cc / 3 cylinders: 750–1200cc.
  2. Hybrid system: an alternative energy source in combination with a naturally aspirated ICE (max. 400cc)
  3. Other(s): electric, for example.
- Minimum weight with ICE: 165 kg / motorcycle using other sources of energy: 205 kg

# TRACKSIDE ENTERTAINMENT



## CITY CENTRE PREVIEW ON WEDNESDAY

### PLACE DES JACOBINS

Things kick off at 4 pm on Wednesday 17 April with a stunning display of the bikes that will form the grid on race day. Head for Place des Jacobins in central Le Mans, where locals and visitors alike can see what motorcycle endurance racing is all about. Enjoy a close-up view of the bikes and a chance to chat with the riders.

## KIDS ZONE

### P1D (FAN ZONE)

→ SATURDAY 20 APRIL, 09:00 – 20:00

→ SUNDAY 21 APRIL, 09:00 – 15:00

For children aged 3 to 12 years.

Activities:

- Mini-bike initiation
- Inflatables
- Maze
- Climbing
- Trampoline



## TRIKES

### ALLÉE DES TRIBUNES

A Trike exhibition will be staged behind the grandstands. All you've ever wanted to know about these unique three-wheelers!

→ SATURDAY 20 APRIL, 09:00 – 19:00

→ SUNDAY 21 APRIL, 09:00 – 14:00



## CONCERTS

### IN THE RACE VILLAGE, OPPOSITE THE RESTAURANT DE LA COURBE

→ FRIDAY 19 APRIL, from 21:45

RTL2 is the 24H Motos official radio station. They have organised a new talent contest and, after the stunt riding show on Friday night, you can catch the winners on stage for a very special concert.

→ SATURDAY 20 APRIL, from 20:00

This year, Belgian rock outfit Triggerfinger will take to the 24H Motos stage, getting the crowd pumped after a performance by Le Mans-based support act, Rotterdamers. DJ Loran, resident DJ on RTL2 will keep the party going well into the night.



## FAN ZONE

### ESPLANADE IN FRONT OF THE OLD 24 HOURS MUSEUM

→ SATURDAY 20 APRIL, 09:00–20:00

→ SUNDAY 21 APRIL, 09:00–14:00

The Fan Zone is not to be missed! Just head towards the plane-shaped balloon flying high above the attractions, which include:

- Simulators
- Entertainment of all kinds
- A special area for babies and children
- An electric motorcycle track for 6-to-14-year-olds



## LEARN TO RIDE A 125CC

A riding zone has been set up at the International Karting Circuit with free 125cc initiation sessions and roadsafety information! A great opportunity for novices to crank their biking experience up a notch and develop greater awareness of the dangers of the road. In partnership with BOUVIER driving school.

Two free buses will shuttle visitors between the Lady Bike space (Garden 2) and the International Karting Circuit:

→ SATURDAY 20 APRIL, 09:00 – 19:00

→ SUNDAY 21 APRIL, 09:00 – 14:00



## LADY BIKE, WOMEN ON TWO WHEELS

### IN THE RACE VILLAGE

→ FRIDAY 19 APRIL, 14:00–19:00

→ SATURDAY 20 APRIL, 09:00–19:00

→ SUNDAY 21 APRIL, 09:00–14:00

A pavilion specially designed for women. On offer:

- Well-being area
- Mechanics workshop
- A motorcycling taster session
- For female racegoers, but men are welcome to come along with their partners!



## THE KUSTOM VILLAGE

Exhibition space for show bikes, custom models and the people who prepare them in Garden 4 in the Village.



## ARTISTS' VILLAGE

Come and meet artists and creators of works of art with a biking theme in Garden 3 in the Village.

→ FRIDAY 19 APRIL, 09:00 – 19:00

→ SATURDAY 20 APRIL, 09:00 – 19:00

→ SUNDAY 21 APRIL, 09:00 – 14:00



## ART AND HERITAGE EXHIBITIONS

### CLUB SARTHOIS EXHIBITION

Paddock alley – Race Village

→ FRIDAY 19 APRIL, 13:00–20:00

→ SATURDAY 20 APRIL, 10:00–22:00

→ SUNDAY 21 APRIL, 09:00–14:00

Feast your eyes on 32 stunning vintage motorcycles on show around the 24H Motos Village. Meet the collectors and enjoy some serious bike talk with them!

### LE MANS: THE DAWN OF GRAND PRIX RACING

#### GARDEN 1 – RACE VILLAGE

→ FRIDAY 19 APRIL, 13:00–20:00

→ SATURDAY 20 APRIL, 10:00–23:00

→ SUNDAY 21 APRIL, 09:00–15:00

Learn more about the history of motorcycle Grand Prix races at Le Mans. A feast of anecdotes, legends and biking history.





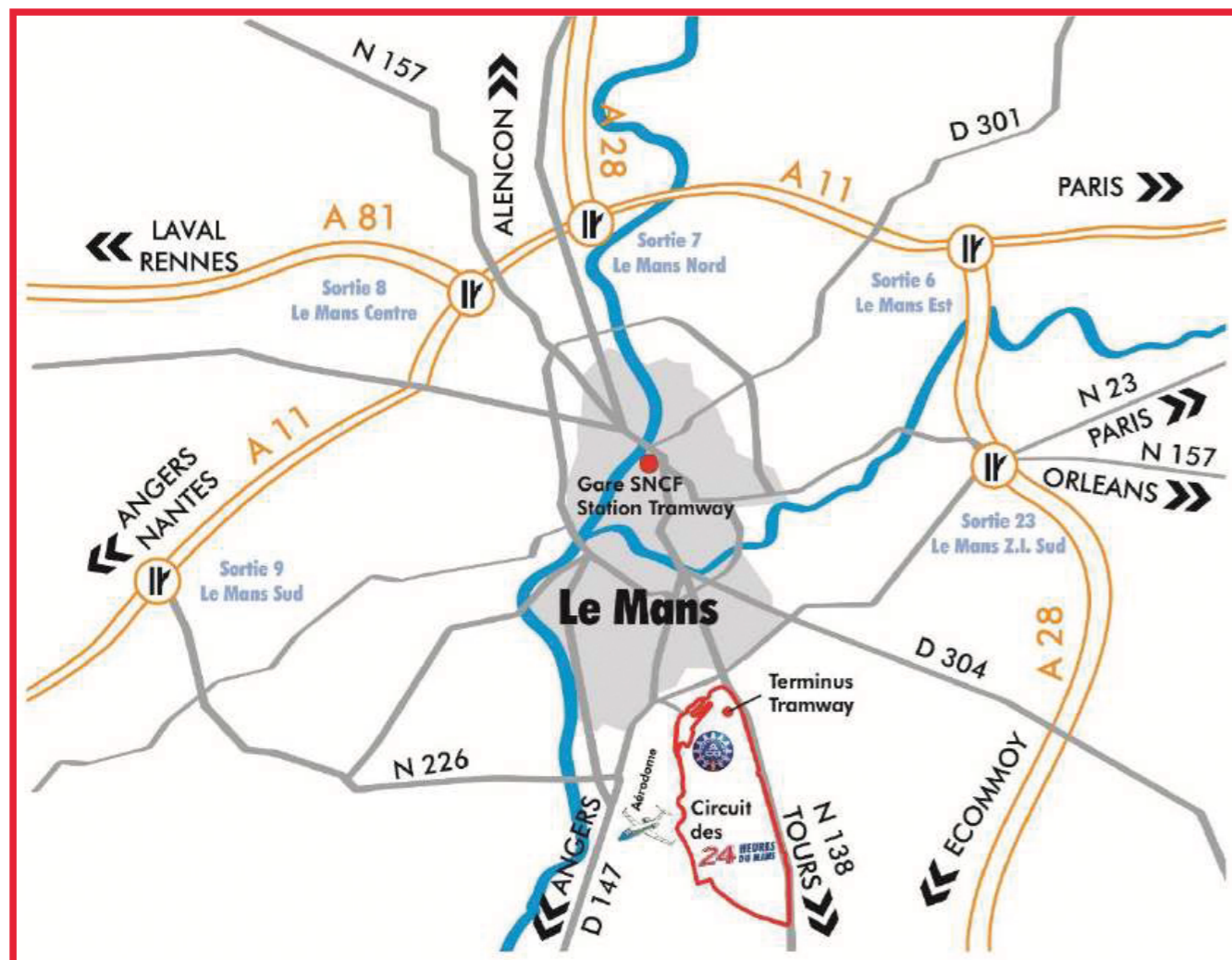
# VISITOR INFORMATION

## HOW TO GET TO LE MANS

### AUTOMOBILE CLUB DE L'OUEST

Circuit des 24 heures  
CS 21928  
72019 Le Mans Cedex 2  
France  
Tel : +33 (0)2 43 40 24 24  
Fax : +33 (0)2 43 40 24 15  
Web : [www.24h-motos.com](http://www.24h-motos.com)

**GPS Coordinates:**  
47°57'21.63»N / 0°12'28.20»E



# VISITOR INFORMATION

## MEANS OF TRANSPORT



### BY ROAD:

- **FROM PARIS** : 214 km - 2 hrs 15 mins (via A11)
- **FROM NANTES** : 185 km - 1 hr 55 mins (via A11)
- **FROM CAEN** : 173 km - 1 hr 55 mins (via A88 et A28)
- **FROM ALENÇON** : 75,6 km - 54 mins (via A28)
- **FROM ROUEN** : 218 km - 2 hrs 20 mins (via A28)
- **FROM RENNES** : 160 km - 1 hr 45 mins (via N157 et A81)
- **FROM TOURS** : 96,7 km - 1 hr 5 mins (via A28)
- **FROM BORDEAUX** : 447 km - 4 hr 20 mins (via A10)



### BY AIR:

- **LE MANS ARNAGE AIRFIELD**: Tel. 02 43 84 00 43 / Flight Control: tel. 02 43 84 34 85
- **NANTES ATLANTIQUE AIRPORT**: Tel: +33 (0)892 56 88 00 (toll number)  
<https://www.nantes.aeroport.fr>



### BY RAIL:

There are several highspeed train links to Le Mans, from Paris, the major cities in the west of France, Nantes and Rennes as well as Lyon, Lille, Marseille and Montpellier.

- **LE MANS RAILWAY STATION**: Place du 8 mai 1945 - 72000 Le Mans (5 km from the circuit).  
Information and tickets (direct line): Tel: 3635 (toll number) - <https://en.oui.sncf/en/>

Le Mans railway station is a transport hub with a direct tram link to the circuit.



### BY TRAM:

Line 1 goes from the city centre to the circuit via the railway station (in around 20 minutes).

- **DIRECTION** : Antares MMA Arena
- **STOPS NEAREST THE CIRCUIT** : - Guetteloup - Pôle Santé Sud (Tertre Rouge gate)  
- Antarès - MMArena - Terminus (East gate)



### BY TAXI:

- **TAXIS RADIO 24/7**: +33 (0)2 43 24 92 92
- **TAXIS PLUS 24/7**: +33 (0)6 85 14 98 12



# VISITOR INFORMATION

## TICKETS INCLUDE AN ARRAY OF SERVICES

- Attended motorcycle park and helmet lockers and car park at the exhibition centre (Centre des Expositions)
- Free grandstand seats (all except T19 and T34 – €20 surcharge –, T17 et T18, reserved for ACO members)
- Natural vantage points open to all
- Free access to Bleu and Rouge campsites, subject to availability. Terms and conditions of use apply.
- Entry to the Welcome venue: track view, bar, entertainment.



### PROTECT YOUR EARS AT THE 24H MOTOS

#### SHIELD YOUR EARS WITH ACOUFUN MOTOR

Head for the Acoufun stands at the North gate, first-aid stations and visitor medical centre to pick up your **FREE EAR PLUGS**.



[www.acoufun.com](http://www.acoufun.com)



### SERVICES

Helmet lockers, cloakrooms and mobile device charging service available.

#### RATES:

- 1€ per item per day at the Bugatti North gate;
- FREE to motorcycle park users.



### WELCOME TO ACO MEMBERS

Seating in grandstands 17 and 18 and Terrace 24 is reserved for ACO members. Just show your membership card to get the best views in the house!



### GUIDED TOURS

Visit the paddock, a pit garage, race control, the commentator's booth and the press room. Sign up at the kiosk on the ground floor of grandstand 17.

# VISITOR INFORMATION

## FOLLOW THE RACE

### 4 BIG SCREENS

Follow the 24H Motos on one of four big screens around the track

- Near grandstand 22;
- Opposite grandstand 16, above the pit building;
- At the Dunlop Footbridge, opposite grandstand 5;
- At the fan zone, in the race village.

DUNLOP FOOTBRIDGE



FAN ZONE



OPPOSITE GRANDSTAND 16



NEAR GRANDSTAND 22



### 24H MOTOS ON TV

The start and finish are broadcast live in France and around the world on:

#### EUROSPORT 2

- SATURDAY 20 APRIL, 14:45 to 16:00 and 17:30-03:00
- SUNDAY 21 APRIL, 03:00-15:30

#### L'ÉQUIPE

- SATURDAY 20 APRIL, 14:30-21:00
- SUNDAY 21 APRIL, 0:00-02:00 AND 08:00-15:30



### CHARGE YOUR SMARTPHONE WITH A PORTABLE CHARGER

Get a free MANA® battery charger and stay connected as you watch the race (in the village, p.26).

#### Compatible with all smartphones

- Cable and adapters provided.
- A €20 deposit is required for this service



### LE MANS 24H MOTOS ONLINE

Follow the race on the ACO website, [www.lemans.org](http://www.lemans.org), with photos, videos and live updates.



### MOBILE APPLICATION

Download Le Mans Circuit Info for a host of extra services. Available for Android and iOS.

### SOCIAL MEDIA



24 HEURES MOTOS



24HEURESMOTOS



@24HEURESMOTOS



/24HEURESMOTOS

ENTRÉE EST

ENTRÉE SUD

ENTRÉE NORD

ENTRÉE ANNEXE

### VISITOR INFORMATION STANDS

There are several information points around the circuit where you can find help and advice about the race.

- In the race village (mobile device charging, lost property, theft declaration);
- At the link-up (raccordement);
- North gate;
- At the entrance to the paddock.



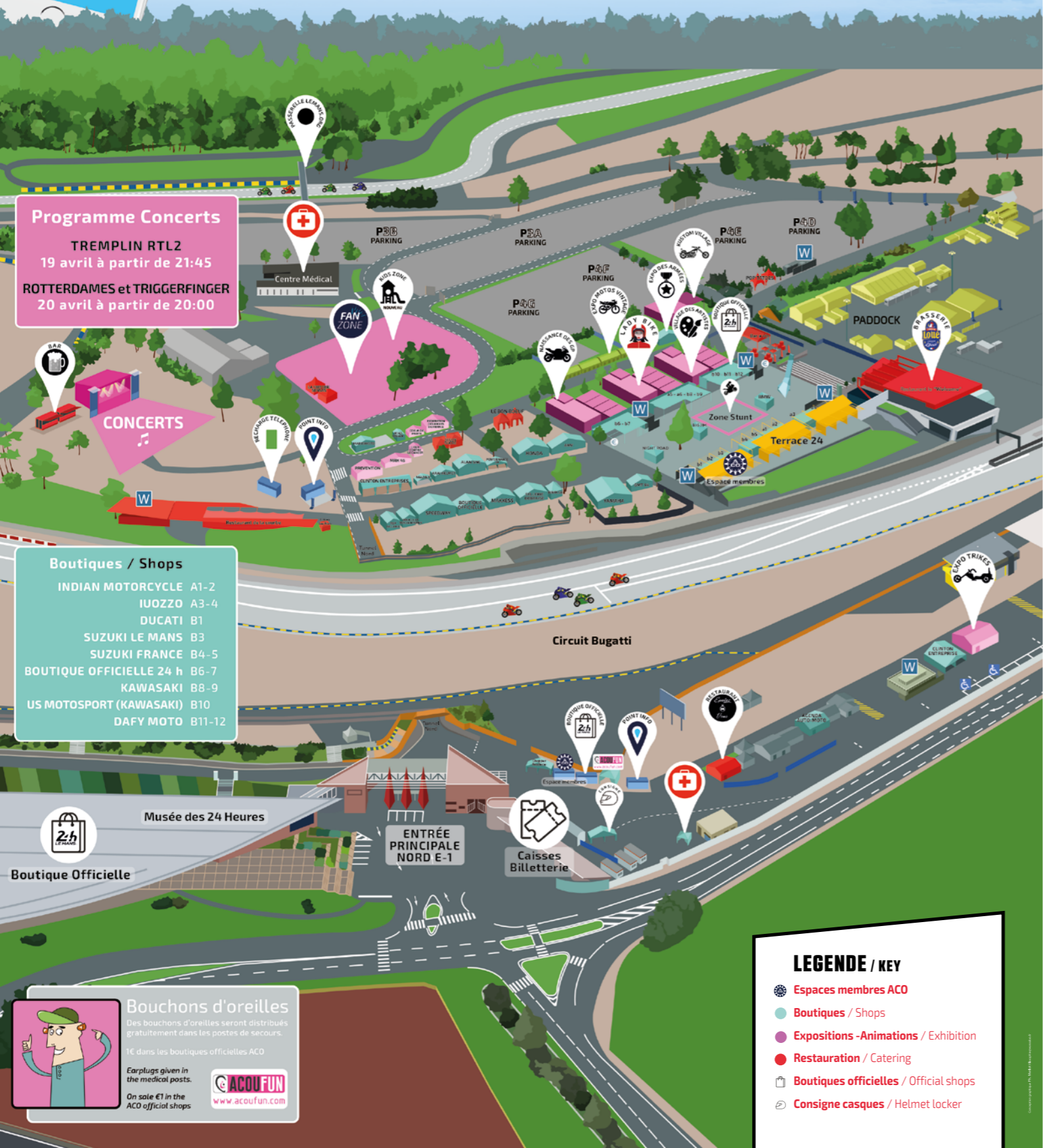


# 24h MOTOS

APRIL 20<sup>TH</sup> - 21<sup>TH</sup> 2019

## VILLAGE

INFORMATIONS  
02 43 543210



**Programme Concerts**  
**TREMPIN RTL2**  
 19 avril à partir de 21:45  
**ROTTERDAMES et TRIGGERFINGER**  
 20 avril à partir de 20:00

**Boutiques / Shops**  
 INDIAN MOTORCYCLE A1-2  
 IUOZZO A3-4  
 DUCATI B1  
 SUZUKI LE MANS B3  
 SUZUKI FRANCE B4-5  
 BOUTIQUE OFFICIELLE 24 h B6-7  
 KAWASAKI B8-9  
 US MOTOSPORT (KAWASAKI) B10  
 DAFY MOTO B11-12

Musée des 24 Heures  
 Boutique Officielle  
 ENTRÉE PRINCIPALE NORD E-1  
 Caisses Billetterie

**Bouchons d'oreilles**  
 Des bouchons d'oreilles seront distribués gratuitement dans les postes de secours.  
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- Boutiques / Shops
- Expositions - Animations / Exhibition
- Restauration / Catering
- Boutiques officielles / Official shops
- Consigne casques / Helmet locker

# EVOLUTION OF A CIRCUIT

### CIRCUIT NO. 1

**1978 TO 1986** Length : 4,240 km.

- **INAUGURATION** : 17-18 September 1966. Initial development: 4.422 km
- **FIRST SECTION MODIFIED**: Garage Vert corner. Length changed to 4.240 km
- **HISTORY** : Bol d'Or held from 1971 to 1977\* (\*83,000 paid entries) and six French MotoGPs from 1969 to 1985.

### CIRCUIT NO. 2

**1987 AND 1988** Length : 4,267 km.

- **CREATION OF THE DUNLOP CHICANE**, per the request of the International Motorcycling Federation.
- **REASON** : the fear of motorcycles going nearly 300 kph at the top of the start/finish straight taking off as they begin the descent to La Chapelle
- **CHEMIN AUX BOEUFs** : revised trajectory with a much trickier left/right than before
- **HISTORY**: 1987 French MotoGP

### CIRCUIT NO. 3

**1989 TO 1996** Length : 4,430 km.

- **RECONFIGURATION OF THE BLUE "ESSES" AND THE «RACCORDEMENT»** (the link-up between the Bugatti and 24 Hours circuits).
- **THE PIT ENTRANCE MOVED BETWEEN THE TWO CORNERS**
- **HISTORY**: French MotoGP in 1989, 1990, 1994 and 1995

### CIRCUIT NO. 4

**1997 AND 1998** Length : 4,435 km.

- **1996-1997 OFF-SEASON** : first reprofiling of the Dunlop chicane
- **GOAL** : extension of the run-off areas and the gravel traps

### CIRCUIT NO. 5

**1999 TO 2001** Length : 4,305 km.

- **SECTION MODIFIED**: Museum corner and its run-off areas
- **DESCRIPTION**: the left turn is earlier to increase the run-off area. The curve is tighter on entry and faster on exit.
- **LENGTH OF THE CIRCUIT** reduced by 130 m
- **REMOVAL OF RAISED** curbs in favour of smoother ones.
- **WINTER 2000-2001**: creation of a gravel trap at the exit of the Raccordement.
- **HISTORY**: Since 2000, the French MotoGP held at Le Mans.



# EVOLUTION OF A CIRCUIT

## CIRCUIT NO. 6

**2002 TO 2005** Longueur : 4,180 km.

- **SECTION MODIFIED:** La Chapelle corner and extension of the run-off areas in compliance with FIM standards
- **WORK:** displacement of 70,000 m<sup>3</sup> of soil and the addition of 7,500 m<sup>3</sup> or 12,000 tonnes of gravel spread in the traps
- **DESCRIPTION:** after the Dunlop Bridge, the descent offers a sweeping left/right loop. The Bugatti circuit length reduced to 4.180 km
- **WINTER 2003-2004:** full resurfacing of the track

## CIRCUIT NO. 7

**2006 AND 2007** Length : 4,180 km.

- **WINTER 2005-2006:** implementation of the plan to modernise the circuit, including the Village, the competitor park and the north underpass.
- **CIRCUIT:** total redesign of the entire Dunlop chicane, including the approach.
- **REASON:** same as 1987, with speeds clocked at 300 kph at the top of the Pit Straight (record: 323 kph!)
- **DESCRIPTION:** the radius of the Dunlop curve is narrowed, and the angle of the chicane reduced
- **WORK:** excavation of 60,000 m<sup>3</sup> of soil, 8,000 tonnes of asphalt and 15,000 tonnes of gravel needed. The length of the circuit is unchanged.

## CIRCUIT NO. 8

**2008 TO PRESENT** Length : 4,185 km.

- **SECTION MODIFIED:** Garage Vert corner, whose configuration had remained the same since 1978
- **GOAL:** creation of a large run-off area on the left side of the track (FIM standards) by moving the turn some 20 metres to the right. With 750 metres of track moved, the U-shape of the turn is preserved
- **DESCRIPTION:** track width now 12 m. Entrance: 5-metre-wide stretch of asphalt, a 2-metre synthetic grass strip and a 15-metre gravel trap. The exterior gravel trap increased from 52.50 m to 75 m, with a 20-metre asphalt run-off area
- **LINEAR LENGTH OF THE CIRCUIT** increased by 4.72 m, for a total of 4.185 km
- **PUBLIC ACCESS:** in line with the new Garage Vert corner, installation of a new spectator entrance on the east side, just a stone's throw from the tram terminus
- **2009:** installation of permanent safety windows (61) on the start/finish straight between the track and the signalling area
- **2010:** development of a new mound for spectators in the Houx area between the Garage Vert corner and Chemin aux Boeufs
- **2011-2012:** all curbs brought up to FIM standards over the winter
- **2013-2014:** Development of a new gravel trap at Post 12 (at the exit of Chemin aux Boeufs), without any change to the circuit layout, and resurfacing of pit lane
- **2014-2015:** Hydro-stripping the track for adhesion, re-coating of the Dunlop chicane and the Museum corner entrance. Replacement of fencing with FIA rigid protection panels
- **2015-2016:** Extension of the pits with the construction of four new garages
- **2016:** Complete reconstruction of the Bugatti circuit: stripping, asphalt and replacing the timing loops and painted signals





# 1978-2018 WINNERS

# FIM ENDURANCE WORLD CHAMPIONSHIP WINNERS

YEAR	WINNING RIDERS	BIKEE	DISTANCE	AVERAGE
1978	Ch. LEON - J.C. CHEMARIN	Honda RCB	3189,120 km	132.88 kph
1979*	Ch. LEON - J.C. CHEMARIN	Honda RCB	2.992,295 km	124.678 kph
1980	M. FONTAN - H. MOINEAU	Honda RCB	3.192,91 km	133.038 kph
1981*	C. HUGUET - J.C. CHEMARIN	Kawasaki 1000 J	3.300,112 km	137.504 kph
1982	P.E. SAMIN - D. PERNET	Suzuki	3.239,000 km	135.142 kph
1983*	J. CORNU - G. COUDRAY - S. PELLANDINI	Kawasaki 1000 S	3.056,932 km	127.372 kph
1984	H. VAN DER MARK - D. BRAND	Suzuki GSX	3.277,397 km	136.558 kph
1985	G. BERTIN - B. MILLET - Ph. GUICHON	Suzuki GSX	3.315,669 km	138.152 kph
1986*	G. COUDRAY - P. IGOA - A. VIEIRA	Honda RVF	3.172,000 km	132.493 kph
1987	D.SARRON - J.L.BATTISTINI - J.M. MATTIOLI	Honda RVF	3.115,000 km	130.201 kph
1988*	A. VIEIRA - Ch. BOUHEBEN - J.M. MATTIOLI	Honda RC 30	3.187,450 km	134.011 kph
1989*	A. VIEIRA - J.M. MATTIOLI - R. BURNETT	Honda RC 30	3.238,330 km	135.737 kph
1990	A. VIEIRA - J.M. MATTIOLI - S. MERTENS	Honda RC 30	3.016,830 km	126.537 kph
1991*	P. MONNERET - B. BONHUIL - R. NICOTTE	Yamaha FZR	3.207,320 km	135.701 kph
1992*	C. FOGARTY - T. RYMER - M. SIMUL	Kawasaki ZXR	3.282,630 km	139.798 kph
1993*	W. VEILLE - A. MORILLAS - B. MORRISON	Kawasaki ZXR	2.985,820 km	126.472 kph
1994*	T. RYMER - A. MORILLAS - J.L. BATTISTINI	Kawasaki ZXR	3.353,310 km	139.835 kph
1995*	A. VIEIRA - R. NICOTTE - B. MORRISON	Honda RC45	3.384,520 km	141.081 kph
1996*	P.BONTEMPI - J. D'ORGEIX - B.MORRISON	Kawasaki ZXR	3.402,240 km	151.014 kph
1997*	J.E. GOMEZ - D. POLEN - P. GODDARD	Suzuki GSX-R	3.361,730 km	140.161 kph
1998*	B. SEBILEAU - Th. PAILLOT - I. JERMAN	Kawasaki ZX7 RR	3.312,945 km	137.962 kph
1999*	B. SEBILEAU - S. HISLOP - C. WALKER	Kawasaki ZX7 RR	3.388,035 km	141.049 kph
2000*	W. COSTES - S. CHARPENTIER - S. GIMBERT	Honda VTR SP1	3.095,295 km	128.781 kph
2001*	C. GUYOT - S. SCARNATO - N. DUSSEAU	Suzuki GSX-R	3.267,495 km	136.023 kph
2002	JM BAYLE - N. DUSSEAU - S. GIMBERT	Suzuki GSX-R	3.302,200 km	137.527 kph
2003	B. MORRISON - P. DOBE - V. PHILIPPE	Suzuki GSX-R	3.415,060 km	142.223 kph
2004	S. CHAMBON - K. KITAGAWA - W. NOWLAND	Suzuki GSX-R	3.314,740 km	138.028 kph
2005	S. GIMBERT - W. COSTES - D. CHECA	Yamaha R1	3 469, 40 km	144.475 kph
2006*	F. PROTAT - O. FOUR - D. RIBALTA BOSCH	Honda CBR	3 415,060 km	142.152 kph
2007*	W. COSTES - G. DIETRICH - M. NEUKIRCHENER	Suzuki GSX-R	3 419,240 km	142.303 kph
2008*	W. COSTES - G. DIETRICH - B.VENEMAN	Suzuki GSX-R	3 222,45 km	134.134 kph
2009*	G. GIABBANI - I. JERMAN - S. MARTIN	Yamaha R1	3 042,495 km	126.700 kph
2010*	J. DA COSTA - O. FOUR - G. LEBLANC	Kawasaki ZX-10R	3 465,18 km	144.304 kph
2011*	J. DA COSTA - O. FOUR - G. LEBLANC	Kawasaki ZX-10R	3 490,29 km	145.363 kph
2012*	J. DA COSTA - F.FORAY - G. LEBLANC	Kawasaki ZX-10R	3 532,14 km	147.028 kph
2013*	G. LEBLANC - F. FORET - N. SALCHAUD	Kawasaki ZX-10R	3 431,7 km	142.987 kph
2014*	V.PHILIPPE - A. DELAHALLE - E. NIGON	Suzuki GSXR-1000	3 398,22 Km	141.592 kph
2015*	V.PHILIPPE - A.DELAHALLE - E.MASSON	Suzuki GSXR-1000	3 486,10 Km	145.254 kph
2016*	G. LEBLANC - M. LAGRIVE - F. FORET	Kawasaki ZX-10R	3 427,51 km	142.812 kph
2017*	D. CHECA - N. CANEPA - M. DI MEGLIO	Yamaha R1	3 599,1 km	149.962 kph
2018*	F.FORAY - J.HOOK - A.TEACHER	Honda CBR	3 527,9 km	147 kph

\* Race counting towards the FIM Endurance World Championship.

ANNEES	PILOTE(S)	CONSTRUCTEURS
<b>Coupe FIM d'Endurance</b>		
1975	G. Godier (FRA) - A. Genoud (SUI)	Kawasaki
<b>Championnat d'Europe d'Endurance</b>		
1976	J.-C. Chemarin (FRA) - C. Léon (FRA)	Honda
1977	J.-C. Chemarin (FRA) - C. Léon (FRA)	Honda
1978	J.-C. Chemarin (FRA) - C. Léon (FRA)	Honda
1979*	J.-C. Chemarin (FRA) - C. Léon (FRA)	Honda
<b>Championnat du Monde d'Endurance</b>		
1980	M. Fontan (FRA) - H. Moineau (FRA)	Honda
1981*	R. Roche (FRA) - J. Lafond (FRA)	Kawasaki
1982	J.-C. Chemarin (FRA) - J. Cornu (SUI)	Kawasaki
1983*	H. Moineau (FRA) - R. Hubin (BEL)	Suzuki
1984	G. Coudray (FRA) - P. Igoa (FRA)	Honda
1985	G. Coudray (FRA) - P. Igoa (FRA)	Honda
1986*	P. Igoa (FRA)	Honda
1987	H. Moineau (FRA) - B. Le Bihan (FRA)	Suzuki
1988*	H. Moineau (FRA) - T. Crine (FRA)	Suzuki
<b>Coupe FIM d'Endurance</b>		
1989*	A. Vieira (FRA)	Honda
1990	A. Vieira (FRA)	Honda
<b>Championnat du Monde FIM d'Endurance - FIM EWC</b>		
1991*	A. Vieira (FRA)	Kawasaki
1992*	C. Fogarty (GBR) - T. Rymer (GBR)	Kawasaki
1993*	D. Toland (USA)	Kawasaki
1994*	A. Morillas (FRA)	Kawasaki
1995*	S. Mertens (B) - J.-M. Mattioli (FRA)	Honda
1996*	B. Morrison (GBR)	Kawasaki
1997*	D. Polen (USA) - P. Goddard (AUS)	Suzuki
1998*	D. Polen (USA) - C. Lavielle (FRA)	Honda
1999*	T. Rymer (GBR) - J. d'Orgeix (FRA)	Suzuki
2000*	P. Linden (SWE)	Suzuki
2001*	Equipe : WIM Motors Racing 9 (BEL) L. Naveau (BEL) - A. Aerts (BEL) - H. Paltacis (AUS)	Honda
2002	Equipe : Zongshen 2 (CHN) : W. Nowland (AUS)	Suzuki
2003	Equipe : Yamaha Phase One (GBR) : J. Ellison (GBR)	Yamaha
2004	Equipe : Yamaha GMT 94 (FRA) : W. Costes (FRA) - D. Checa (FRA)	Yamaha
2005	Equipe : Suzuki Castrol (FRA) : K. Kitagawa (JAP)	Suzuki
2006*	Equipe : Suzuki Castrol (FRA) : K. Kitagawa (JAP) - M. Lagrive (FRA) - V. Philippe (FRA)	Suzuki
2007*	Equipe : Suzuki Endurance Racing Team Pilotes : M. Lagrive (FRA), V. Philippe (FRA)	Suzuki
2008*	Equipe : Suzuki Endurance Racing Team Pilotes : J. Da Costa (FRA)	Suzuki
2009*	Equipe : Yamaha Austria Racing (AUT) Pilotes : G. Giabbani (FRA), I. Jerman (SVN), S. Martin (AUS)	Yamaha
2010*	Equipe : Suzuki Endurance Racing Team (FRA) Pilotes : F. Foray (FRA), V. Philippe (FRA)	Suzuki
2011*	Equipe : Suzuki Endurance Racing Team (FRA) Pilotes : A. Delhalle (FRA)	Suzuki
2012*	Equipe : Suzuki Endurance Racing Team (FRA) Pilotes : A. Delhalle (FRA), V. Philippe (FRA)	Suzuki
2013*	Equipe : Suzuki Endurance Racing Team (FRA)	Suzuki
2014*	Equipe : Yamaha Racing - GMT 94 - Michelin Pilotes : D. Checa, M. Gines, K. Foray (FRA)	Yamaha
2015*	Equipe : Yamaha Racing - GMT 94 - Michelin Pilotes : V. Philippe (FRA), A. Delhalle (FRA), E. Masson (FRA)	Suzuki
2016*	Equipe : Yamaha Racing - GMT 94 - Michelin Pilotes : V. Philippe (FRA), A. Delhalle (FRA), E. Masson (FRA)	Suzuki
2016*/2017*	Equipe : GMT94 Yamaha (FRA) Pilotes : D. Checa, N. Canepa, M. Di Meglio	Yamaha
2017*/2018*	Equipe : FCC TSR HONDA FRANCE (FRA) Pilotes : J. Hook (AUS), F. Foray (FRA), A. Techer (FRA)	Honda

Historical review of the international motorcycling endurance titles won since 1975. The FIM Endurance Cup became the European Championship in 1976 and the Endurance World Championship ever since 1980, apart from an interlude in 1989-90.

\* Years in which the 24H Motos was included in the FIM Endurance World Championship calendar.



# LE MANS 24H MOTOS STATISTICS

1978 - 2018

## RACE STARTS PER MOTORCYCLE MANUFACTURER

For each of the motorcycle manufacturers listed below, the table shows the total number of bikes to have started the 41 races since 1978, and the percentage that actually finished.

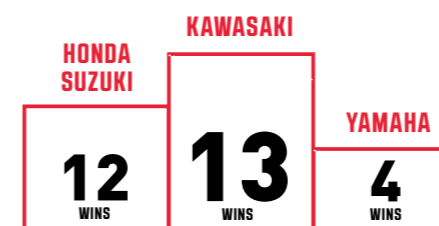
MANUFACTURER	NO. OF BIKES TO START	NO. OF BIKES TO FINISH	PERCENTAGE BIKES CLASSIFIED
SUZUKI	625	382	62.02 %
KAWASAKI	529	291	55.00 %
YAMAHA	427	253	59.25 %
HONDA	413	211	51.08 %
UCATI	68	33	48.52 %
BMW	59	39	66.10 %
APRILIA	24	17	70.83 %
MOTO GUZZI	18	8	44.44 %
NATIONAL MOTOS	16	5	31.25 %
JAPAUTO	12	6	50.00 %
METISS	14	7	50.00 %
LAVERDA	8	3	37.50 %
MV AGUSTA	2	1	50.00 %
KTM	2	1	50.00 %
GECO	1	0	0.00 %

### N.B.

→ The table is not exhaustive in that it only lists the main manufacturers. In the rankings, the engines could be a source of confusion as regards manufacturer affiliation (e.g. a bike running with a manufacturer's engine and a custom frame).

→ National Motos: the table only shows bikes entered under the National Motos name from 1978 to 1985.

→ Original prototypes: In 1978, a But-HO 500 that had competed in Grands Prix featured on the grid (bike named after its sponsor, a furniture store). Another stand-out entry: a Curey with a Citroën GS engine in 1982. Neither the But nor the Curey bike made it to the chequered flag. In 1990, the first JBB completed the full 24 hours: the bike was a Honda RC 30 to which its Le Mans-based designer Jean-Bertrand Bruneau had fitted a double-wishbone front end system instead of a conventional fork. The MetisS is a Suzuki 1000 GSX-R fitted with a JBB front-end system.



## LEADING MANUFACTURERS

### WINS PER MANUFACTURER

→ 13 WINS

KAWASAKI : 1981, 83, 92, 93, 94, 96, 98, 99, 2010, 11, 12, 13, 16

→ 12 WINS

SUZUKI : 1982, 84, 85, 97, 2001, 02, 03, 04, 07, 08, 14, 15

→ 12 WINS

HONDA : 1978, 79, 80, 86, 87, 88, 89, 90, 95, 2000, 06, 18

→ 4 WINS

YAMAHA : 1991, 2005, 09, 2017

ANNEE	PILOTES/MACHINE	CHRONO	MOYENNE
<b>Circuit de 4,240 km</b>			
1978	Jean-Claude CHEMARIN - HONDA RCB	1'42'87	148.5 km/h
1979	Philippe BOUZANNE - National Moto	1'43"3	147.164 km/h
1980	Marc FONTAN - HONDA Mnoita RCB	1'41"34	150.622 km/h
1981	Raymond ROCHE - KAWASAKI 1000 J	1'40"93	151.233 km/h
1982	Pierre-Etienne SAMIN - SUZUKI GS 1000 R	1'40"59	151.744 km/h
1983	Jean LAFOND - KAWASAKI 1000 J	1'41"24	150.770 km/h
1984	Marc FONTAN - HONDA RS	1'39"24	153.808 km/h
1985	Hervé MOINEAU - SUZUKI GSX R	1'39"78	152.976 km/h
1986	Christian SARRON - YAMAHA FZ	1'38"63	154.760 km/h
<b>Circuit de 4,267 km</b>			
1987	Dominique SARRON - HONDA VFR	1'46"01	144.903 km/h
1988	Alex VIEIRA - HONDA VFR	1'45"22	145.991 km/h
<b>Circuit de 4,430 km</b>			
1989	Alex VIEIRA - HONDA RC 30	1'49"16	146.097 km/h
1990	Alex VIEIRA Honda RC 30	1'47"27	148.671 km/h
1991	Hervé MOINEAU Suzuki GSX-R	1'47"16	148.824 km/h
1992	Hervé MOINEAU Suzuki GSX R	1'45"88	150.623 km/h
1993	Pier Giorgio BONTEMPI Kawasaki ZXR	1'45"57	151.066 km/h
1994	Terry RYMER Kawasaki ZXR	1'44"54	152.554 km/h
1995	Alex VIEIRA Honda RC 45	1'44"74	152.263 km/h
1996	Terry RYMER Suzuki GSX-R	1'44"181	153.080 km/h
<b>Circuit de 4,435 km</b>			
1997	Jehan D'ORGEIX Kawasaki ZX7R	1'44"019	153.491 km/h
1998	Sébastien CHARPENTIER Honda RC 45	2'04"086	128.869 km/h
<b>Circuit de 4,305 km</b>			
1999	Steve HISLOP Kawasaki ZX 7RR	1'41"594	152.548 km/h
2000	Bertrand SEBILEAU Kawasaki ZX 7RR	1'42"688	150.923 km/h
2001	CHARPENTIER/FORET/GIMBERT Honda VTR	1'43"097	150.324 km/h
Moyenne équipage			
<b>Circuit de 4,180 km</b>			
2002	BAYLE/DUSSAUGE/GIMBERT Suzuki GSX-R	1'41"240	148.636 km/h
Moyenne équipage			
2003	MORRISON/DOBE/PHILIPPE Suzuki GSX-R	1'40"100	150.329 km/h
Moyenne équipage			
2004	GIMBERT/COSTES/CHECA Yamaha R1	1'39"350	151.464 km/h
Moyenne équipage			
2005	GIMBERT/COSTES/CHECA Yamaha R1	1'40"063	150.385 km/h
Moyenne équipage			
<b>Circuit de 4,180 km (Nouveau tracé, kilométrage inchangé)</b>			
2006	Sébastien GIMBERT Yamaha R1	1'38"174	153.799 km/h
Performance pilote			
2007	William COSTES Suzuki GSX-R	1'38"733	152.411 km/h
Performance pilote			
<b>Circuit de 4,185 km (Nouveau tracé)</b>			
2008	PHILIPPE/LAGRIVE/DA COSTA SUZUKI GSX-R	1'38"482	153,740 km/h
Moyenne équipage			
2009	Matthieu LAGRIVE HONDA 1000 CBR RR	1'37"304	154,834 km/h
Superpole			
2010	Julien DA COSTA KAWASAKI ZX-10R	1'37"783	154,076 km/h
Superpole			
2011	GIMBERT/NIGON/CUDLIN BMW 1 1000 RR	1'37"545	154,451 km/h
Moyenne équipage			
2012	GIMBERT/NIGON/CUDLIN BMW 1 1000 RR	1'37"323	154,804 km/h
Moyenne équipage			
2013	PHILIPPE/DA COSTA/CUDLIN Suzuki GSXR	1'37"877	153,927 km/h
Moyenne équipage			
2014	LEBLANC / LAGRIVE / F. FORET Kawasaki ZX10R	1'37"27	154,88 km/h
Moyenne équipage			
2015	LEBLANC / LAGRIVE / F. FORET Kawasaki ZX10R	1'37"188	155,019 km/h
Moyenne équipage			
2016	GINES / K.FORAY / PESEK BMW S1000RR	1'38"201	153,420 km/h
Moyenne équipage			
2017	GINES / DE PUNNET / FORET Kawasaki ZX10R	1'36"289	156,466 km/h
Moyenne équipage			
2018	RANDY DE PUNNET Kawasaki ZX-10R	1'36"446	

### POLE POSITION

→ In bold: all-time records for each circuit configuration.

→ 2006 and 2007: a return to the notion of individual performance when awarding pole position and establishing the starting grid..

→ 2009 and 2010: introduction of the Superpole for the first ten in qualifying.

→ From 2001 to 2005 and since 2011: pole position awarded on the basis of the average of the best lap times of each rider on the team.





# LE MANS 24H MOTOS STATISTICS

1978 - 2018

## VICTORIES FOR TYRE MANUFACTURERS AT THE LE MANS 24H MOTOS

- **20 WINS** : DUNLOP (1978, 79, 80, 81, 83, 92, 93, 94, 96, 98, 99, 2002, 03, 04, 06, 07, 08, 14, 15, 17)
- **13 WINS** : MICHELIN (1982, 84, 85, 86, 87, 88, 89, 90, 91, 95, 97, 2000, 09)
- **6 WINS** : PIRELLI (2001, 05, 10, 11, 12, 13, 16)
- **1 WINS** : BRIDGESTONE (2018)

## WINNING NUMBERS

<b>N°1</b>	9 wins: 1978, 79, 83, 86, 87, 90, 93, 2003, 14
<b>N°2</b>	7 wins: 1980, 89, 92, 2002, 04, 07, 08
<b>N°3</b>	1 win: 1981
<b>N°5</b>	3 wins: 1982, 88, 2018
<b>N°6</b>	1 win: 1997
<b>N°7</b>	2 wins: 1995, 2009
<b>N°9</b>	1 win: 1991
<b>N°10</b>	1 win: 1998
<b>N°11</b>	8 wins: 1994, 96, 99, 2010, 11, 12, 13, 16
<b>N°30</b>	1 win: 2015
<b>N°31</b>	1 win: 1985
<b>N°55</b>	1 win: 2006
<b>N°59</b>	1 win: 1984
<b>N°94</b>	3 wins: 2001, 05, 2017
<b>N°111</b>	1 win: 2000

## NARROWEST AND WIDEST GAPS

### → The narrowest finishes

- 2017**: YAMAHA (Checa/Capena/Di Meglio): 24 hrs 00 min 32 s 487, ahead of YAMAHA (Parkes/Fritz/Nozane): 24 hrs 00 min 52 s 306, gap 19»819
- 2005**: YAMAHA (Gimbert/Costes/Checa): 24 hrs 00 min 49 s 913, ahead of SUZUKI (Kitagawa/Chambon/Lagrive): 24 hrs 01 min 10 s 372, gap 20»459
- 2002**: SUZUKI (Bayle/Dussauge/Gimbert): 24 hrs 00 min 40 s 777, ahead of SUZUKI (Lavieille/Morrison/Dobé): 24 hrs 01 min 04 s 444, gap 23»667
- 2012**: KAWASAKI (Da Costa/F. Foray/Leblanc): 24 hrs 01 min 24 s 808, ahead of SUZUKI (Philippe/Delhalle/Tsuda): 24 hrs 02 min 27 s 316, gap 1'02»509
- 2001**: SUZUKI (Guyot/Scarnato/Dusseauge): 24 hrs 01 min 18 s 170, ahead of HONDA (Charpentier/Foret/Gimbert): 24 hrs 02 min 29 s 479, gap 1'11»309
- 1991**: YAMAHA (Monneret/Bonhuil/Nicotte): a 1'24»40 lead over KAWASAKI (Crine/Morrison/Moore)

### → The widest gaps

- 1981**: KAWASAKI (Huguet/Chemarin) with a 105.560 km lead over HONDA (Gierden/Auguin)
- 1978**: HONDA (Léon/Chemarin) with a 84.88 km lead over KAWASAKI PIPART (Peyre/Maingret)
- 1980**: HONDA (Fontan/Moineau) with a 80.74 km lead over SUZUKI (Peyre/Gibol)

## NUMBER OF STARTERS/NUMBER OF FINISHERS, 1978-2017

For every one of the 40 Le Mans 24H Motos races run between 1978 and 2017, the table below shows, race by race, the number of bikes on the starting grid and the percentage that finished the race and were classified after the full 24 Hours.

ANNEE	EFFECTIF DEPART	EFFECTIF ARRIVEE	% ARRIVEE
1978	55	25	45,45 %
1979	55	21	38,18 %
1980	50	11	22 %
1981	55	25	45,45 %
1982	45	15	33,33 %
1983	55	29	52,72 %
1984	54	18	33,33 %
1985	54	23	42,59 %
1986	55	31	56,36 %
1987	55	26	47,27 %
1988	54	28	51,85 %
1989	55	22	40 %
1990	55 (+1*)	31	56,36 %
1991	47	26	55,32 %
1992	45	28	62,22 %
1993	55	27	49,09 %
1994	56	27	48,21 %
1995	57	28	49,12 %
1996	55	33	60 %
1997	55	39	70,90 %
1998	56	33	58,92 %
1999	56	34	60,71 %
2000	56	39	69,64 %
2001	53 (+3*)	35	66,03 %
2002	54 (+2*)	38	70,37 %
2003	53 (+1*)	39	73,58 %
2004	56	35	62,50 %
2005	54	36	66,66 %
2006	56	33	58,92 %
2007	56	33	58,92 %
2008	56	37	48,30 %
2009	46	27	46,20 %
2010	55	33	60,00 %
2011	56	39	69,62 %
2012	55	37	67,27 %
2013	56	34	60,71 %
2014	55	40	72,73 %
2015	56	40	71,43 %
2016	57	45	78,95 %
2017	59	37	61,66 %
2018	60	39	65,00 %
<b>TOTAL machines de 1978 à 2018</b>	<b>2 142</b>	<b>1 231</b>	<b>57,46 %</b>

## COMMENTS:

→ \* Bikes that competed outside the official classification not included here.

In 1990, there was a 56th bike on the grid: the Fulgur Luang, with Bruno Bonhuil as one of its riders. Its chassis had not received FIM homologation so it raced outside official classification. In 2001: the 54th, 55th and 56th bikes on the grid were 'Open' or, as we more frequently say, 'Prototypes', all from different manufacturers: Kawasaki, MV Agusta and Voxan (only the Kawasaki ZX 12 R failed to complete the race). 2002: an 'Open' MV Agusta, which finished 32nd (although not included in the official classification).

→ For 1985, we count 54 bikes at the start, given that the #41 Suzuki entered by Chrysalis Racing crashed in the warm-up lap, forcing it to retire, which was made official at 15:00.



# LE MANS 24H MOTOS STATISTICS

1978 - 2018

## MOST SUCCESSFUL RIDERS AT THE LE MANS 24H MOTOS

→ **5 WINS:** Grégory LEBLANC (FRA) 2010/2011/2012/2013/2016  
Alex VIEIRA (FRA) 1986/88/89/90/95  
→ **4 WINS:** Jean-Michel MATTIOLI (FRA) 1987/88/89/90  
Brian MORRISSON (GBR) 1993/95/96/2003  
William COSTES (FRA) 2000/2005/2007/2008  
→ **3 WINS:** Jean-Claude CHEMARIN (FRA) 1978/79/81  
Sébastien GIMBERT (FRA) 2000/2002/2005  
Olivier FOUR (FRA) 2006/2010/2011  
Julien DA COSTA (FRA) 2010/2011/2012  
Vincent PHILIPPE (FRA) 2003/2014/2015

→ **2 WINS:** Jean-Louis BATTISTINI (FRA) 1987/1994  
David CHECA (ESP) 2005/2017  
Gérard COUDRAY (FRA) 1983/1986  
Guillaume DIETRICH (FRA) 2007/2008  
Nicolas DUSSAUGE (FRA) 2001/2002  
Igor JERMAN (SVN) 1998/2009  
Christian LEON (FRA) 1978/1979  
Adrien MORILLAS (FRA) 1993/1994  
Rachel NICOTTE (FRA) 1991/1995  
Terry RYMER (GBR) 1992/1994  
Bertrand SEBILEAU (FRA) 1998/1999  
Anthony DELHALLE (FRA) 2014/2015  
→ **1 WINS:** 53 pilotes

## MOST LOYAL COMPETITORS

→ **25 RACE STARTS :** Gérard JOLIVET (FRA).  
→ **19 RACE STARTS :** Christian HACQUIN (FRA), Sébastien GIMBERT (FRA).  
→ **18 RACE STARTS :** Emmanuel PARISSÉ (FRA).  
→ **17 RACE STARTS :** Bruno BONHUIL (FRA), Dominique BONVICINI (FRA), Bernard CUZIN (FRA), Hervé MOINEAU (FRA), Michel ROBERT (FRA), Philippe THOMAS (FRA), Gwen GIABBANI (FRA).  
→ **16 RACE STARTS :** Guy BERTIN (FRA), André LUSSIANA (FRA).

→ **15 RACE STARTS :** Jean-Louis BATTISTINI (FRA), Frédéric JOND (FRA), Peter LINDEN (SUE), David MORILLON (FRA), Bertrand SEBILEAU (FRA), Olivier ULMANN (FRA).  
→ **14 RACE STARTS :** Igor JERMAN (SVN), Emmanuel LABUSSIÈRE (FRA), Christian LAVIEILLE (FRA), Emmanuel LENTAIGNE (FRA), Eric MONOT (FRA), Sébastien SCARNATO (FRA).  
→ **13 RACE STARTS :** Vincent BOCQUET (FRA), Nicolas JAULNEAU (FRA).  
→ **12 RACE STARTS :** William COSTES (FRA), Jean-Marc DELETANG (FRA), Eric MIZERA (FRA), Brian MORRISON (GBR), Rachel NICOTTE (FRA)

## RIDERS HAVING WON THE LE MANS 24H MOTOS AT FIRST ATTEMPT

→ **16 RIDERS :** Christian LEON (FRA) : 1978, Jean-Claude CHEMARIN (FRA) : 1978, Dirk BRAND (HOL) : 1984, Bernard MILLET (FRA) : 1985, Roger BURNETT (GBR) : 1989, Carl FOGARTY (GBR) : 1992, Terry RYMER (GBR) : 1992, Wilfrid VEILLE (FRA) : 1993, Doug POLEN (USA) : 1997, Igor JERMAN (SVN) : 1998, Vincent PHILIPPE (FRA) : 2003, Keiichi KATAGAWA (JAP) : 2004, Daniel RIBALTA-BOSCH (ESP) : 2006, Max NEUKIRCHENER (ALL) : 2007, Barry VENEMAN (HOL) : 2008, Mike Di Meglio (FRA) : 2017.

## DATES OF THE 24H MOTOS, 1978-2019

1st race	1978	22-23 April
2nd race	1979	28-29 April
3rd race	1980	19-20 April
4th race	1981	18-19 April
5th race	1982	3-4 April
6th race	1983	14-15 May
7th race	1984	21-22 April
8th race	1985	27-28 April
9th race	1986	12-13 April
10th race	1987	18-19 April
11th race	1988	2-3 April
12th race	1989	23-23 April
13th race	1990	21-22 April
14th race	1991	13-14 April
15th race	1992	25-26 April
16th race	1993	17-18 April
17th race	1994	16-17 April
18th race	1995	15-16 April
19th race	1996	6-7 April
20th race	1997	12-13 April
21st race	1998	18-19 April
22nd race	1999	10-11 April
23rd race	2000	15-16 April
24th race	2001	14-15 April
25th race	2002	13-14 April
26th race	2003	12-13 April
27th race	2004	3-4 April
28th race	2005	16-17 April
29th race	2006	22-23 April
30th race	2007	21-22 April
31st race	2008	19-20 April
32nd race	2009	18-19 April
33rd race	2010	17-18 April
34th race	2011	24-25 September
35th race	2012	8-9 September
36th race	2013	21-22 September
37th race	2014	20-21 September
38th race	2015	18-19 April
39th race	2016	9-10 April
40th race	2017	15-16 April
41st race	2018	21-22 April
42nd race	2019	20-21 April

## RACE DIRECTORS FROM 1978 TO 2018

→ Charles ARDOUIN, 1978  
→ François CHEVALLIER, 1979  
→ Benjamin SAVOYE, 1980-1983  
→ Jean-Claude MELINAND, 1984-1988 and 1998  
→ Jean-Claude CHEMARIN, 1986 and 1987 (role shared with J.-C. MELINAND)  
→ Jean-Jacques LAPEYRE, 1993-1998  
→ Eugène MULLIE, 1999-2002  
→ Fernand DIEUDONNE, 2003-2007  
→ Franck VAYSSIÉ, 2008  
→ Lionel ROUET, 2009 and 2014  
→ Serge FERRER, 2010-2013, 2015  
→ Jean-Luc GILARD, 2016  
→ Jean-Marc DELETANG, 2017, 2018

Race directors have often had the privilege of starting the race alongside some famous names. These include the singer Bernard Lavilliers in 1983, actor Sabine Azéma and singer Jean-Luc Lahaye in 1986, Jean-Luc Crétier, Olympic downhill champion at the Nagano (JP) games in 1998, motorcycle racer Olivier Jacque in 1999, motorcycle racer Louis Rossi and Renaud Lavillenie, Olympic pole vault champion at the London Games (GB) in 2012. In 1997, ice-skater Philippe Candeloro joined the winners on the podium.

**Jorge Viegas, president of the Fédération Internationale de Motocyclisme (FIM), will be race starter for this year's 24H Motos.**

## RACE START TIMES

The Le Mans 24H Motos has always started at 15:00, except on two occasions: in 1978 (the first ever race, which started at 16:00) and in 1991 (when it started at 15:15 to fit in with broadcasting schedules, as it was shown live on France's Antenne 2 channel).



# 24h MOTOS

APRIL 20<sup>TH</sup> 21<sup>TH</sup>  
2019 LE MANS



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