24h LE MANS
19-20TH SEPTEMBER 2020
BEHIND CLOSED DOORS
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A WORD FROM OUR PRESIDENTS

A WORD FROM PIERRE FILLON

A WORD FROM JEAN TODT
PIERRE FILLON,
PRESIDENT OF THE AUTOMOBILE CLUB DE L’OUEST

THE 2020 24 HOURS OF LE MANS: TOP-NOTCH COMMITMENT

I have to say, the 2020 24 Hours of Le Mans is already an outstanding race, a historic race, a one-of-a-kind event.

• Because it will be in September and behind closed doors.
• Because at this time of year, the nights are longer than in June.
• Because this is the last time out at Le Mans for the Toyota TS050-Hybrid, which will give way to a Toyota Le Mans Hypercar next season.
• Because, thanks to reliability and shrewd tactics, Rebellion is well-placed to knock Toyota off its perch.
• Because there are two all-women driver crews on the grid, one of them in LMP2.
• Because LMP2 is still the hardest-fought battle in the race, with 24 machines lining up this year, many of them looking to rival with Signatech Alpine.
• Because LMGTE Pro has a fine line-up, with Porsche, Ferrari and Aston Martin, while LMGTE Am has several contenders for victory, some of which have worked their way up the endurance ladder, via the Michelin Le Mans Cup, the WeatherTech SportsCar Championship, Asian Le Mans Series, European Le Mans Series, the FIA WEC and culminating with the 24 Hours of Le Mans. That gives us great satisfaction, as organisers.
• Because we’ll be celebrating such illustrious anniversaries as Porsche’s first Le Mans victory, local manufacturer Rondeau’s triumph and Audi’s first win – all of which are part of the legend of Le Mans.
• All in all, the 88th running of this race will be a joy to behold, even from a distance.
• Trackside, there will be strict health and safety rules designed to protect everyone on site. Which brings me to my next point. I must emphasise the level of commitment involved in holding this race and the strong relationships that go with it, between the race and the fans, the race and the competitors, the race and the sponsors, the race and the volunteers, the race and each period in its long history.
• Throughout this unprecedented health crisis, the ACO has focused on one goal: to hold the 2020 24 Hours of Le Mans, the 88th running of the race. Result! On 19–20 September, we will have a grid of 59 cars. So, that’s already one victory to celebrate.
• We will be sharing the race action with fans via a new immersive experience on our innovative platform #24hUNITED.
• More than ever, the 2020 race spells involvement. We will be launching an appeal for funds in aid of the French Intensive Care Society. It was important to us to show our support for the healthcare workers who have been working tirelessly these past few months to combat the Covid-19 virus.
• United and responsible, the 24 Hours of Le Mans helps make a brighter future.
Despite the difficult situation and the impact of the COVID-19 pandemic, the history of the 24 Hours of Le Mans race will continue in 2020 and this is great news.
THE 2020 24 HOURS OF LE MANS

- PREVIEW
- ENTRY LIST
- UPDATED 2019-20 FIA WEC SCHEDULE
- THIS SEASON’S POSTER
- 2020 24 HOURS OF LE MANS POSTER
- HOW TO WATCH THE RACE
- CHAMPIONSHIP FIA WEC
- 2020 24 HOURS OF LE MANS WHAT’S ON WHEN
- THE VENUE
- SUPPORT RACES
- LE MANS ESPORTS SERIES
NO SHORTAGE OF THRILLS IN STORE!


The 88th 24 Hours of Le Mans will finally go ahead on 19-20 September following its earlier postponement due to the worldwide pandemic. The history books show that this is not the first time the race has not been held in its customary June slot.

The inaugural edition in 1923, for instance, took place at the end of May. In 1956, it was held on 28-29 July due to major safety improvement work. And in 1968, the political and social unrest in May resulted in postponement to 28-29 September. In 2020, the field will cross the starting line at 14:30 on 19 September for 24 hours of racing, with night-time action accounting for almost half – 11 hours and 46 minutes to be exact, 3 hours 40 more than mid-June. This factor will imply different weather conditions, temperatures and visibility and a whole new level of focus from the competitors. Tyres, engine settings, driver comfort, wipers and headlamps will be more vital than ever.

The penultimate round of the FIA World Endurance Championship promises an exciting battle in each class ahead of the season’s climax in Bahrain.
In **LMP1**, the success handicap implemented throughout the rest of the season will not apply. At Le Mans, the toughest race on the calendar, the playing field is naturally levelled and mechanical failure can strike at any time. Toyota will be aiming for a third successive win in La Sarthe for the TS050-Hybrid but, to keep the Grand Trophy, it will have to see off the Rebellion challenge. The Japanese and Swiss outfits will each field two cars. In 2021, Toyota will enter Le Mans Hypercar – the new top class. It will therefore hope its hybrid prototype will bow out with a win. Meanwhile, Rebellion will seek to end its endurance adventure in the best possible way with a Le Mans triumph. The Swiss stable has matured into a serious contender with two wins under its belt this season, and is more than capable of taking advantage of the sibling rivalry between Toyota’s #7 and #8 cars. For ByKolles, seeing the chequered flag remains the prime objective.

In **LMP2**, the battle promises to be as intense as ever. This is undoubtedly the class with the greatest number of candidates for victory. There is little to choose between many of the teams boosted by the influx of top-notch drivers. While Signatech Alpine Elf will also be looking for a third successive Le Mans win, it has yet to get off the mark in the 2019-20 season dominated by United Autosports (three victories). Also in with a shout are Jota, Team Nederland and Cool Racing – one win each this season – and Jackie Chan DC Racing who have clinched four podium places. Neither should we rule out the Aurus fielded by G-Drive who will be looking to offset the frustration of the last two years at Le Mans, or the all-female line-up entered by Richard Mille Team Racing, assisted by Signatech.

In **LMGTE Pro**, it almost goes without saying that the battle between Porsche, Ferrari and Aston Martin will be closely fought and could well go down to the wire. Ferrari, the title holder, has the edge in terms of numbers with four cars taking on two each from Porsche and Aston Martin, the current championship leader. There is an impressive array of driver talent across the board, including the all-French trio of Bourdais, Pla and Gounon recruited by Risi Competizione. **LMGTE Am**, the second-largest field behind LMP2, is another three-way affair between Porsche, Ferrari and Aston Martin. Team Project 1 (Porsche) will be seeking to retain its title but AF Corse (Ferrari), Dempsey Proton Racing (Porsche), and TF Sport and AMR (both Aston Martin) will all be in the hunt. Championship leaders Collard/Perrodo/N Nielsen (AF Corse Ferrari), who recently won at Spa, will be favourites to add the 24 Hours to their list of achievements. Italian outfit Iron Lynx is fielding no fewer than three machines, including one driven by the all-female line-up of Göstner, Frey and Gatting.

Even without the support of the fans, all the competitors in the 88th 24 Hours of Le Mans will be hoping to put on a show on 19-20 September. The Circuit de la Sarthe may be shorn of its festival atmosphere this year, but the action on the track promises to be as exciting as ever.
**ENTRY LIST**

59 CARS

### LM P1

<table>
<thead>
<tr>
<th>#</th>
<th>LM P1: 5 cars</th>
<th>NE</th>
<th>CAR</th>
<th>DRIEVERS</th>
</tr>
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<tbody>
<tr>
<td>1</td>
<td>REBELLION RACING</td>
<td>CHE</td>
<td>REBELLION R13 - GIBSON</td>
<td>BRUNO SIENNA, NEILAND NAKAI, GUSTAVO MENEZES</td>
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<td>2</td>
<td>REBELLION RACING</td>
<td>CHE</td>
<td>REBELLION R13 - GIBSON</td>
<td>ROMAIN DUMAS, NATHANIEL BEERTHEN, LOUIS DIETRACH</td>
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<tr>
<td>3</td>
<td>BYKELLES RACING TEAM</td>
<td>AUT</td>
<td>ENIS CLM P1/01 - GIBSON</td>
<td>TOM DILLMANN, BRUNO SPENGLER, OLIVER JAMES WEBB</td>
</tr>
<tr>
<td>4</td>
<td>TOYOTA GAZOO RACING</td>
<td>JPN</td>
<td>TOYOTA TS050 - HYBRID</td>
<td>MICHAEL CONWAY, HARUMI KOBAYASHI, JÉSSE MARIA LOPEZ</td>
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<tr>
<td>5</td>
<td>TOYOTA GAZOO RACING</td>
<td>JPN</td>
<td>TOYOTA TS050 - HYBRID</td>
<td>SÉBASTIEN BUEMI, KAZUKI HAYASHI, BRENDON HARTLEY</td>
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### LM P2

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<td>EUROINTERNATIONAL</td>
<td>USA</td>
<td>LIGIER JS P217 - GIBSON</td>
<td>ADRIEN TAMAY, ÉRIK MARIS, CHRISTOPHE D'ANGELOMBURG</td>
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<tr>
<td>7</td>
<td>G-DRIVE RACING BY ALGARVE</td>
<td>BUL</td>
<td>AURUS 01 - GIBSON</td>
<td>RYAN CAULFIELD, OLIVER JARVIS, NICHOLAS TANDY</td>
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<td>IDEC SPORT</td>
<td>FRA</td>
<td>ORECA 07 - GIBSON</td>
<td>DWIGHT MCKIM, KYLE TILLEY, JONATHAN LE KENNEDY</td>
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<td>9</td>
<td>DRAGON SPEED</td>
<td>USA</td>
<td>ORECA 07 - JORG</td>
<td>JUAN PAUL MONTATA, TIMOTHÉ BURG, FABIO GIOVANNI</td>
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<td>10</td>
<td>UNITED AUTOSPORTS</td>
<td>GBR</td>
<td>ORECA 07 - GIBSON</td>
<td>PAUL HANSON, FILIPE ALBUQUERQUE, PAUL DI NESTA</td>
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<tr>
<td>11</td>
<td>NELSEN RACING</td>
<td>GBR</td>
<td>ORECA 07 - GIBSON</td>
<td>GABRIEL GROS, ALAN KAYAMA, ANTHONY WILLS</td>
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<td>12</td>
<td>ALGARVE PRO RACING</td>
<td>POR</td>
<td>ORECA 07 - GIBSON</td>
<td>JOHN FAUL, SIMON TRUMMER, MATTHEW MOFFREY</td>
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<td>ORECA 07 - GIBSON</td>
<td>ROMAIN RUSKOV, SEAN BURKE, MAXIME JENSEN</td>
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<td>ORECA 07 - JORG</td>
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<td>ORECA 07 - GIBSON</td>
<td>PAUL LATARDIGUE, PAUL-LOUP CHATIN, RICHARD BRADLEY</td>
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<td>RACING TEAM NEDERLAND</td>
<td>NLD</td>
<td>ORECA 07 - GIBSON</td>
<td>FRITS VANDER VEER, MICHAEL VAN DER GARDE, NIGEL DE VRIES</td>
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<td>17</td>
<td>DUQUETTE TEAM</td>
<td>FRA</td>
<td>ORECA 07 - GIBSON</td>
<td>JONATHAN HIRSCHI, KONSTANTIN TOROSOVICH, TRISTAN COMMENDY</td>
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<td>PANS RACING</td>
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<td>WILLIAM OWEN, ALEX BIRKELD, JOEL VAN UTTER</td>
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<td>HIGH CLASS RACING</td>
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<td>INTER EUROPEAN COMPETITION</td>
<td>POL</td>
<td>LIGIER JS P217 - GIBSON</td>
<td>JAKUB SMEJCHOWSKY, REIN BENDER, MATTHEW BOURD</td>
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<td>EURASIA MOTORSPORT</td>
<td>PHI</td>
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<td>23</td>
<td>SIEMENSHOF ALPINE ELF</td>
<td>FRA</td>
<td>ALPINE A470 - GIBSON</td>
<td>ANDRE NÉDÉCOURT, PIERRE RANNA, THOMAS LAURENT</td>
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<td>24</td>
<td>JACKIE CHAN DC RACING</td>
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<td>ORECA 07 - GIBSON</td>
<td>HO PIN TUNG, GABRIEL ALBAny, WILL STEVENS</td>
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<td>25</td>
<td>JOTA</td>
<td>GBR</td>
<td>ORECA 07 - GIBSON</td>
<td>ANTHONY DAVISON, ANTONIO-FELIX DE COSTA, ROBERTO GONZALEZ</td>
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<td>26</td>
<td>SOUL HASBE IN BRAH</td>
<td>FRA</td>
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<td>JAMES ALLEN, VINCENT CAPILLARE, CHARLES MILES</td>
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<td>COOL RACING</td>
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<td>NICOLAS LAPIERRE, ANTHONY BORGIA, ALEXANDRE COYAN</td>
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<td>CETILAR RACING</td>
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<td>ROBERTO LACORTE, ANDREA BELICCI, GIULIO BERTOLDO</td>
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<td>RICHARD MILLE RACING TEAM</td>
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### LM GTE PRO

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<td>30</td>
<td>AF CORSE ITA</td>
<td>FERRARI 488 GTE EVO</td>
<td>LAMPREDI RICCARDI, MATTEO GIANNINI, DANILO DI LELLIS, MAXIME MARTIN</td>
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<td>31</td>
<td>WEATHERTECH RACING USA</td>
<td>FERRARI 488 GTE EVO</td>
<td>JACOB NUNN, ANDRE BERTHELON, CHRISTOPHER SIMON, TONY KUHR</td>
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<td>32</td>
<td>WEC COMPETITION</td>
<td>CHE</td>
<td>FERRARI 488 GTE EVO</td>
<td>OLIVER PLA, SEBASTIAN BURGESS, JULIUS GOURIN</td>
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<td>33</td>
<td>PORSCHE GT TEAM DEU</td>
<td>PORSCHE 911 RSR - 19</td>
<td>GIANMARIA BRUNI, ROBERT KUBE, FRANCESCO MAXIMINI</td>
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<td>PORSCHE GT TEAM DEU</td>
<td>PORSCHE 911 RSR - 19</td>
<td>MICHAEL CHRISTENSEN, MATTIA SERRA, LAURENS SAVITRIS</td>
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<td>ASTON MARTIN RACING GBR</td>
<td>ASTON MARTIN VANTAGE AMR</td>
<td>NEIL THOM, MARCO BRIANDONI, RICHARD WESTBROOK</td>
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<td>RICHARD MILLE RACING TEAM</td>
<td>FRA</td>
<td>ORECA 07 - GIBSON</td>
<td>TATIANA CALDERON, SOPHIE FLURSCH, BEETJE VISSE</td>
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The 8th FIA World Endurance Championship schedule has been revised in response to the world health crisis.

It comprises eight races:

- **1 SEPTEMBER:** 4 Hours of Silverstone
- **6 OCTOBER:** 6 Hours of Fuji
- **10 NOVEMBER:** 4 Hours of Shanghai
- **14 DECEMBER:** BAPCO 8 Hours of Bahrain
- **23 FEBRUARY:** 6 Hours of COTA (Austin)
- **15 AUGUST:** Total 6 Hours of Spa-Francorchamps
- **19-20 SEPTEMBER:** 24 Hours of Le Mans
- **14 NOVEMBER:** 8 Hours of Bahrain

**Map showing race locations:**

- 1. 4 Hours of Silverstone (September 2019)
- 2. 6 Hours of Fuji (October 2019)
- 3. 4 Hours of Shanghai (November 2019)
- 4. BAPCO Hours of Bahrain (December 2019)
- 5. 6 Hours of COTA (Austin) (February 2020)
- 6. Total 6 Hours of Spa-Francorchamps (August 2020)
- 7. 24 Hours of Le Mans (September 2020)
- 8. 8 Hours of Bahrain (November 2020)
Every year, the new 24 Hours of Le Mans poster marks the beginning of another chapter in the history of the 24 Hours of Le Mans. The poster reflects the soul of the race. This year, the design centres on 24. A number that speaks for itself. This particular 24 is a track of light that emphasises the continuity and the forward-looking colourful energy of Le Mans 24 Hours. The planet in the background underlines that this is a world-class event. The sun appearing or disappearing on the horizon suggests its influence on track action.

This year’s poster bears a date in September, the race having been postponed due to the Covid-19 pandemic. The design is by Désigne x Pulp.
2020 24 HOURS OF LE MANS: HOW TO WATCH THE RACE

The 88th 24 Hours of Le Mans will take place on 19–20 September behind closed doors. But fans can play the fly on the wall! Read on for details of television coverage in France and around the world and the other ways to keep track of the 2020 24 Hours of Le Mans. The race starts at 14:30 on 19 September, with a field of 59 cars.

TELEVISION COVERAGE

FRANCE
The whole race will be broadcast live on Eurosport 2 starting at 14:00 on Saturday 19 September and finishing at 15:00 the next day. Also available on Eurosport Player.

Eurosport will also be covering the Hyperpole qualifying session on Friday, 11:30 to 12:00.

The race will also be on France 3 and www.France.tv, from 14:16 to 17:06 on Saturday and 00:15 to 11:45 and 12:55 to 14:55 on Sunday.

INTERNATIONAL COVERAGE on Pan Europe in Germany and the UK as well as TV2 Denmark, ORF, Viasat and RTL Netherlands, among others. Further afield, see Fox Latin for South America, Motortrend for the whole race in the USA and Velocity and Discovery in Canada. Full coverage via J Sports in Japan and Tencent in China.
CHAMPIONSHIP FIA WEC

Initially scheduled to be the finale of the 2019-20 season, since the calendar reshuffle, the 24 Hours of Le Mans is now the seventh of eight rounds. Toyota, United Autosports, Aston Martin and AF Corse lead their respective classes but none have put their opponents at a sufficient distance to be able to claim the title yet.

CHAMPIONSHIP STANDINGS:

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<th>Position</th>
<th>Points</th>
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<td>9th</td>
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</tr>
<tr>
<td>10th</td>
<td>2</td>
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</table>

One point will be allocated to all cars classified lower than 10th place in the general classification for the race.

An extra point is awarded for pole position.
PROGRAM OF THE WEEK
16TH - 20TH SEPTEMBER 2020 - BEHIND CLOSED DOORS

WEDNESDAY
16TH SEPTEMBER
→ 8.00 - 18.00
Administrative & Drivers’ Checks
→ 8.00 - 18.00
Scrutineering
→ 19.30
Team Managers Briefing: mandatory

THURSDAY
17TH SEPTEMBER
→ 10.00 - 13.00
Free practice 1
→ 14.00 - 17.00
Free practice 2
→ 17.15 - 18.00
Qualifying Practice Sessions
→ 20.00 - 00.00
Free practice 3

FRIDAY
18TH SEPTEMBER
→ 10.00 - 11.00
Free practice 4
→ 11.30 - 12.00
HYPERPOLE
→ 16.40
ACO press conference

SATURDAY
19TH SEPTEMBER
→ 10.30 - 10.45
Warm up
→ 12.45 - 14.20
Starting procedure
→ 14.30
Start of the 88th edition

SUNDAY
20TH SEPTEMBER
→ 14.30
Finish of the 88th edition
The Circuit des 24 Heures du Mans plays a key role in this iconic race. Legend has it that the circuit itself chooses the winner.

Now in its 15th configuration, it measures 13.626 km, combining permanent racetrack and public roads.
SUPPORT RACES

The support races for the 24 Hours of Le Mans take place on the iconic 13.626-kilometre circuit.

ROAD TO LE MANS

Introduced by the ACO in 2016, Road to Le Mans paves the way to the world’s greatest endurance race, providing drivers and teams with precious experience as they work their way through the feeder series. This year, Road to Le Mans is the fourth of six rounds in the Michelin Le Mans Cup. The Le Mans round is different to the others: Two 55-minute races or 13 laps for the field composed of LMP3 and GT3. The races take place on the Friday and Saturday just before the 24 Hours of Le Mans. Thomas Laurent, now a well-known WEC driver, won the first edition in 2016.

PORSCHE CARRERA CUP

This year being the anniversary of Porsche’s first triumph at the 24 Hours of Le Mans, it was only natural for Le Mans to host a round of the Porsche Carrera Cup. It will be the third round, following Magny-Cours and, like Road to Le Mans, will be run on the full circuit. Recent winners of the Porsche Carrera Cup France include Julien Andlauer (2017) Mathieu Jaminet (2016), Kévin Estre (2011), Frédéric Makowiecki (2010) and Patrick Pilet (2007). All are regular participants at the 24 Hours of Le Mans and Estre and Andlauer are class winners. This single-make series has been running since in 1987 and has seen such emblematic models as the Porsche 944 Turbo, the successive generations of the Porsche 911 (types 964, 993, 996, 997 and now the phase 2 991). There are three categories for drivers: Pro, Pro-Am, and the new Am.
The Covid-19 global pandemic has not only forced the 2020 24 Hours of Le Mans behind closed doors, it has also moved the Le Mans Esports Series final online! Nonetheless, the four days of competition (15-18 September) promise to be just as intense as last year when the final was held at the Le Mans circuit.

All change for Season 2 of the Le Mans Esports Series! Initiated by the Automobile Club de l’Ouest, the FIA World Endurance Championship and Motorsport Games, the competition will reach its climax online and not at Le Mans as was the case last year. The Super Final will be played out in four sequences, with a staggering $150,000 purse to be split between the Pro and Pro-Am teams. These four sequences are scheduled at 16:00 CET from 15 to 18 September ahead of the 88th 24 Hours of Le Mans. The format of each sequence will be two 60-minute sprints followed by a two-hour endurance race and each will be dedicated to a specific period in the history of the race: pre-1970, the 70s and 80s, the 90s and 2000s, and finally post-2010 on 18 September. With two teams eliminated at each stage in both the Pro and Pro-Am categories, the three top teams will do battle in the ultimate round on Friday 18 September. The races will cover a variety of circuits including the Bugatti, Le Mans before the introduction of the Mulsanne Straight chicanes, present-day Le Mans, Silverstone, COTA, Monza, Spa and Nürburgring. The Super Final will be streamed live on the Le Mans Esports Series Twitch and Facebook pages and on Motorsport.tv. For more information on the championship and the rules of the Super Final, head to www.lemansesports.com
3 BASIC RULES

4 CLASSES
DETAILS OF THE NEW REGULATIONS
NEW: HYPERPOLE
4 CLASSES

LE MANS PROTOTYPE 1
(LM P1)

2020 FIA WEC REGULATIONS

Closed-cockpit prototypes developed specially for racing by car manufacturers or private teams. They may be equipped with a hybrid powertrain, incorporating an energy recovery system, or not. The success handicap does not apply at the 24 Hours of Le Mans.

THE CLASS AT A GLANCE:
Closed-cockpit prototype
Professional driver line-up
Hybrid and non-hybrid cars

IDENTIFICATION
RED DIODES
NUMBER ON RED BACKGROUND

2019 LAP RECORD
3'17"297 (2019)
TOYOTA TS050 HYBRID
(AVERAGE SPEED: 248,6 KM/H)

MIN. WEIGHT
893 KG
879 KG (HYBRID)

ENGINES
Moteurs Libres, Turbo ou Atmo, Option Motorisation Électrique Hybride Admise

CHAMPIONSHIPS
FIA WEC

LE MANS PROTOTYPE 2
(LM P2)

2020 FIA WEC REGULATIONS

Closed-cockpit prototypes designed for racing and entered by private teams with no involvement from the engine or chassis manufacturers. LMP2s are all fitted with the same engine but have a choice of four chassis manufacturers: Oreca, Onroak Automotive, Dallara and Riley. LMP2 driver line-ups must include at least one Bronze or Silver driver.

THE CLASS AT A GLANCE:
Closed-cockpit prototype
Category open to private teams only
Hybrid and non-hybrid cars
EoT balances performance between hybrid and non-hybrid cars.

IDENTIFICATION
BLUE DIODES
NUMBER ON BLUE BACKGROUND

2019 LAP RECORD
3'27"200 (2019)
ORECA 07-GIBSON
(AVERAGE SPEED: 236,7 KM/H)

MIN. WEIGHT
930 KILOS

ENGINES
MOTEUR UNIQUE GIBSON
V8 4,2L BE 480 CH

CHAMPIONSHIPS
FIA WEC, ELMS, ASIAN LE MANS SERIES

TYRES
MAX. 18 INCHES
4 CLASSES

LE MANS GRAND TOURING ENDURANCE
PRO (LM GTE PRO)

2020 FIA WEC REGULATIONS

Road-legal sports cars available to the public, but significantly modified for racing. Production models are so different from one another that a Balance of Performance (BoP) has been introduced to level the playing field. The composition of LMGTE Pro driver line-ups is free.

THE CLASS AT A GLANCE:
- Based on production cars
- Manufacturer involvement
- Adjustments per Balance of Performance (BoP)
- Success Ballast except at Le Mans

IDENTIFICATION
GREEN DIODES
NUMBER ON GREEN BACKGROUND

2019 LAP RECORD
3'49''448 (2018)
CHEVROLET CORVETTE C7R
(AVERAGE SPEED: 213,8 KM/H)

MAX LENGTH : 2050MM (EXCLUDING MIRRORS)

WEIGHT
1245 KILOS [VARIABLE SELON BOP]

FUEL TANK
120 L MAX

ENGINES
ATMOSPHÉRIQUE ESSENCE : 5500CM3 MAX
TURBO ESSENCE : 4300CM3 MAX

CHAMPIONSHIPS
FIA WEC

LE MANS GRAND TOURING ENDURANCE
AM (LM GTE AM)

2020 FIA WEC REGULATIONS

Road-legal sports cars available to the public, but significantly modified for racing. The cars are identical to those in the LMGTE Pro class, but must be at least one year old. A specific Balance of Performance is determined for the LMGTE Am class. The driver line-up must include at least one Bronze driver and one Bronze or Silver driver.

THE CLASS AT A GLANCE:
- Based on production cars
- Amateur driver line-ups
- Adjustments per Balance of Performance (BoP)

IDENTIFICATION
ORANGE DIODES
NUMBER ON ORANGE BACKGROUND

2019 LAP RECORD
3'52''567 (2019)
PORSCHE 911 RSR
(AVERAGE SPEED: 210,9 KM/H)

MAX LENGTH : 2050MM (EXCLUDING MIRRORS)

WEIGHT
1245 KILOS [VARIABLE SELON BOP]

FUEL TANK
120 L MAX

ENGINES
ATMOSPHÉRIQUE ESSENCE : 5500CM3 MAX
TURBO ESSENCE : 4300CM3 MAX

CHAMPIONSHIPS
FIA WEC, ELMS, ASIAN LMS
DEVELOPMENTS OF THE NEW REGULATIONS

**PANEL OF STEWARDS**
Six stewards officiate at the 24 Hours of Le Mans. Their job is to ensure that the race is run fairly.

**STOPPING THE CAR ON TRACK**
During the race, a driver may be forced to stop the car on or by the track. In such cases, the driver may not receive any external assistance from a team member. Unless instructed by a marshal, if the driver gets out of the car and moves more than 10 metres away, the car is considered as having retired from the race.

**DRIVING TIMES**
A driver must not drive less than six hours out of the whole 24 hours of the race. Conversely, a driver cannot drive more than four hours within a six-hour period or more than 14 hours in total.

**COMPONENTS THAT CANNOT BE CHANGED**
In endurance racing, damage to the car can be repaired during pit stops. Three components, however, cannot be replaced: the engine, the gearbox housing and the body shell.

**PITSTOPS**
Drivers must not exceed the pit lane speed limit: 60 kph. The pit lane is divided into three: the fast lane closest to the signalling wall, the central accelerating/decelerating lane, and the working area nearest to the garage.
The number of members of team personnel allowed to intervene while the car in front of its garage is limited to one refueller, one car controller, one fire extinguisher attendant, one cut-off valve attendant, one cockpit operator, four mechanics and two technicians in charge of checking tyres and brakes. There is no restriction on the number of people if the car is inside the garage.
The 177 drivers (59 machines) entered for the 88th 24 Hours of Le Mans will be the first to experience the new Hyperpole session. There are two sessions, on Thursday afternoon and Friday morning, on the full circuit. Expect excitement!

Vincent Beaumesnil, Sporting Director, 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 fast lap times. The idea is to more clearly identify the specific period when the competitors are in pure speed mode and showcase the adrenaline and suspense that is so different on our track that is like no other. 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 attempt to record their 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 in competition with each other at the same moment in time. Now they will be, and it will be a festival of speed! On such a long circuit, this session is going to be a favourite with drivers and fans alike.

What's the schedule for the Hyperpole sessions?

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 at the track and watching at home. Following this 45-minute period, the six fastest cars in each class will qualify for the next stage at 11:30 on Friday.
HYPERPOLE

The competitors will have just 30 minutes in which to record their best possible lap. The top six places on the grid in each class will be based on these times. In LMP1 the whole class will be jostling for position. The 24 Hours starting grid will be split into four: firstly LMP1, then LMP2, LMGTE Pro, and finally LMGTE Am. On Friday, 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 Friday for the fans to salute the fastest in each class. The four hyper-polesitters will be awarded a trophy in recognition of their performance. The 24 Hours of Le Mans is evidently 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 than actual endurance, so high is the performance and competitiveness level of the cars.

There were 59 spots on the grid for the 2020 24 Hours of Le Mans. How does this grid measure up from a sporting point of view?

Before the race even begins, I have to say how proud I am to see such a full grid, given the context. It shows how popular this race is, how loved. The world’s greatest endurance race is going ahead in 2020. We were adamant that it should. The profile, track record and values of the competitors promise a spectacular race in every class. Two all-female driver line-ups – one in LMP2 and the other in LMGTE – show that motorsport, and particularly endurance, is popular with everyone 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 showing its worth, every single day. 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 perfectly by guaranteeing fair competition.

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?

The work has been fairly light compared to previous years. However, we have made a few changes at Mulsanne. We have reduced the gravel traps and replaced them with run-offs which will slow down the cars that drive off the track, but will cut back on the clean-up operations required when gravel is projected onto the track. It will guarantee a better spectacle for the fans as the race will not be interrupted while the track is cleaned up, with no compromise on comfort or safety for the drivers.

This year’s race will see the end of the LMP1 Hybrid. What will you remember about this class?

A certain amount of pride and a true sense of satisfaction, as the sporting and technical sections have succeeded in implementing equivalences between various technologies and controls of the energy used per lap. When hybrid machines using different systems were only separated by a few seconds after hours of racing, it was a real pleasure for the organiser and for the fans. But we are already looking forward to seeing the first Le Mans Hypercars in 2021.
WHO’S WHO AT THE 24 HOURS OF LE MANS

- GRAND MARSHAL
- STARTER
- SPIRIT OF LE MANS
- WOMEN IN MOTORSPORT
- AMATEUR DRIVERS
EMANUELE PIRRO, GRAND MARSHAL OF THE 2020 24 HOURS OF LE MANS

The five-time winner of the 24 Hours of Le Mans will set the pace for the 59-strong field during the starting procedure of the 88th running of the iconic race on 19 September.

This year’s 24 Hours of Le Mans Grand Marshal is a high-spirited Italian: Emanuele Pirro takes the baton from Hurley Haywood who fulfilled the prestigious role last year. Previous Grand Marshals include Henri Pescarolo (2013), Allan McNish (2014), Tom Kristensen (2015), Alexander Wurz (2016), Mark Webber (2017) and Jacky Ickx (2018).

The year 2020 is a special one for Emanuele Pirro, who has won Le Mans five times (2000, 2001, 2002, 2006, 2007). It is 20 years since his first win in the formidable, reliable R8. At Le Mans and throughout the endurance world, the name Emanuele Pirro is synonymous with Audi. The Italian embodies the German make’s victorious enterprise in endurance racing. Starting with Audi’s first Le Mans triumph with the R8, Pirro’s wholehearted enthusiasm contributed to the winning streak that made way for the Audi R10 TDI. Sharing the wheel with the likes of Tom Kristensen, Franck Biela, Marco Werner and Allan McNish, Pirro was appreciated as a teammate as much for his outgoing nature as his fast driving. He hung up his helmet after the 2010 race but returns regularly as a commentator, always ready to share his knowledge and experience.

Shortly before 14:30 on 19 September, Emanuele Pirro will lead the field of 59 machines to mark the start of the 88th 24 Hours of Le Mans.

Emanuele Pirro: “I’m delighted to be back at Le Mans in this role. It will be great to be back on the circuit, to test the new Porsche Curves. It used to be a key spot; you could lose a lot of time if you weren’t careful. I’m looking forward to going through there as leader of the pack.

Pierre Fillon, president of the Automobile Club de l’Ouest: «The role of Grand Marshal is traditionally fulfilled by a Le Mans winner, a driver who epitomises this race and this discipline. Emanuele Pirro is a perfect representative. He has won Le Mans five times, finished in the top three 10 times, and above all he is a shining light, a true leader. The 2020 field should be thrilled to be led out by a Grand Marshal who has put so much energy into racing and always defended drivers.»

Ever since the first 24 Hours of Le Mans in 1923, this race has been about the verve and valour of committed people. The event depends on drivers, of course, but also engineers, mechanics, technicians, event organisers, marshals, volunteers, entrepreneurs and sponsors. Three key figures stand out on race day: the grand marshal, the starter and the Spirit of Le Mans awardee.
The field of the 88th Le Mans 24 Hours will be released by a starter for whom cars and racing are both a career and a passion, Carlos Tavares.

A major player in the automotive world, Mr Tavares is also a keen amateur racing driver. He will be particularly involved in this year’s 24 Hours of Le Mans, as official starter of the world’s greatest endurance race.

Pierre Fillon, president of the Automobile Club de l’Ouest: « Carlos Tavares as starter of the 2020 24 Hours of Le Mans underlines the strong ties, the unity, between our race and the automotive industry. For manufacturers, the 24 Hours of Le Mans represents an outstanding testing ground and a place in the limelight on the worldwide stage. Le Mans guarantees international coverage and a chance to take the lead in energy transition. Peugeot has an excellent record at the 24 Hours of Le Mans. And a promising future too. »

The starter leaves an indelible mark on the history of the race. The illustrious list includes Charlene, Princess of Monaco, Brad Pitt, Rafael Nadal, Luca di Montezemolo, Fernando Alonso, Jim France, Alain Delon, Raymond Poulidor, Prince Albert of Monaco, Dr Ferry Porsche, Henry Ford II and Georges Pompidou.
SPIRIT OF LE MANS

THE INFECTIOUS ENTHUSIASM OF AMATO FERRARI

Presented since 2001, this award is an acknowledgement of those who defend and embody the fundamental values of endurance racing: involvement, commitment, teamwork and sporting endeavour. The 2020 Spirit of Le Mans recipient is Amato Ferrari, a competitor at Le Mans for over twenty years steering several cars to victory, thanks to an enterprising, close-knit team of ardent believers in the beauty of racing.

The name AF Corse is a familiar one in the 24 Hours of Le Mans pit lane. AF, for Amato Ferrari. You could be forgiven for thinking that because Amato Ferrari is Italian, sports a famous surname and races Ferrari GTs, he is a member of THE Ferrari family. Not so! First a driver, later the driving force behind a team that has gone from strength to strength at the 24 Hours of Le Mans, the FIA World Endurance Championship, the European Le Mans Series and the Asian Le Mans Series, this Ferrari has made his own mark. Last year brought AF Corse a third victory after its 2012 and 2014 wins. This year, Ferrari is sure to take home the Spirit of Le Mans trophy, but that won’t stop his team defending its title in true AF Corse style. Last year’s award winner Patrick Dempsey was grateful for Amato Ferrari’s help and advice at his first Le Mans in 2009.

Pierre Fillon, President of the Automobile Club de l’Ouest: “The Spirit of Le Mans trophy is awarded for displaying the team spirit that prevails in endurance racing, loyalty and commitment to the discipline and to the 24 Hours of Le Mans. Amato Ferrari has all those qualities, as well as being successful, sharing his experience and training drivers. Such a discreet, intelligent leader thoroughly deserves to be the 2020 Spirit of Le Mans.

Amato Ferrari: I used to watch the 24 Hours of Le Mans with my father, but I never once imagined I’d be a part of it one day. I’m proud to receive this award. It’s an acknowledgement of my team, our attitude. I’m especially glad to be able to count on people who have been with me since the beginning, over 20 years ago. Trust and shared experience are vital at the 24 Hours of Le Mans.

Awarded by the Automobile Club de l’Ouest and sponsor Rolex, the Spirit of Le Mans trophy is a token of appreciation of a driver or team manager whose attitude and sporting results help promote the 24 Hours of Le Mans and endurance racing.
WOMEN IN MOTORSPORT

MICHELE MOUTON

Michèle, over the last years your main goal has been to promote the role of women in motor sport. Could you tell us a little bit more about the FIA Women in Motorsport Commission that you are the President of since its creation?

« This year we are celebrating the 10th anniversary of our FIA Women in Motorsport Commission’s work and I am very proud of what we have already managed to achieve. The Commission is continually pushing to create new opportunities for female drivers in various championships, but not only that. One of our missions is to show that motor sport is open to women in all of its aspects, whether as competitors, officials, team managers, engineers or mechanics. Last year we also successfully implemented the series of “FIA Girls on Track” events that aims to engage girls at a really young age and demonstrate that they can have a place in motor sport, on and off the track. It is so important we open young eyes to the opportunities; in this way we will increase the base of females taking up roles and potentially many more will rise to the top. »
WOMEN IN MOTORSPORT

What are the latest initiatives of the FIA Women in Motorsport Commission?
« Most recently we have launched the “FIA Girls on Track – Rising Stars”, this is a really concrete step for young female racers. This innovative talent detection programme, run in association with Scuderia Ferrari, aims to identify the best 12-16-year old female drivers from around the world and help them reach a professional career in motor sport. The best young racer could be awarded a one-year contract to join the Ferrari Driver Academy for an FIA Formula 4 season in 2021. Important is the fact that it is a multi-year opportunity, which shows that the Commission is looking far into the future with its plans. »

Since 2019, the FIA Women in Motorsport Commission has supported the Iron Dames project, an all-female driver line up competing in the ELMS and again, this year’s 24h of Le Mans. What do you think about this initiative?
« I am very proud of this project. The team is very professional and proudly represents and promotes women in motor sport. From our perspective it is a dream coming true that we have been able to work with teams and championship promoters to evaluate women drivers and provide them with the opportunity to race at the highest international level, crucially with the same materials. Thanks to the cooperation with Iron Lynx and Deborah Mayer we hope to continue with the project for many years. »

During the legendary 24h of Le Mans we will have a unique opportunity to see another FIA WIM-supported crew in the LMP2 category. Is it a breakthrough for women in motor sport?
« Definitely, we can call it a breakthrough, as in the 88th edition of the 24 hours of Le Mans we will have two Women in Motorsport Commission–supported crews. Securing an entry to Le Mans is very difficult so to have two female crews on the grid is an immense achievement. For the first time in the LMP2 category the Richard Mille Racing Team run by Philippe Sinault’s Signatech team will field a highly experienced trio in Beitske Visser, Tatiana Calderón and Sophia Flörsch. »

THE STATISTICS

25
In the history of the race, a total of 25 all-women teams will have taken part in the 24 Hours of Le Mans, including this year’s entries Richard Mille Racing Team (Tatiana Calderon, Sophia Flörsch, Beitske Visser) in LMP2 and Iron Lynx (Manuela Gostner, Rahel Frey, Michelle Gatting) in LMGTE Am.

10
Anne Charlotte Verney holds the record for the most starts, with 10 to her name.

10
In 1935, ten women entered the race. The most ever. In 2020, there are 6 women on the entry list.

4
To date, fourth place is the best result achieved by a woman (Odette Siko, in 1932).
AMATEUR DRIVERS

AMATEURS AND ROOKIES WELCOME!

A particularity of the 24 Hours of Le Mans, in fact of the entire FIA World Endurance Championship, is a driver line-up comprising both seasoned professionals, some in several disciplines, and amateur racing drivers, many of whom also boast brilliant track records.

At the 24 Hours of Le Mans, an amateur competes against the likes of Formula One world champions Fernando Alonso and Jenson Button or endurance professionals such as nine-time Le Mans winner Tom Kristensen. That’s the spirit of Le Mans, a competition open to all. Amateur or professional, all Le Mans drivers prove themselves worthy of a seat for the world’s greatest endurance championship. Many follow the path mapped out by the ACO, working their way up via the Michelin Le Mans Cup, the WeatherTech SportsCar Championship, the Asian Le Mans Series, the European Le Mans Series (ELMS), the World Endurance Championship, to the ultimate dream for a racing driver, the 24 Hours of Le Mans.

For many, the first 24 Hours of Le Mans is in LMGTE Am or LMP2. Take François Perrodo for example. Having begun in VdeV, he went on to the European Le Mans Series and then competed at the 24 Hours of Le Mans in LMP2 and then LMGTE Am. This year the car he crews with Emmanuel Collard and Niklas Nielsen is top of the LMGTE Am World Endurance Championship table. Phil Hanson is also a perfect illustration of progression through the ranks of endurance. Like Perrodo, he is an amateur driver. He started out in GT3 in 2013, then raced in LMP3, LMP2, the Asian Le Mans Series and the European Le Mans Series before entering the World Endurance Championship with United Autosports. His team is a major player in its class at Le Mans. At the 2018 24 Hours of Daytona he shared a car with Fernando Alonso and Lando Norris.
5 GLITTERING PAST, BRIGHT FUTURE

2020, AN ANNIVERSARY YEAR

THE FUTURE
2020, AN ANNIVERSARY YEAR

The 24 Hours of Le Mans dates back to 1923 so will soon be celebrating an eventful 100 years. Race organiser the Automobile Club de l’Ouest is taking inspiration from the event’s illustrious past to shape its future. There are three big anniversaries this year: Porsche’s inaugural victory in 1970, Rondeau’s extraordinary triumph in 1980 and Audi’s winning campaign in 2000. Meanwhile, 2021 will see the advent of the Hypercars followed by hydrogen prototypes in 2024. This race evolves in cycles, driven by people, technology and ideas.

1970 9 -1-7, THE WINNING NUMBER

On 14 June 1970, a legend was born. A legend that would be admired far beyond Le Mans and its circuit. The 917 driven by Hans Herrmann and Richard Attwood gave Porsche the first of its nineteen Le Mans wins, making the German marque the most successful constructor in the race’s history. The 917 which had been specially designed to win the race, achieved success across the board that year, claiming pole position, the lap record and victory. The car was a successor to the 907 and 908 and proved to be the winning combination long strived for by Ferdinand Piëch (Ferdinand Porsche’s grandson), who led the Porsche research and development department and racing programme at the time. 917, the name chosen for the car, was simply the project name yet the number established itself a motor racing benchmark.

50 YEARS AGO

1980 RONDEAU, ONE MAN AND HIS CAR!

On 15 June 1980, joy engulfed Le Mans ... local boy Jean Rondeau had beaten Porsche to take 24 Hours victory in a car he had designed himself. An incredible feat that has never been repeated since. Jean-Pierre Jaussaud (two-time Le Mans winner), Rondeau’s teammate in the #16 that day, looks back:

« We won with a team of people who were not engineers but who were devoted to their task. People might have thought it crazy, Dantesque even for a team of non-professionals - guys who weren’t particularly competent, I might say, in some areas - but once Jean Rondeau brought them together, their ability came to light. That was Jean’s strength - surrounding himself with people. The same was true when it came to financing the car. Jean was a project leader - he knew how to rally people from all backgrounds and set them to work. That year, I shared victory with good friends, people who were unbelievably passionate about things, undeterred by the demands of motor racing.

The crowd in Le Mans that day were proud, they were blown away by it all. The local boy, who had dreamed of winning Le Mans with his own car since he was a kid, had achieved that dream. Against Porsche! I won against Porsche with Renault. I won against Porsche with Rondeau. You might think that winning was easier with a manufacturer, but you can’t ignore the pressure involved with the manufacturer, who wants results, pressure from the hundred or so people who had built the car. With Rondeau, no one had any expectations of us, it was just a crazy dream. I’ve experienced both extremes. And what Jean’s team achieved in 1980 is unique and will remain so. No one will achieve anything like that again. Rondeau, as team boss and a driver, had some very firm ideas. For example, one day at Le Mans, he decided to adjust the car himself, to get exactly the car he wanted. He kept on driving and suddenly, 20 minutes before the end of the session, we realised I hadn’t even driven so wasn’t qualified! I jumped into the car to grab qualification at the last minute! The Rondeau story is a whole episode in the Le Mans saga! »
2000 AUDI EMBARKS ON ITS VICTORY TRAIL

Audi made its debut in the iconic 24-hour race in 1999. The brand’s VAG group stablemates Porsche and Bentley already had a long history in La Sarthe, with an impressive track record. They were leading lights in endurance racing; Audi was not. The new team’s Le Mans campaign was led by Doctor Ullrich and backed by the valuable experience of Joest Racing. For its first outing in 1999, Audi entered two different prototypes - one open-cockpit and one closed-cockpit car. The Four-Ring brand subsequently opted for the famous open-cockpit R8, which might have appeared a conservative approach to endurance racing but proved to be anything but. It was reliable and built like a Meccano set so its parts could be changed quickly. And it was designed to be easy to drive. In June 2000, the crew of Kristensen, Pirro and Biela claimed Audi’s first win. The marque even pulled off a 1-2-3 sweep with three cars - one red, one yellow and one black, the colours of the German flag - coming together in the last lap, heralding the start of the Audi era at Le Mans. Before bowing out in 2016, the German constructor achieved a total 13 wins at the 24 Hours. The constructor also helped forge the reputation of Mister Le Mans, Tom Kristensen, the nine-time winner who achieved seven of those victories with Audi (including one with Bentley).

The 24 Hours of Le Mans Museum, located at the entrance to the circuit, is the best place to explore the race’s rich heritage. Take a tour through motoring history and learn more with some fascinating temporary exhibitions. The 24 Hours of Le Mans race will be held behind closed doors, but, being just outside the circuit, the Museum will be OPEN over race weekend:

- FRIDAY: 9:00-22:00
- SATURDAY: 9:00-22:00
- SUNDAY: 9:00-19:00

Events include “lightning tours” every hour on Saturday and Sunday (duration 45 min to discover the museum’s collections, free of charge, maximum 20 people, open to all, no booking required), and opening of the mechanics workshop with an engine started at regular intervals. Be one of the first to visit a series of exhibitions:

- “917: MADE FOR LE MANS”, a temporary exhibition celebrating the anniversary of the “greatest racing car of the century” and its victory. Seven 917s will be on show, including the 1971 24 Hours of Le Mans race winner.
- ESPACE ANTHONY DELHALLE, which tells the tale of motorcycle racing at the Le Mans circuits from 1912 to the present day.
- “3 WORD CHAMPIONS”, an exhibition devoted to three Grand Prix cars and the destinies of three Formula One drivers who also competed at Le Mans.

20 YEARS AGO
UNITED AND RESPONSIBLE

UNITED AND RESPONSIBLE

KEY FACTS AND STATISTICS
THE FUTURE?
FIND OUT MORE AT THE ACO PRESS CONFERENCE

Don’t miss the ACO press conference at 16:40 on Friday. This year it will be broadcast as a television programme, with no audience, to respect physical distancing rules. You will receive a link in due time. As usual, we will be outlining the near and more distant future of endurance racing.

We shall be covering Le Mans Hypercars such as the Toyota entered for the 2021 24 Hours of Le Mans, the LMDh class which will enable teams to field entries for the 24 Hours of Daytona and the 24 Hours of Le Mans with the same car, as well as the introduction of hydrogen in racing to work towards carbon-free transport with MissionH24.
UNITED AND RESPONSIBLE

ALL ABOARD FOR AN EXCLUSIVE ONLINE EXPERIENCE

The 24 Hours of Le Mans will be taking place behind closed doors for the first time in the history of the race. Consequently, the organisers have introduced an ambitious digital platform with video and audio content to take the race to its spectators.

No effort has been spared in these challenging times. Launched today, the platform www.24h-united.com encompasses the ACO’s core values. The call to action is two-fold:

• A fundraising campaign in aid of the European Society of Intensive Care Medicine to help train medical staff in the treatment of Covid-19. As thanks for donations, fans’ names will appear on a virtual wall as well as at the 24 Hours of Le Mans circuit.

• An invitation to share real life experiences of the race on social media: “Share your past or present experience of the 24 Hours of Le Mans” by sending us your photos, videos or stories. The contributions are shared on the “United & Responsible” platform and on the usual 24 Hours of Le Mans social media accounts.

Committee members are Pierre Fillon, president of the Automobile Club de l’Ouest; Roxana Maracineanu, French Minister of Sports; Jean Todt, president of the FIA; Michèle Mouton, president of the FIA Women in Motorsport commission; John Doonan, president of IMSA; Luc Chatel, president of Plateforme Automobile; Charles Gordon-Lennox, Duke of Richmond and organiser of the Goodwood Revival; Gérard Saillant, president of the FIA Institute; Derek Bell, five-time winner of the 24 Hours of Le Mans; Jacky Ickx, six-time winner of the 24 Hours of Le Mans; Henri Pescarolo, four-time winner of the 24 Hours of Le Mans; David Richards, chairman of Motorsport UK and Florent Menegaux, CEO of Groupe Michelin.
Several personalities have voiced their support for the fundraising effort and have accepted to lend their names as campaign ambassadors*.

- **The United & Responsible platform** is designed to share the heart and soul of the world's greatest endurance race as widely as possible: The “making of”, featuring interviews with participants, a peek inside race control, shots from the commentary box or live from the production team truck during the race.

- **The history of the race**, with still and moving archive pictures from almost 100 years of the legendary 24 Hours of Le Mans. A variety of themes, such as 'Women in motorsport', illustrate the ACO’s spirit and values.

- **Technological innovation for tomorrow’s motorists**, with particular focus on the Mission H24 project to develop a hydrogen-electric racing prototype to drive innovation in the field of carbon-free transport.
Le Mans is a 24-hour test of performance and reliability that is recognised worldwide. Today more than ever before, the ACO is drawing board to the racetrack and the ACO stimulates research by inciting manufacturers and teams to focus on specific areas, spurring progress in automotive engineering and mobility. Competitors have a unique opportunity to transfer designs from the racetrack to the road.

The Automobile Club de l’Ouest has always considered its race and regulations as the ideal testing ground for new technology, ensuring progress in automotive engineering and mobility. Competitors have a unique opportunity to transfer designs from the racetrack to the road, and the ACO stimulates research by inciting manufacturers and teams to focus on specific areas, spurring progress in automotive engineering and mobility. Competitors have a unique opportunity to transfer designs from the racetrack to the road.

**KEY FACTS**

**1922 ROAD SURFACES**
At a time when the future 24 Hours circuit was just a set of dirt tracks, a new surface was laid on the Mulsanne Straight. It combined chalk chippings with a tar/bitumen emulsion which was itself covered with tar-coated grit. By 1926, the entire circuit was surfaced. A technique that paved the way to today’s hard-wearing roads.

**1925 AERODYNAMIC BODIES**
Engineers rapidly grasped the benefits of a streamlined body. In 1925, the Chenard & Walcker Tank laid the foundations for aerodynamic research. The quest for improved drag coefficient (Cd) produced iconoclastic vehicles such as the rebodied Cadillac Coupé DeVille, dubbed ‘Le Monstre’, that was entered in the 1950 race. In the 1970s, Porsche developed the 917K (K for Kurzhock, or short tail) that beat the distance record in 1971 by covering 5,335.31 km. The mark stood until 2010 when it was eclipsed by Audi.

**1926 FOG LAMPS**
It is not unusual for a part of the circuit to be shrouded in mist as dawn breaks. To overcome this problem, Lorraine-Dietrich engineers added a third lamp in the centre of the grille, earning the car the nickname “Cyclops”. Nonetheless, it probably contributed to their landslide victory: the three B3-6s took the top three places as the Robert Bosch/André Roussignol pairing exceeded a distance of 2,500 km.

**1927 FRONT-WHEEL DRIVE**
In the early years of the race, the architecture of the cars doing battle was quite standardised: front engine and rear-wheel drive. In 1927, however, Maurice Fonsalle, a French manufacturer, financed an innovative project pioneered by Jean-Albert Grégoire, a multi-talented driver and engineer. He designed a front-wheel-drive car known as the Tracta. It finished seventh in its first appearance at the 24 Hours of Le Mans. That same year, Citroën introduced the principle on the vehicle it named Traction.

**1949 REAR ENGINE**
According to Enzo Ferrari, ‘horses pull the plough, they don’t push it’. It is rather ironic then that the first rear-engined car to win at Le Mans was a Ferrari 250 P in 1963. But it was not the first of its type to start the race. That particular honour goes to a Renault 4 CV, prepared and entered by a gentleman driver, Camille Hardy, against the advice of the company, which considered the car unsuitable. Unfortunately, it retired with engine trouble.

**1951 RADIAL TYRES**
This innovation was not specifically invented for the 24 Hours of Le Mans, but the race helped forge its reputation by providing a useful testing ground. In 1951, Michelòin fitted a Lancia Aurelia B20 GT with radial tyres, the patent for which had been filed just five years earlier. The introduction of cords at right-angles to the direction of travel of the tyre carcass improved roadholding and fuel economy. Shod with the Michelin X, the Italian car topped the 5.2.5 class and finished twelfth overall.

**1952 DIRECT-INJECTION ENGINE**
The eternal conundrum – how to boost performance while controlling fuel consumption? In 1952, Mercedes introduced a system – originally developed by Bosch for aircraft – that was capable of improving the efficiency of petrol engines. Fuel injection systems introduced controlled fuel, avoiding petrol losses and optimising combustion. The famous 300 SL with gull-wing doors was equipped with this technology when it won in 1952.

**1953 DISC BRAKES**
Progress in racing car performance highlighted another necessity: improvements in brake efficiency and endurance. Jaguar discovered the solution when it equipped its C-Types with a revolutionary piece of technology: disc brakes – a solution originally developed for aircraft landing on aircraft carriers! The British marque secured a one-two finish in the 1953 race. The idea was subsequently adopted by Citroën on the pioneering DS and is still used today on all production cars.

**1962 QUARTZ IODINE HEADLAMPS**
Night-time accounts for around eight hours of the 24-hour race. Bordered by forest, a large part of the circuit is plunged into absolute darkness. Effective lighting can therefore make all the difference. In 1962, Ferrari installed halogen headlamps using iodine vapour on the 330 TR/LM for the very first time. The test proved conclusive as the beam range was doubled and, consequently, halogen headlamps were fitted to all cars from 1965.

**1963 GAS TURBINE ENGINE**
In 1957, the constant aim to boost innovation saw the creation of a new class reserved for gas turbine-powered cars. A 25,000-franc prize was offered for exceeding a distance of 3,000 km. In 1963, BRM fielded a strange-looking model powered by a gas turbine engine and fitted with a 220-litre kerosene tank. Its distinctive whistling sound attracted a great deal of attention but, as it did not meet regulations, it was not classified. However, it did achieve the feat of reaching the finish line in an unofficial seventh place. All the same, attempts to apply the technology to production cars were in vain.
1967

**Slick Tyres**

Michelin brought a major innovation to the racing world when it invented "slicks" – tyres with a smooth tread, providing greater traction on a dry track. The results were immediately obvious as the #46 Alpine A210 driven by Vialais/Bianchi became the first P1.6 car to lap in under four minutes while winning the class.

1967

**Aerodynamic Appendages**

How can the downforce essential to stability at high speed be increased other than by working on the body design? The answer to this question came from Chaparral who introduced the first rear wing on its 2F prototype. The oversized wing – as wide as the car – looked rather comical as it sat perched high above the rear end. Chaparral had also designed a pedal system to adjust its angle for different parts of the circuit! The active rear wing was born.

1970

**Rotary Engine**

A rotary engine is recognisable by the barely bearable screeching noise it makes. The technology was introduced in 1970 on a Chevron-Mazda, powered by a 200 bhp, 983 cc twin-rotor engine which failed after just four hours of the race. In 1991, however, the archontique came good in spectacular fashion. With troubles affecting other manufacturers, the Panoz Q9 failed to qualify for the race. Hybrid technology nonetheless came to the fore in 2012 when the Audi R18-e-tron quattro won following the introduction of a hybrid category into the regulations. Audi, Toyota and Porsche all developed hybrid prototypes with different characteristics and all three went on to win the 24 Hours of Le Mans, making a significant contribution to the rising popularity of hybrids on the road.

1974

**Turbo Engine**

The idea of supercharging through an exhaust-driven turbocharger appeared in 1942 in the United States on the Chevrolet Corvair Monza. BMW brought the technology across the Atlantic, adopting it on the 2002. Porsche used it at Le Mans from 1974, winning the race in 1976 with the 936. Audi went a step further by introducing laser lights that offer even better lighting. Its light signature at night is quite unique. In 2014, Audi was the first team to use laser lights in a production car. However, technical developments such as direct fuel injection, increased pressure and turbos have boosted performance and cut fuel consumption. The first diesel-powered car to appear at the Le Mans circuit in 2019, the LMPH2G will renew the experience introducing electric cars that are powered by hydrogen fuel-cell technology. Endurance continues to break new ground. MissionH24 was presented at the Spa round of the European Le Mans Series a few weeks later. The ACO has thus joined forces with GreenGT to promote hydrogen in racing. Hydrogen fuel-cell technology brings zero-emissions mobility to many other modes of transport: trains, trucks, buses, boats and aircraft.

2016

**Endurance, a Sport for All**

Frédéric Sausset was invited to compete in the 24 Hours of Le Mans as a Garage 56 entry, open to innovative machines, and became the first quadruple amputee to start – and finish – the legendary race. The ACO-backed project aimed to make motorising and motorsport more widely accessible by developing systems that can be adapted to everyday use on the road. In 2019, Sausset entered a team of three disabled drivers in Road To Le Mans with the firm intention of securing an invitation to the Le Mans 24 Hours in the future.

2018

**Hydrogen: MissionH24**

The ACO made an important announcement ahead of the 86th Le Mans 24 Hours: the introduction of a class dedicated to hydrogen-powered cars in 2024. Endurance continues to break new ground. MissionH24 was presented at the Spa round of the European Le Mans Series a few weeks later. The ACO has thus joined forces with GreenGT to promote hydrogen in racing. Hydrogen fuel-cell technology brings zero-emissions mobility to many other modes of transport: trains, trucks, buses, boats and aircraft.

**Hydrogen at Le Mans**

MissionH24, the programme launched in 2018 by the ACO and GreenGT, led to the development of a hydrogen-electric prototype – the LMPH20 – which will soon go into service. New partners have since joined the project, including Total who has constructed the first mobile hydrogen refuelling station. After completing a lap of the Le Mans circuit in 2019, the LMPH20 will renew the experience in 2020, just before the start of the 88th running of the 24 Hours.
STATISTICS

Founded in 1923, the 24 Hours of Le Mans will soon be celebrating its centenary. This year will see the 88th running of the world-famous endurance race with a 59-car field ready to take on the 15th configuration of the iconic Circuit de la Sarthe.

The 24 Hours of Le Mans history book is a goldmine of records and statistics on drivers, manufacturers, marshals, fans, technology, race strategies, starts and finishes, and lots more.

DOWNLOAD ALL THE FACTS AND FIGURES YOU NEED RIGHT HERE!

1923
THE INAUGURAL RACE

5,410.713 KM
The longest distance ever covered during the 24 Hours. For 39 years, this record was held by the Porsche 917 driven by Helmut Marko and Gijs Van Lennep with 5,335.313 km at an average speed of 222.304 kph in 1971. It was only beaten in 2010 by the three Audi R15 TDI+ prototypes which all exceeded that distance on their way to a 1-2-3 finish. The winning car was driven by Timo Bernhard, Romain Dumas and Mike Rockenfeller who completed 397 laps (16.5 laps an hour) at an average speed of 225.228 kph.

405 KPH
This is the highest speed ever recorded on the circuit and was attained by Roger Dorchy in a WM P88 in 1988 on the Mulsanne Straight during the race, before the chicanes were installed (in 1990). The record is unlikely to be beaten as no straight is now long enough!

9 WINS (DRIVER)
The highest number of wins by a driver, achieved by Tom Kristensen. The Danish driver retired at the end of 2014 and so will never make it a round of 10 wins at the 24 Hours of Le Mans!

19 WINS (MANUFACTURER)
The highest number of wins by a manufacturer, a record Porsche* has made its own after three straight wins in 2015, 2016 and 2017!

*including wins for TWR Porsche and Dauer Porsche.

33 RACE STARTS (DRIVER)
The highest number of race starts for a driver, a record held by Henri Pescarolo with 33 Le Mans appearances, to which we can add ten races for his team Pescarolo Sport and his contributions as media consultant in 2010, and two other outings for the Pescarolo Team in 2011 and 2012. In 2013, he was involved in the celebrations for the 90th anniversary of the race and named “24 Hours Ambassador” by the ACO then inducted into the Le Mans Drivers Hall of Fame. He was also invited to drive the lead car for the formation lap before the race start. From 2014 to 2016, he worked as a media consultant, meaning he has been present at Le Mans for 50 years!
# Statistics

## The Closest Finishes

<table>
<thead>
<tr>
<th>Year</th>
<th>Competitors</th>
<th>Gap</th>
</tr>
</thead>
<tbody>
<tr>
<td>1966</td>
<td>Ford (Amos/MacLaren) - Ford (Hill/Hulme)</td>
<td>20-metre</td>
</tr>
<tr>
<td>1969</td>
<td>Ford (Ioan/Oliver) - Porsche (Lamouse/Hermann)</td>
<td>120-metre</td>
</tr>
<tr>
<td>1933</td>
<td>Alfa Romeo (Nuvolari/Sommer) - Alfa Romeo (Nuvolari/Oliver)</td>
<td>401-metre</td>
</tr>
<tr>
<td>2011</td>
<td>Audi (Vaxivière/Treil/Herbert) - Peugeot (Lamy/Bardoux/Deletraz)</td>
<td>775-metre</td>
</tr>
<tr>
<td>2004</td>
<td>Audi (Araujo/Capelle/Kristensen) - Audi (Davies/Herbert/Smith)</td>
<td>2.267-km</td>
</tr>
</tbody>
</table>

## The Widest Winning Margins

<table>
<thead>
<tr>
<th>Year</th>
<th>Competitors</th>
<th>Gap</th>
</tr>
</thead>
<tbody>
<tr>
<td>1927</td>
<td>Bentley (Breche/DeVries) - Salmson (De Victor/Hasley)</td>
<td>349.850-km</td>
</tr>
<tr>
<td>1963</td>
<td>Porsche (Stuck/Bell/Holbert) - Porsche (Yvon/Dryer/Lavergne)</td>
<td>259.785-km</td>
</tr>
<tr>
<td>1981</td>
<td>Porsche (Gommot/Rondeau) - Porsche (Chiron/Thirion)</td>
<td>1.860.025-km</td>
</tr>
<tr>
<td>1934</td>
<td>Alfa Romeo (Chinetti/Talbotin) - Riley (Stéphane/Delacoste)</td>
<td>1.860.226-km</td>
</tr>
</tbody>
</table>

## Facts & Figures

- **Drivers having won the 24 Hours of Le Mans + Indianapolis 500**
  - Mike Hawthorn: Formel 1 World Champion in 1958, 1st at Le Mans in 1955
  - Graham Hill: Formel 1 World Champion in 1962 & 1968, 1st at Le Mans in 1972
  - Phil Hill: Formel 1 World Champion in 1961 & 1962, 1st at Le Mans in 1960 & 1961
  - Jochen Rindt: Formel 1 World Champion in 1970, 1st at Le Mans in 1965
  - Fernando Alonso: Formel 1 World Champion in 2005 & 2006, 1st at Le Mans in 2018 & 2019

## Open vs. Closed Cockpits

- **First wins**
  - Front-engined car: 1923, Chenard & Walker
  - Car with a mid-mounted engine: 1963, Ferrari
  - Rear-engined car: 1979, Porsche

- **First engines**
  - Diesel engine: 2010, Audi
  - Rotary engine: 1991, Mazda
  - Gas turbine engine: 1931, Alfa Romeo
  - Turbocharged engine: 1976, Porsche
  - Hybrid engine (diesel): 2012, Audi

- **Fastest average lap speed in Le Mans history**
  - 251.882 kph (2017, Kamui Kobayashi)
  - 248.628 kph (2019, Mike Conway)

- **Average speed of the fastest race lap in the history of the 24 Hours of Le Mans**
  - 251.882 kph
  - 248.628 kph
COVID-19 PROTOCOL
2020 24 HOURS OF LE MANS

There will be no spectators at the 24 Hours of Le Mans this year, due to the Covid-19 pandemic. The event will take place according to the protocol approved by local authorities. Face masks must be worn at all times, both indoors and outdoors. Proof of a negative Covid-19 test will be required to enter the circuit.

STAY WITHIN YOUR BUBBLE AT THE CIRCUIT

- Wash your hands often
- Cough and sneeze into your elbow or use a tissue
- Do not hug, kiss or shake hands
- Face covering required
- Use a disposal tissue and throw it away immediately
- Keep a distance of 1.5 metres
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