THE LIST OF INVITATIONS TO THE
2020 24 HOURS OF LE MANS!
The 2020 24 Hours of Le Mans, passing the baton!

The 2020 Le Mans 24 Hours, the 88th, will be the 8th and final round of the 8th season of the FIA World Endurance Championship. Like the figure 8, this year’s final completes a loop. It marks the end of a cycle. The gruelling race is a culmination of months of effort for all the teams that take part. For WEC teams, 10 months championship comes to a head, and this year the race closes the LMP1 Hybrid chapter before beginning a new page in September with the inauguration of the new crème de la crème in endurance, the Le Mans Hypercar class.

Back in 2012, LMP1 prototypes introduced the world to hybrid technology in the shape of the Audi R18 eTron, the Porsche 919 Hybrid and the car that could win a third successive 24 Hours of Le Mans, the Toyota TS050 Hybrid.

Celebrations will abound at Le Mans in June, with the 50th anniversary of the first Porsche win, the 40th anniversary of the Rondeau triumph and the 20th anniversary of the first Audi win, just three manufacturers for which every centimeter of the 13-km-long circuit tells a story.

This year Toyota, Porsche, Ferrari, Aston Martin and Corvette will be chasing trophies, in LMP1 and LMGTE Pro and Am. The privately-run LMP2 teams have a choice of four chassis in a class that focuses on maximising speed and reliability with a restricted budget.

If Toyota achieves its goal of three in a row, the team will not only lift the coveted trophy but will take it home for keeps. For many years Le Mans was synonymous with ill fortune for Toyota, but after 20 attempts, the team celebrated its first win in 2018 and successfully defended its title last year.

So, who is in the running to knock the number 8 off the top spot? It's time to find out.
First of all, the list of teams that earned an invitation based on results in endurance series.

**2019 24 HOURS OF LE MANS**
LMP1: Toyota Gazoo Racing, winner of the 2019 24 Hours of Le Mans.
LMP2: Signatech Alpine Matmut, winner of the LMP2 class.
LMGTE Pro: AF Corse, LMGTE Pro class winner.
LMGTE Am: Team Project 1, LMGTE Am class winner.

**2019 EUROPEAN LE MANS SERIES**
LMP2: IDEC Sport, winner of the LMP2 class.
LMP2: G-Drive Racing, 2e in the LMP2 class.
LMP2: EuroInternational, winner of the LMP3 class.
LMGTE: Luzich Racing, winner of the LMGTE class.
LMGTE: Dempsey-Proton Racing, 2e in the European Le Mans Series in LMGTE.

**2019 MICHELIN LE MANS CUP**
LMGTE AM: Kessel Racing, winner of the GT3 class.

**2019-2020 ASIAN LE MANS SERIES**
LMP2: G-Drive Racing by Algarve, first in LMP2.
LMP2 or LMGTE AM: Rick Ware Racing, first in LMP2 Am.
LMP2 or LMGTE AM: Nielsen Racing, first in LMP3.
LMGTE AM: HubAuto Racing - first in GT.

**IMSA WEATHERTECH SPORTSCAR CHAMPIONSHIP**
LMP2: Cameron Cassels (Jim Trueman Award Winner), with Performance Tech.
LMGTE AM: Richard Heistand (Bob Akin Award Winner), with JMW.

(*) The competitor may choose between the Pro and Am classes.
LMP1 statistics

2 AS IN...

...2 in a row for Toyota (2018 and 2019).
If the team makes it three, they get to take the trophy home.

6 LMP1

2 hybrids and 4 non-hybrids.
LMP2 statistics

4
four chassis constructors: Oreca, Ligier, Dallara and Riley in LMP2.

24
24 competitors in LMP2 class
<table>
<thead>
<tr>
<th>Car</th>
<th>Team/Driver</th>
<th>Car Model</th>
<th>Engine Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>EUROINTERNATIONAL/TAMBAY</td>
<td>LIGIER JSP217 - GIBSON</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>DRAGONSPEED USA/ROJAS, CULLEN, DERANI</td>
<td>ORECA 07 - GIBSON</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>UNITED AUTOSPORTS/HANSON, ALBUQUERQUE, DI RESTA</td>
<td>ORECA 07 - GIBSON</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>NIELSEN RACING/NOBLE</td>
<td>ORECA 07 - GIBSON</td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>ALGARVE PRO RACING/FALB, TRUMMER</td>
<td>ORECA 07 - GIBSON</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>G-DRIVE RACING/RUSINOV</td>
<td>AURUS 01 - GIBSON</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>IDEC SPORT/LAFARGUE, CHATIN, BRADLEY</td>
<td>ORECA 07 - GIBSON</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>RACING TEAM NEDERLAND/VAN EERD, VAN DER GARDE, DE VRIES</td>
<td>ORECA 07 - GIBSON</td>
<td></td>
</tr>
<tr>
<td>Car Number</td>
<td>Team Name</td>
<td>Driver(s)</td>
<td>Car Model</td>
</tr>
<tr>
<td>------------</td>
<td>-------------------------------</td>
<td>------------------------------------------</td>
<td>--------------------</td>
</tr>
<tr>
<td>38</td>
<td>JOTA</td>
<td>Davidson, Da Costa, Gonzalez</td>
<td>ORECA 07 - GIBSON</td>
</tr>
<tr>
<td>39</td>
<td>SO24-HAS BY GRAFF</td>
<td>Allen, Cougnaud, Capillaire</td>
<td>ORECA 07 - GIBSON</td>
</tr>
<tr>
<td>42</td>
<td>COOL RACING</td>
<td>Lapierre, Borga, Coigny</td>
<td>ORECA 07 - GIBSON</td>
</tr>
<tr>
<td>45</td>
<td>THUNDERHEAD CARLIN RACING</td>
<td>Manchester</td>
<td>DALLARA P217 - GIBSON</td>
</tr>
<tr>
<td>47</td>
<td>CETILAR RACING</td>
<td>Lacorte, Belicchi, Sernagiotto</td>
<td>DALLARA P217 - GIBSON</td>
</tr>
<tr>
<td>48</td>
<td>PERFORMANCE TECH</td>
<td>Casseals</td>
<td>ORECA 07 - GIBSON</td>
</tr>
<tr>
<td>49</td>
<td>RICK WARE RACING</td>
<td>Ware</td>
<td>RILEY MK30 - GIBSON</td>
</tr>
<tr>
<td>50</td>
<td>RICHARD MILLE RACING TEAM</td>
<td>Legge, Calderon, Flörsch</td>
<td>ORECA 07 - GIBSON</td>
</tr>
</tbody>
</table>

13-14 JUNE 2020

#SUPERFINALE
LMGTE PRO statistics

11

11 competitors, and 4 constructors: Porsche, Ferrari, Aston Martin, and Corvette.
<table>
<thead>
<tr>
<th>Car</th>
<th>Team</th>
<th>Driver(s)</th>
<th>Car Model</th>
</tr>
</thead>
<tbody>
<tr>
<td>51</td>
<td>AF CORSE</td>
<td>PIER GUIDI, CALADO, SERRA</td>
<td>FERRARI 488 GTE EVO</td>
</tr>
<tr>
<td>63</td>
<td>CORVETTE RACING</td>
<td>GARCIA, TAYLOR, CATSBURG</td>
<td>CHEVROLET C8.R</td>
</tr>
<tr>
<td>64</td>
<td>CORVETTE RACING</td>
<td>GAVIN, MILNER, FÄSSLER</td>
<td>CHEVROLET C8.R</td>
</tr>
<tr>
<td>71</td>
<td>AF CORSE</td>
<td>RIGON, MOLINA</td>
<td>FERRARI 488 GTE EVO</td>
</tr>
<tr>
<td>82</td>
<td>RISI COMPETIZIONE</td>
<td>PLA, BOURDAIS</td>
<td>FERRARI 488 GTE EVO</td>
</tr>
<tr>
<td>91</td>
<td>PORSCHE GT TEAM</td>
<td>BRUNI, LIETZ, MAKOWIECKI</td>
<td>PORSCHE 911 RSR - 19</td>
</tr>
<tr>
<td>92</td>
<td>PORSCHE GT TEAM</td>
<td>CHRISTENSEN, ESTRE, VANTHOOR</td>
<td>PORSCHE 911 RSR - 19</td>
</tr>
<tr>
<td>93</td>
<td>PORSCHE GT TEAM</td>
<td>TANDY, BAMBER, CAMPBELL</td>
<td>PORSCHE 911 RSR - 19</td>
</tr>
</tbody>
</table>
94  PORSCHE GT TEAM
    PILOT, JAMINET, ANDLAUER
    PORSCHE 911 RSR - 19

95  ASTON MARTIN RACING
    THIIM
    ASTON MARTIN VANTAGE AMR

97  ASTON MARTIN RACING
    MARTIN
    ASTON MARTIN VANTAGE AMR

13-14 JUNE 2020
#SUPERFINALE
LMGTE AM statistics

20

20 cars in LMGTE Am.
KESSEL RACING
CADEI
FERRARI 488 GTE EVO

DEMPSEY-PROTON RACING
RIED, PERA, CAMPBELL
PORSCHE 911 RSR

HUB AUTO RACING
CHEN, SLADE, GOMES
FERRARI 488 GTE EVO

GEAR RACING
NIELSEN
FERRARI 488 GTE EVO

AF CORSE
PERRODO, COLLARD, NIELSEN
FERRARI 488 GTE EVO

IRON LYNX
GOSTNER, FREY, GATTING
FERRARI 488 GTE EVO

GULF RACING
WAINWRIGHT, BARKER, WATSON
PORSCHE 911 RSR

JMW MOTORSPORT
HEISTAND
FERRARI 488 GTE EVO
88  DEMPSEY-PROTON RACING  PREINING  PORSCHE 911 RSR
90  TF SPORT  YOLUC, EASTWOOD, ADAM  ASTON MARTIN VANTAGE AMR
98  ASTON MARTIN RACING  DALLA LANA  ASTON MARTIN VANTAGE AMR
99  DEMPSEY-PROTON RACING  LONG  PORSCHE 911 RSR
The innovative car, a world premiere

The Garage 56 entry, reserved for innovative projects, bears the number 84.

A crew of disabled drivers prove that restricted movement doesn’t rule out racing.

ORECA 07 - GIBSON

ASSOCIATION SRT41
AOKI, BEN MOUSSA, BAILLY

13-14 JUNE 2020
#SUPERFINALE
<table>
<thead>
<tr>
<th>N°</th>
<th>LM P1</th>
<th>NAT</th>
<th>CAR</th>
<th>DRIVERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>REBELLION RACING</td>
<td>CHE</td>
<td>FERRARI 488 GTE EVO</td>
<td>COUGNAUD, CAPILLAIRE</td>
</tr>
<tr>
<td>2</td>
<td>REBELLION RACING</td>
<td>CHE</td>
<td>FERRARI 488 GTE EVO</td>
<td>COUGNAUD, CAPILLAIRE</td>
</tr>
<tr>
<td>Car Number</td>
<td>Team</td>
<td>Car Model</td>
<td>Driver(s)</td>
<td></td>
</tr>
<tr>
<td>------------</td>
<td>-------------------------------</td>
<td>-----------------------</td>
<td>----------------------------</td>
<td></td>
</tr>
<tr>
<td>55</td>
<td>SPIRIT OF RACE</td>
<td>FERRARI 488 GTE EVO</td>
<td>CAMERON, SCOTT, GRIFFIN</td>
<td></td>
</tr>
<tr>
<td>04</td>
<td>BYKOLLES RACING TEAM</td>
<td>ENSO CLM P1/01 - GIBSON</td>
<td>DILLMANN</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>IDEC SPORT</td>
<td>ORECA 07 - GIBSON</td>
<td>LAFARGUE</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>HIGH CLASS RACING</td>
<td>ORECA 07 - GIBSON</td>
<td>MAGNUSSEN</td>
<td></td>
</tr>
<tr>
<td>78</td>
<td>PROTON COMPETITION</td>
<td>PORSCHE 911 RSR</td>
<td>OLSEN</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>DRAGONSPEED USA</td>
<td>ORECA 07 - GIBSON</td>
<td>HEDMAN, HANLEY, ROSENQVIST</td>
<td></td>
</tr>
<tr>
<td>60</td>
<td>IRON LYNX</td>
<td>FERRARI 488 GTE EVO</td>
<td>SCHIAVONI, PIANEZZOLA, PICCINI</td>
<td></td>
</tr>
<tr>
<td>23</td>
<td>INTER EUROPOL COMPETITION</td>
<td>LIGIER JSP217 - GIBSON</td>
<td>MOORE</td>
<td></td>
</tr>
<tr>
<td>89</td>
<td>TEAM PROJECT 1</td>
<td>PORSCHE 911 RSR</td>
<td>KOLKMANNN</td>
<td></td>
</tr>
<tr>
<td>96</td>
<td>D’STATION RACING</td>
<td>ASTON MARTIN VANTAGE AMR</td>
<td>HOSHINO, FUJII</td>
<td></td>
</tr>
</tbody>
</table>
Anonymous

Pierre Fillon, how many applications did you receive for the 24 Hours of Le Mans this year?

In all, we received 75 applications for 62 places, several of which are already allocated based on results here last year or in the ELMS, the Michelin Le Mans Cup, the IMSA WeatherTech SportsCar Championship or the Asian Le Mans Series. After due deliberation, the selection committee has drawn up a list of 62 plus 10 reserves.

The number of applications shows that this race still has a magical draw. All four classes are equally popular and attract factory teams and privateers alike. 2020 will be the first 24 Hours of Le Mans for the Corvette C8-R and we will have several all-women driver crews. And we are delighted to welcome a Garage 56 entry, with an LMP2 prototype crewed by three disabled drivers entered by Frédéric Sausset.
Anonymous

This is the second year that the grid has 62 slots. Is it the new rule?

Pierre Fillon
ACO PRESIDENT

Given the number of applications, and our difficulty in choosing between them, we extended the pit lane to accommodate more cars. We added two fully-functioning garages in a record time. It was such a success that we will be repeating the same set-up this year.

The work planned for the centenary of the 24 Hours of Le Mans includes new improved facilities.
This year being the last for the LMP1 Hybrid, it’s the end of a cycle. The introduction of hybrid power to endurance racing was a big step?

I must admit I anticipate feeling a little pang of nostalgia when the race ends on Sunday 14 June. It will be the last time we’ll see LMP1 hybrids racing at the 24 Hours of Le Mans. The efficiency of those outstanding machines contributed to the technique becoming widespread among production cars.

In 2012, when they were introduced, many people hadn’t even heard of the technology. Their impressive speed became common knowledge, especially when the Toyota set a new lap record during qualifying in 2017. And with 40% less fuel consumption compared to their predecessors, they deserve their reputation for efficiency. The Audi, Porsche and Toyota hybrids made a crucial contribution to endurance racing. By combining the speed and excitement of racing with a commitment to the environment, these cars provided a major turning point in our discipline.
How do you feel about this year’s race, the 88th 24 Hours of Le Mans, to be run on 13–14 June?

There are six cars in LMP1 for a start. So, Toyota will have its work cut out defending the title. In LMP2 there are several chassis: Oreca, Ligier, Dallara and Riley and a host of top-notch drivers. We’re delighted to welcome the new Corvette C8-R in LMGTE Pro, to rival Porsche, Ferrari and Aston Martin.
Motorsport is under pressure to keep pace with changing attitudes and is looking to prove its contribution to the automotive industry as a whole. How is the ACO, the 24 Hours of Le Mans, addressing the issue?

Our commitments are clear. I can sum them up in a few words: spectator enjoyment, safety, progress, sustainable development, reasonable budgets and internationalisation. That agenda is attractive to both factory and private racing teams. A glance at our entry list is proof of that.
What about the circuit itself?

We’re improving facilities for competitors and spectators. Alterations have been made at the north gate, the main entrance at the museum. A footbridge now runs alongside the track linking up to the Dunlop area and avoiding traffic. The bridge is named after Don Panoz, someone who was very special to the ACO and to endurance racing. Our ties with the USA have always been strong and are even more so now that we are working hand in hand with IMSA.
2020 is a big year for anniversaries too.

Yes. We’ll be celebrating the 50th anniversary of Porsche’s first Le Mans win and the 40th anniversary of the Rondeau victory – a driver and constructor based in Le Mans – and the 20th anniversary of the first Audi triumph. If you take just those three manufacturers, you have a sample of the diversity of Le Mans teams. This race is all-encompassing. Toyota, the world’s number two car manufacturer will be seeking a third consecutive win, while Ferrari, Porsche, Aston Martin and Corvette will be battling for the LMGTE crown.
What will this year's race be about?

Anonymous

This will be the second time the 24 Hours of Le Mans is also the final round of the World Endurance Championship. This race will be outstanding, historic and full of surprises. Watch this space in the next few weeks!

Pierre Fillon
ACO PRESIDENT
Vincent Beaumesnil, the 24 Hours of Le Mans will have an all-new qualifying format – dubbed “Hyperpole” – this year. Can you tell us how it works?

We shall have two sessions specially dedicated to qualifying. The idea is to showcase the specific period when the competitors are in “pure speed” mode and capture the adrenaline and suspense that is so different at our unique track. It will now be a sequence of the whole spectacle that is the Le Mans 24 Hours. Previously, we could guess roughly when the competitors were going to go all-out to seek a qualifying time from the track conditions, the temperature and the stage the car was at in its testing programme. But there were no guarantees and, of course, they were not necessarily all out on track at the same time.
With the introduction of Hyperpole, all competitors will take to the track on Wednesday night, from 23:15 to midnight, and that’s when they will have to do the business. There will be a direct face-off between all the cars, in the same 45-minute window. It will be a tense, exciting session for the competitors, and for fans trackside and watching at home. Following this 45-minute period, the top six cars in each class will qualify for the next stage on Thursday at 21:00. These 24 competitors will then have just 30 minutes in which to clock their fastest possible lap. The top six places on the grid in each class will be based on these times. The 24 Hours starting grid will now be split into four with LMP1 at the front, then LMP2, LMGTE Pro, and finally LMGTE Am.

That 30-minute slot will be absolutely unmissable! By 21:30 on Thursday evening, we’ll know how the cars will line up for the 2020 24 Hours of Le Mans (subject to technical verifications).

We’ll set aside some time on the Thursday evening for the fans to salute the fastest in each class... the four hyper-folesitters!

The 24 Hours of Le Mans is an endurance race, but we wanted to spotlight the exercise of pure speed on our unique 13-kilometre track. Some of the stints at Le Mans these days are in fact more akin to a sprint race, so high are the performance and competitiveness levels of the cars.
Like last year, 62 competitors are invited to take part in the 2020 24 Hours of Le Mans. How does this grid measure up from a sporting point of view?

The profile, track record and values of the competitors promise a spectacular race in every class. I am also delighted that a pioneering project – the so-called ‘Garage 56’ – will once again feature on the grid and it’s an honour to welcome back Frédéric Sausset. After competing in and crossing the finish line at the 24 Hours of Le Mans in 2016, this time Frédéric is entering a machine driven by three drivers with disabilities. It’s crucial for Frédéric to take part in the 24 Hours as it’s a logical step in the development of an ambitious project. And as organisers, it strengthens our resolve to make motorsport open to all.

With several all-female driver line-ups – in LMP2 and in LMGTE – in the field, it shows that motorsport, and particularly endurance, is universally popular and that the road to Le Mans is barred to no-one. The endurance pyramid that we set up, with the 24 Hours of Le Mans at its pinnacle, is proving its worth, every single day.

Also, the commitment made by Porsche, Ferrari, Aston Martin and Corvette to LMGTE Pro, with cars that are so different, is a solid indication that the BOP system fulfils its purpose of guaranteeing fair competition.
Anonymous

The Circuit des 24 Heures du Mans still plays a vitally important role in the race. Have any changes been made to it this year?

Vincent Beaumesnil

Work has been light compared to previous years. However, we have made a few changes at Mulsanne. We have made the run-off deeper and replaced a part of the gravel trap with a tarmacked area that will slow down the racers who drive off the track and cut back on operations to clean up gravel projected onto the track and hoist out stricken cars.

This means we can keep the momentum of the race going without jeopardising drivers’ comfort or safety.
This year’s race will see the end of the LMP1 Hybrid. What lasting memories will you have of this top class of endurance racing?

Anonymous

A certain amount of pride and a true sense of satisfaction. Our sporting and technical regulations succeeded in implementing equivalences between various technologies and controls of the energy used per lap. It was extremely satisfying for the organiser and thrilling for the fans to watch machines with different systems race neck and neck, with only seconds between them.

Vincent Beaumesnil
Anonymous

The 24 Hours of Le Mans will start at 16:00 this year. Why the change?

It simply gives us time to put on an even bigger show by extending the starting ceremony and showcasing the support races and the exceptional parades that we are lining up to celebrate some special events.

Vincent Beaumesnil
13-14 JUNE 2020

#SUPERFINALE
APPLICATIONS FOR ACCREDITATION ARE NOW OPEN.

13-14 JUNE 2020 #SUPERFINALE