

RACE OF THE CENTURY



**24h**  
**LE MANS®**

**10-11**  
**JUNE**  
**2023**

# **PRESS KIT**





# PIERRE FILLON

***PRESIDENT OF THE AUTOMOBILE CLUB DE L'OUEST***

## ***100 YEARS OF PASSION***

The 24 Hours of Le Mans is gearing up for its 100th anniversary. The monument of world motorsport, has built a legacy year after year. The foundations were laid in 1923. At that first race, the main aim for competitors was to cross the finish line. A hundred years later, the primary goal is the same. Just ask any of the drivers (nearly 200 of them) who take part each year.

Technological advancement has always been the raison d'être of motorsport. Racing has long given carmakers a stimulus to innovate. It has also provided a valuable platform on which to test their ground-breaking developments. This is especially true at the 24 Hours of Le Mans where reliability is equally as important as performance. Disc brakes, hybrid engines, fog lights and soon hydrogen are just a few of the myriad innovations that improve vehicle performance, safety and environmental impact.

Constructors enter the race with the podium in mind but are equally eager to use the competitive environment to further innovation for everyday road cars. Inventions that prove successful in racing today will translate to improvements in production vehicles, meaning less pollution and more efficiency.

Le Mans is also about the passion of many. Hundreds of thousands of people throng to the track to soak up the unique race atmosphere. A day at Le Mans forms a lifelong memory. It has to be experienced to be believed. The race is deeply rooted in local communities, whose roads and landmarks are household names the world over.

A centenary race is a once-in-a-lifetime occurrence. Few events can boast such longevity, and fewer still garner the same enthusiasm year after year. From a racing perspective, the 2023 24 Hours of Le Mans promises to be one of the most talked-about races of all time.



# MOHAMMED BEN SULAYEM

**FIA PRESIDENT**

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I have always considered the 24 Hours of Le Mans as one of the crown jewels of motor sport. It is therefore with great enthusiasm and excitement that I am looking forward to my first visit to this renowned race as the FIA President to celebrate its remarkable centenary.

The FIA World Endurance Championship is enjoying a great period of growth which is reflected in the strength of the entries in all classes. The series, and the 24 Hours of Le Mans in particular, celebrates its legacy, with its sights firmly on the future of endurance racing. With a field of over sixty cars, and some of the world's best drivers, the start this June will be a historic sight.

In its third season, the Hypercar class has come of age with sixteen cars from seven different manufacturers competing for glory at Le Mans. It is a testament to this race that 100 years later it boosts such a field. The overhaul of the WEC's regulatory basis, carried out jointly by the FIA and the ACO, is the main driver behind this success.

I would like to take this opportunity to wish all the competitors, the ACO staff, the promoter and all the FIA officials involved in this venture a fantastic, safe, and memorable event.

Yours sincerely,





# RICHARD MILLE

**FIA ENDURANCE COMMISSION PRESIDENT**

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Every edition of the 24 Hours of Le Mans is unique, but nothing comes close to this year.

It is quite incredible when you think that this special motor race, that in many ways shaped motor sport as we know it today and greatly contributed to the history of the automotive industry, turns 100 years old this year.

The centenary of the 24 Hours of Le Mans is something each of us will only experience once in a lifetime. For this reason, I'm looking forward to this year's Le Mans with probably even greater eagerness than in previous years.

I'm looking forward to a great off-track show, to full grandstands and to a unique celebration of motor sport, but above everything I'm looking forward to witnessing epic battles in all three classes. The Hypercar class is obviously the big story of this event, and it fills me pride to witness how far we've come in only a couple of years, from the early discussions about the concept to today's great diversity in terms of looks, technical concepts and brands, and a 16-car grid composed of seven manufacturers going for outright victory.

We are all very fortunate to enjoy what is a great time for the 24 Hours of Le Mans, a great time for the FIA World Endurance Championship and for the whole endurance racing scene.

May the best team win this year's edition!





# FRÉDÉRIC LEQUIEN

**MANAGING DIRECTOR OF THE LE MANS ENDURANCE MANAGEMENT**

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This is the FIA WEC race everyone is excited for, the 100 year celebration of one of the greatest sporting events in the world – the 24 Hours of Le Mans!

Forming round four of the FIA WEC, Le Mans will see close to 300,000 fans over race week and with a packed schedule – both on and off-track - the atmosphere will be spectacular. We have 37 full-time WEC entrants competing at Le Mans including seven different manufacturers in the Hypercar class who will all be fighting for the overall victory. LMP2 and LMGTE Am will be just as fiercely fought as our teams and drivers prepare for the biggest test of endurance this season.

With 50 points available for the win at Le Mans, this race can prove critical in the chase for the 2023 FIA World Endurance Championship title. We can't wait!





# STÉPHANE DARRACQ

**MANAGING DIRECTOR OF THE ACO**

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Welcome to the 2023 24 Hours of Le Mans! We're celebrating 100 years of the illustrious French race. Thank you for joining us for this very special occasion!

The iconic endurance event dates back to 1923 and has served as a testing ground for automotive innovation ever since. The 24 Hours of Le Mans is an extraordinary event, run on a revered 13.6-kilometre circuit. With almost 300,000 spectators on site and over 150 million television viewers around the world, it is a thrilling experience for everyone involved.

Today, the 24 Hours of Le Mans continues to draw on its rich history while looking forward, with one overriding goal: getting a head start on the future, driving sustainable mobility, and placing social and environmental issues at the core of our development strategy.

I take this opportunity to acknowledge and thank the 5,000 or more people who help organise this amazing event on the same date every year: the members and employees of the Automobile Club de l'Ouest, the thousands of volunteers and temporary staff, the staff of our partner companies and service providers, the fire service and medical staff, the members of the armed forces and the staff at the Préfecture de la Sarthe, Le Mans city council, and the Sarthe and regional councils.





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# ENDURANCE

CHAMPIONSHIP CALENDAR

A NEW ERA OF ENDURANCE RACING



# 2023 FIA WEC WORLD ENDURANCE CHAMPIONSHIP CALENDAR

*The FIA WEC World Endurance Championship calendar entails seven races.  
The 24 Hours of Le Mans Centenary marks the fourth round of the season.*





# A NEW ERA OF ENDURANCE RACING

***The introduction of the Hypercar class and convergence with the IMSA WeatherTech SportsCar Championship have given the 24 Hours of Le Mans and endurance racing a fresh lease of life. A host of sportscar manufacturers have committed to the discipline, ushering in a new golden age.***

The Hypercar class was first introduced in 2021 and more manufacturers will be entering the fray over the next few years. The class is so appealing to carmakers because it gives them a chance to compete – and aim for overall victory – in both the FIA WEC World Endurance Championship and the IMSA WeatherTech SportsCar Championship, and in iconic races like the 24 Hours of Le Mans, the Rolex 24 At Daytona and the 12 Hours of Sebring. Entrants can choose between LMH and LMDh specifications and showcase sleek and stylish cars that clearly identify with their marque.

For the Centenary edition, seven manufacturers will be vying for a much-coveted victory: Toyota, Ferrari, Porsche, Peugeot, Cadillac, Glickenhaus and Vanwall. In 2024, BMW, Lamborghini and Alpine will also be joining the grid.

A new hydrogen class has been announced for 2026 and is also likely to create renewed interest in racing. The Automobile Club de l'Ouest is working with some key players to bring this project to fruition, including GreenGT, TotalEnergies, Michelin, Symbio, Plastic Omnium, Richard Mille, Dietsmann et Essilor.



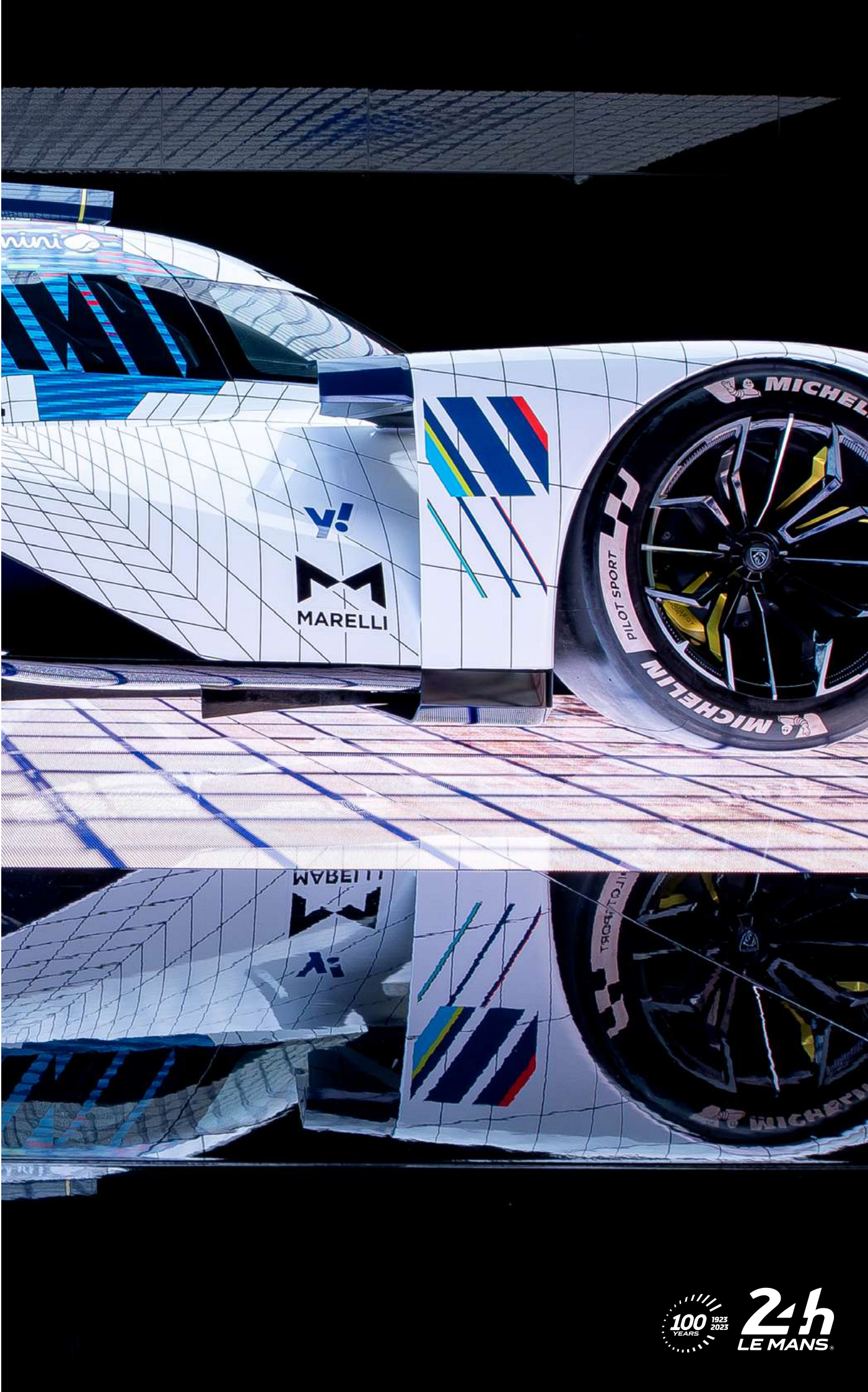


# A NEW ERA OF ENDURANCE RACING

## WHAT IS A HYPERCAR?

The Hypercar class is the premier class at the 24 Hours of Le Mans and in the FIA World Endurance Championship. The philosophy behind it:

Prototypes or cars based on street-legal vehicles	Minimum weight: <b>1030 kg</b>
Encourage the convergence of these two car types between the FIA WEC and the IMSA WeatherTech SportsCar Championship	A Balance of Performance to guarantee a level playing field
Maximum power: <b>500 kW</b> (engine + hybrid system)	A Balance of Performance to guarantee a level playing field
Top speed: <b>330 kph</b>	
SINGLE TYRE SUPPLIER: <b>MICHELIN</b>	COST CONTROL: <b>LOWER BUDGET</b>







# THE CENTENARY

ENTRY LIST

RACE CLASSES

CHAMPIONSHIP AS IT STANDS

THE HYPERCARS IN THE RUNNING

THE ONES TO WATCH

NASCAR MOVES IN  
TO GARAGE 56

2023 24 HOURS  
OF LE MANS PROGRAMME

WHERE TO WATCH THE RACE

SUPPORT RACES

TRACKSIDE FUN

24 HOURS OF LE MANS  
CENTENARY EXHIBITION

LE GRAND MARSHAL

OFFICIAL STARTER

THE CENTENARY TROPHY

THE 2023 24 HOURS OF LE MANS POSTER



# 2023 24 HOURS OF LE MANS ENTRY LIST

*An outstanding field of 62 cars will be on the grid for the 24 Hours of Le Mans Centenary, with no fewer than seven marques – Cadillac, Vanwall, Porsche, Toyota, Ferrari, Peugeot and Glickenhaus – in the hunt for a historic win. These manufacturers have entered the Hypercar class, the pinnacle of the 24 Hours of Le Mans and the FIA World Endurance Championship. The grid will also include 24 cars in the LMP2 class and 21 in LMGTE Am.*

N°	HYPERCAR	NAT	CAR	DRIVERS		
2	CADILLAC RACING	USA	CADILLAC V-SERIES.R	EARL BAMBER (NZL)	ALEX LYNN (GBR)	RICHARD WESTBROOK (GBR)
3	CADILLAC RACING	USA	CADILLAC V-SERIES.R	SÉBASTIEN BOURDAIS (FRA)°	RENGER VAN DER ZANDE (NLD)	SCOTT DIXON (NZL)
4	FLOYD VANWALL RACING TEAM	AUT	VANWALL VANDERVELL 680	TOM DILLMANN (FRA)	ESTEBAN GUERRIERI (ARG)	TRISTAN VAUTIER (FRA)
5	PORSCHE PENSKE MOTORSPORT	DEU	PORSCHE 963	DANE CAMERON (USA)	MICHAEL CHRISTENSEN (DNK)	FRÉDÉRIC MAKOWIECKI (FRA)
6	PORSCHE PENSKE MOTORSPORT	DEU	PORSCHE 963	KÉVIN ESTRE (FRA)	ANDRÉ LOTTERER (DEU)	LAURENS VANTHOOR (BEL)
7	TOYOTA GAZOO RACING	JPN	Toyota GR010 - Hybrid	Mike Conway (GBR)	Kamui Kobayashi (JPN)	Jose Maria Lopez (ARG)
8	TOYOTA GAZOO RACING	JPN	Toyota GR010 - Hybrid	Sébastien Buemi (CHE)	Brendon Hartley (NZL)	Ryo Hirakawa (JPN)
38	HERTZ TEAM JOTA	GBR	Porsche 963	Antonio Felix Da Costa (PRT)	William Stevens (GBR)	Yifei Ye (CHN)
50	FERRARI AF CORSE	ITA	Ferrari 499P	Antonio Fuoco (ITA)	Miguel Molina (ESP)	Nicklas Nielsen (DNK)
51	FERRARI AF CORSE	ITA	Ferrari 499P	Alessandro Pier Guidi (ITA)	James Calado (GBR)	Antonio Giovinazzi (ITA)
75	PORSCHE PENSKE MOTORSPORT	DEU	Porsche 963	Felipe Nasr (BRA)	Mathieu Jaminet (FRA)	Nicholas Tandy (GBR)
93	PEUGEOT TOTALENERGIES	FRA	Peugeot 9X8	Paul Di Resta (GBR)	Mikkel Jensen (DNK)	Jean-Eric Vergne (FRA)
94	PEUGEOT TOTALENERGIES	FRA	Peugeot 9X8	Loic Duval (FRA)	Gustavo Menezes (USA)	Nico Müller (CHE)
311	ACTION EXPRESS RACING	USA	Cadillac V-Series.R	Luis Felipe Derani (BRA)	Alexander Sims (GBR)	Jack Aitken (GBR)
708	GLICKENHAUS RACING	USA	Glickenhaus 007	Romain Dumas (FRA)	Olivier Pla (FRA)	Ryan Briscoe (USA)
709	GLICKENHAUS RACING	USA	Glickenhaus 007	Franck Mailleux (FRA)	Nathanaël Berthon (FRA)	Esteban Gutierrez (MEX)

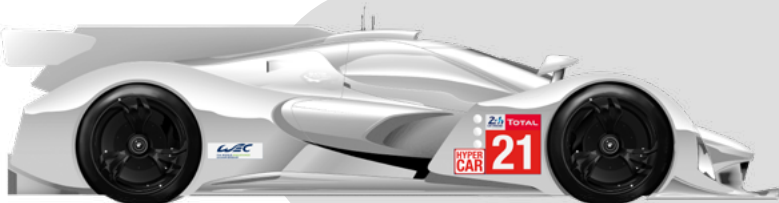
N°	LM GTE AM	NAT	CAR	DRIVERS		
16	PROTON COMPETITION	DEU	PORSCHE 911 RSR - 19	RYAN HARDWICK (USA)	ZACHARIE ROBICHON (CAN)	JAN HEYLEN (BEL)
21	AF CORSE°	ITA	FERRARI 488 GTE EVO	SIMON MANN (GBR)	JULIEN PIGUET (FRA)	ULYSSE DE PAUW (BEL)
25	ORT BY TF	OMN	ASTON MARTIN VANTAGE AMR	AHMAD AL HARTHY (OMN)	MICHAEL DINAN (USA)	CHARLIE EASTWOOD (IRL)
33	CORVETTE RACING	USA	CHEVROLET CORVETTE C8.R	NICKY CATSBURG (NLD)	BEN KEATING (USA)	NICOLAS VARRONE (ARG)
54	AF CORSE°	ITA	FERRARI 488 GTE EVO	THOMAS FLOHR (CHE)	FRANCESCO CASTELLACCI (ITA)°	DAVIDE RIGON (ITA)°
55	GMB MOTORSPORT	DNK	ASTON MARTIN VANTAGE AMR	GUSTAV DAHLMANN BIRCH (DNK)	MARCO SØRENSEN (DNK)	JENS RENO MÖLLER (DNK)
56	PROJECT 1 - AO	DEU	PORSCHE 911 RSR - 19	PJ HYETT (USA)	GUNNAR JEANNETTE (USA)	MATTEO CAIROLI (ITA)
57	KESSEL RACING	CHE	FERRARI 488 GTE EVO	TAKESHI KIMURA (JPN)	SCOTT HUFFAKER (USA)	DANIEL SERRA (BRA)
60	IRON LYNX	ITA	PORSCHE 911 RSR - 19	CLAUDIO SCHIAVONI (ITA)	MATTEO CRESSONI (ITA)	ALESSIO PICARIELLO (BEL)
66	JMW MOTORSPORT	GBR	FERRARI 488 GTE EVO	THOMAS NEUBAUER (FRA)	LOUIS PRETTE (ITA)	GIACOMO PETROBELLI (ITA)
72	TF SPORT°	GBR	ASTON MARTIN VANTAGE AMR	ARNOLD ROBIN (FRA)	MAXIME ROBIN (FRA)	VALENTIN HASSE-CLOT (FRA)
74	KESSEL RACING	CHE	FERRARI 488 GTE EVO	KEI COZZOLINO (JPN)	YORIKATSU TSUJIKO (JPN)	NAOKI YOKOMIZO (JPN)
77	DEMPSEY-PROTON RACING	DEU	PORSCHE 911 RSR - 19	CHRISTIAN RIED (DEU)	MIKKEL PEDERSEN (DNK)	JULIEN ANDLAUER (FRA)
83	RICHARD MILLE AF CORSE	ITA	FERRARI 488 GTE EVO	LUIS PEREZ COMPANC (ARG)	ALESSIO ROVERA (ITA)°	LILOU WADOUX (FRA)°
85	IRON DAMES	ITA	PORSCHE 911 RSR - 19	SARAH BOVY (BEL)	MICHELLE GATTING (DNK)	RAHEL FREY (CHE)
86	GR RACING	GBR	PORSCHE 911 RSR - 19	MICHAEL WAINWRIGHT (GBR)	BENJAMIN BARKER (GBR)	RICCARDO PERA (ITA)
88	PROTON COMPETITION	DEU	PORSCHE 911 RSR - 19	HARRY TINCKNELL (GBR)	DONALD YOUNT (USA)°	JONAS RIED (DEU)
98	NORTHWEST AMR	CAN	ASTON MARTIN VANTAGE AMR	IAN JAMES (USA)°	DANIEL MANCINELLI (ITA)	ALEX RIBERAS (ESP)
100	WALKENHORST MOTORSPORT	DEU	FERRARI 488 GTE EVO	CHANDLER HULL (USA)	ANDREW HARYANTO (IDN)	Jeffrey Segal (USA)
777	D'STATION RACING°	JPN	ASTON MARTIN VANTAGE AMR	SATOSHI HOSHINO (JPN)	CASPER STEVENSON (GBR)	TOMONOBU FUJII (JPN)
911	PROTON COMPETITION	DEU	PORSCHE 911 RSR - 19	MICHAEL FASSBENDER (IRL)	MARTIN RUMP (EST)	RICHARD LIETZ (AUT)

N°	LM P2	NAT	CAR	DRIVERS		
9	PREMA RACING	ITA	ORECA 07 - GIBSON	BENT VISCAAL (NLD)	JUAN MANUEL CORREA (USA)	FILIP UGRAN (ROU)
10	VECTOR SPORT	GBR	ORECA 07 - GIBSON	RYAN CULLEN (GBR)°	GABRIEL AUBRY (FRA)	MATTHIAS KAISER (LIE)
13	TOWER MOTORSPORTS	CAN	ORECA 07 - GIBSON	JOHN FARANO (CAN)°	RICKY TAYLOR (USA)	RENÉ RAST (DEU)
14	NIELSEN RACING	GBR	ORECA 07 - GIBSON	RODRIGO SALES (USA)	MATHIAS BECHE (FRA)	BEN HANLEY (GBR)
22	UNITED AUTOSPORTS	GBR	ORECA 07 - GIBSON	PHILIP HANSON (GBR)	FILIPE ALBUQUERQUE (PRT)	FREDERICK LUBIN (GBR)
23	UNITED AUTOSPORTS	GBR	ORECA 07 - GIBSON	JOSHUA PIERSON (USA)	TOM BLOMQVIST (GBR)	OLIVER JARVIS (GBR)
28	JOTA	GBR	ORECA 07 - GIBSON	DAVID HEINEMEIER HANS-SON (DNK)	OLIVER RASMUSSEN (DNK)	PIETRO FITTIPALDI (BRA)
30	DUQUEINE TEAM	FRA	ORECA 07 - GIBSON	NEEL JANI (CHE)	RENÉ BINDER (AUT)	NICOLAS PINO (CHL)
31	TEAM WRT	BEL	ORECA 07 - GIBSON	SEAN GELAE (IDN)	FERDINAND HABSBURG-LO-THRINGEN (AUT)	ROBIN FRIJNS (NLD)
32	INTER EUROPOL COMPETITION	POL	ORECA 07 - GIBSON	MARK KVAMME (USA)	JAN MAGNUSSEN (DNK)	ANDERS FJORDBACH (DNK)
34	INTER EUROPOL COMPETITION	POL	ORECA 07 - GIBSON	JAKUB SMIECHOWSKI (POL)	ALBERT COSTA (ESP)	FABIO SCHERER (CHE)
35	ALPINE ELF TEAM	FRA	ORECA 07 - GIBSON	ANDRÉ NEGRÃO (BRA)	OLLI CALDWELL (GBR)	MEMO ROJAS (MEX)
36	ALPINE ELF TEAM	FRA	ORECA 07 - GIBSON	MATTHIEU VAXIERE (FRA)	CHARLES MILES (FRA)	JULIEN CANAL (FRA)
37	COOL RACING	CHE	ORECA 07 - GIBSON	NICOLAS LAPIERRE (FRA)	ALEXANDRE COIGNY (CHE)	MALTHE JAKOBSEN (DNK)
39	GRAFF RACING	FRA	ORECA 07 - GIBSON	ROBERTO LACORTE (ITA)	GIEDO VAN DER GARDE (NLD)	PATRICK PILET (FRA)
41	TEAM WRT	BEL	ORECA 07 - GIBSON	RUI ANDRADE (AGO)	LOUIS DELÉTRAZ (CHE)	ROBERT KUBICA (POL)
43	DKR ENGINEERING	LUX	ORECA 07 - GIBSON	TOM VAN ROMPUY (BEL)°	UGO DE WILDE (BEL)°	MAXIME MARTIN (BEL)
45	ALGARVE PRO RACING°	PRT	ORECA 07 - GIBSON	GEORGE KURTZ (USA)	JAMES ALLEN (AUS)	COLIN BRAUN (USA)
47	COOL RACING	CHE	ORECA 07 - GIBSON	RESHAD DE GÉRUS (FRA)°	VLADISLAV LOMKO	SIMON PAGENAUD (FRA)
48	IDEC SPORT	FRA	ORECA 07 - GIBSON	PAUL LAFARGUE (FRA)	PAUL LOUP CHATIN (FRA)	LAURENTS HÖRR (DEU)
63	PREMA RACING	ITA	ORECA 07 - GIBSON	DORIANE PIN (FRA)	DANIIL KVYAT	MIRKO BORTOLOTTI (ITA)
65	PANIS RACING	FRA	ORECA 07 - GIBSON	MANUEL MALDONADO (VEN)	TIJMEN VAN DER HELM (NLD)	JOB VAN UITERT (NLD)
80	AF CORSE°	ITA	ORECA 07 - GIBSON	FRANÇOIS PERRODO (FRA)	BEN BARNICOAT (GBR)	NORMAN NATO (FRA)
923	RACING TEAM TURKEY°	TUR	ORECA 07 - GIBSON	SALIH YOLUC (TUR)	TOM GAMBLE (GBR)	DRIES VANTHOOR (BEL)

N°	INNOVATIVE CAR	NAT	CAR	DRIVERS		
24	HENDRICK MOTORSPORTS	USA	CHEVROLET CAMARO ZL1	JIMMIE JOHNSON (USA)	MIKE ROCKENFELLER (DEU)	JENSON BUTTON (GBR)



# RACE CLASSES



## HYPERCAR

PROFESSIONAL DRIVERS  
ONLY PROTOTYPES AND  
PRODUCTION CARS ADAPTED  
FOR RACING, ALL WITH A  
CLOSED  
COCKPIT



VOITURES HYBRIDES  
ET NON HYBRIDES  
680 CH (VARIABLE SELON BOP)



MAX. SPEED  
330 KPH



12 LAPS  
BETWEEN REFUELLING  
STOPS



MAX. LENGTH  
2,000 mm  
MAX. WIDTH  
1,150 mm



POIDS  
1 030 KILOS  
(VARIABLE SELON BOP)



WHEELS  
18"  
TYRES  
MICHELIN



## LMP2

PROFESSIONAL AND  
AMATEUR DRIVERS  
CLOSED-COCKPIT  
PROTOTYPES



4 200 CM<sup>3</sup> MAX  
8 CYLINDRES  
555 CH MAX



MAX. SPEED  
315 KPH



MAX. TANK  
CAPACITY  
75 LITRES



MAX. LENGTH  
4,750 mm  
MAX. WIDTH  
1,900 mm



WEIGHT  
930 KG



WHEELS  
18"  
TYRES  
GOODYEAR



## LMGTE AM

GRAND TOURERS BASED ON  
PRODUCTION CARS  
PROFESSIONAL AND  
AMATEUR DRIVERS



ATMOSPHÉRIQUE  
ESSENCE : 5 500 CM<sup>3</sup> MAX  
TURBO ESSENCE :  
4 000 CM<sup>3</sup> MAX



MAX. SPEED  
300 KPH



TANK CAPACITY  
95 LITRES



MAX. LENGTH  
4,560 mm  
MAX. WIDTH  
2,050 mm



WEIGHT  
1 275,KG  
(VARIABLE ACCORDING TO BOP)



WHEELS  
18"  
TYRES  
MICHELIN



# FIA WORLD ENDURANCE CHAMPIONSHIP AS IT STANDS

*The 24 Hours of Le Mans Centenary will mark the halfway point of the FIA WEC season. Toyota Gazoo Racing, United Autosports and Corvette Racing top the class standings which can be found*

## POINTS AWARDED AT THE 24 HOURS OF LE MANS ONLY

1 <sup>st</sup>	50 points	6 <sup>th</sup>	16 points
2 <sup>nd</sup>	36 points	7 <sup>th</sup>	12 points
3 <sup>rd</sup>	30 points	8 <sup>th</sup>	8 points
4 <sup>th</sup>	24 points	9 <sup>th</sup>	4 points
5 <sup>th</sup>	20 points	10 <sup>th</sup>	2 points

An extra point is awarded to the car in pole position in each class (except for additional cars), and to every member of that car's driver line-up.





# THE HYPERCARS IN THE RUNNING

## CADILLAC RACING & ACTION EXPRESS RACING

*Cadillac is finally back at the 24 Hours of Le Mans. The American manufacturer has joined the FIA WEC Hypercar class and is lining up three cars at the Centenary staging of the French endurance classic.*

### A HEAD-TURNING HYPERCAR

#### CADILLAC V-SERIES.R

**Chassis:** Dallara

**Engine:** Cadillac 5.5L V8 (680 hp before BOP)

Hybride

The Cadillac V-Series.R has been developed by Cadillac Design, Cadillac Racing and chassis builder Dallara, based on the Project GTP Hypercar unveiled in June 2022. The race car includes Cadillac's signature design features such as vertical lights and floating blades.

The Cadillac V-Series.R is powered by an all-new Cadillac 5.5L DOHC V-8 engine developed by GM's Performance and Racing Propulsion team in Pontiac, Michigan. The energy recovery system was conceived by Bosch, WAE Technologies (formerly Williams Advanced Engineering) and Xtrac.

The Cadillac V-Series.R began on-track development in July 2022 and logged more than 20,000 kilometres on American racetracks prior to this year's 24 Hours At Daytona.



### EXPERIENCED DRIVER CREWS

#### #2

- **EARL BAMBER (NZL)** – 32 YEARS OLD – 6 LE MANS STARTS  
1 win (2017 with Porsche LMP Team)
- **ALEX LYNN (GBR)** – 29 YEARS OLD – 6 STARTS
- **RICHARD WESTBROOK (GBR)** – 47 YEARS OLD – 2 STARTS  
1 podium (2022 with Glickenhaus Racing)

#### #3

- **SEBASTIEN BOURDAIS (FRA)** – 44 YEARS OLD – 17 STARTS  
Winner of the LMGTE Pro class in 2016 with Ford Chip Ganassi Team USA
- **RENGER VAN DER ZANDE (NLD)** – 37 YEARS OLD – 5 STARTS
- **SCOTT DIXON (NZL)** – 42 YEARS OLD – 4 STARTS

#### #311 ACTION EXPRESS RACING

- **LUIS FELIPE DERANI (BRA)** – 29 YEARS OLD – 5 STARTS
- **ALEXANDER SIMS (GBR)** – 35 YEARS OLD – 4 STARTS
- **JACK AITKEN (GBR)** – 27 YEARS OLD – 1 START



# THE HYPERCARS IN THE RUNNING

## CADILLAC RACING & ACTION EXPRESS RACING

### READY TO BUILD ON HISTORY

Privateers Briggs Cunningham and Miles and Sam Collier fielded the first Cadillacs to race at Le Mans in 1950. Both Series 61 coupés were powered by the Cadillac 5.4-litre OHV V-8 engine. The Collier brothers drove the #3, dubbed “Le Petit Pataud” (or clumsy pup), and finished tenth overall. Briggs Cunningham shared the wheel of the #2 car – “Le Monstre” – with Phil Walters and finished eleventh overall, coming back after an incident early in the race. That same year, Sydney Allard and Tom Cole Jr. finished third overall in the Cadillac-powered Allard J2.

More recently, Cadillac competed in the 24 Hours of Le Mans in 2000, 2001 and 2002 with its 4.0L turbocharged V8-powered Northstar LMP.

In 2000, Franck Lagorce, Butch Leitzinger and Andy Wallace finished P21 overall in Team Cadillac’s #1 Cadillac Northstar LMP, while Wayne Taylor, Max Angelelli and Eric van de Poele were just behind in P22 in the #2 sister car.

In 2001, Taylor, Angelelli and Christophe Tinseau finished 15th in the Cadillac Northstar LMP01. The second LMP01 entry, shared by Eric Bernard, Emmanuel Collard and Marc Goossens, retired due to mechanical issues.

In 2002, Cadillac lined up two LMP02s. Angelelli, Tinseau and Taylor finished ninth overall, while the second Cadillac LMP02, steered by Bernard, Collard and JJ Lehto, finished in P12.

### A STRONG DÉBUT AT THE 24 HOURS OF DAYTONA

Cadillac is running a two-sided Hypercar campaign, competing in both the FIA WEC World Endurance Championship and the IMSA WeatherTech SportsCar Championship. The V-Series.R made its racing debut at the Rolex 24 at Daytona. From the outset, the American hypercar proved to be fast, reliable and fit to win. In the FIA WEC, the #2 “Caddy” (the full-season entry) finished fourth at the 1000 Miles of Sebring and at the 6 Hours of Portimão, and fifth at the TotalEnergies 6 Hours of Spa-Francorchamps. The American manufacturer is launching a three-pronged attack at the 24 Hours of Le Mans Centenary. The #311 car is entered by the Action Express Racing team, invited to compete as part of the partnership between the ACO and IMSA.

Cadillac Racing currently stands fourth in the FIA World Endurance Championship for Hypercar Manufacturers.





# THE HYPERCARS IN THE RUNNING

## FLOYD VANWALL RACING

*This revered British brand is back as part of an undertaking by ByKolles, the Austrian team that previously raced in LMP1.*

### AN ALLURING HYPERCAR

#### VANWALL VANDERVELL 680

**Chassis :** Vanwall

**Engine :** Gibson V8 atmosphérique 4,5L (700 hp before BOP)

Non-hybride

### A BRAND REVIVAL

British racing car constructor Vanwall competed in Formula One from 1954 to 1960 and won the F1 Constructors' Championship in 1958. Austrian outfit ByKolles, a regular entrant in the LMP1 class between 2009 and 2020, is behind the current campaign. It has spent the last two years developing the Vandervell 680, completing extensive tests with drivers Tom Dillmann and Esteban Guerrieri. The car is fully consistent with the Hypercar philosophy, featuring a design that fans will easily recognise.

### A LEGACY TO DEFEND

Vanwall may be less prominent than Ferrari, Porsche, Peugeot or Toyota, but the brand has a strong heritage to defend. The Vanwall Vandervell 680 is a young car, with just a few miles on the clock so far. It nonetheless reached the chequered flag at the 1000 Miles of Sebring with no significant issues. Since then, however, it has retired early at both the 6 Hours of Portimão (brake problems) and the TotalEnergies 6 Hours of Spa-Francorchamps (collision). As a result, Floyd Vanwall Racing currently stands seventh in the World Endurance Championship for Hypercar Manufacturers.



### A LATE DRIVER CHANGE

- **TOM DILLMANN (FRA)** – 34 YEARS OLD – 3 STARTS
- **ESTEBAN GUERRIERI (ARG)** – 38 YEARS OLD – A 24 HOURS OF LE MANS ROOKIE
- **TRISTAN VAUTIER (FRA)** – 33 YEARS OLD – 1 STARTS



# THE HYPERCARS IN THE RUNNING

## PORSCHE PENSKE MOTORSPORT & HERTZ TEAM JOTA

*Won over by the convergence between the FIA WEC and the IMSA WeatherTech SportsCar Championship, Porsche is back at the pinnacle of endurance racing and aims to excel on both sides of the Atlantic.*

### THE SUCCESSOR TO THE 956 AND 962

#### PORSCHE 963

**Chassis :** Multimatic

**Engine :** Porsche V8 biturbo 4,6L (680 hp before BOP)

Hybride

The Porsche 963 is from the same lineage as the RS Spyder, with which Porsche and Team Penske achieved a string of victories between 2005 and 2008. Its design is inspired by the 956 and 962 that triumphed in the 1980s. Meanwhile, the continuous light strip at the rear is a nod to the characteristic hallmark of the latest 992-generation 911. And to continue another tradition, the Porsche 963 is available to customer teams from its first year of competition.



## #5

- **DANE CAMERON (USA)** – 34 YEARS OLD – 1 START  
Winner of the IMSA WeatherTech SportsCar Championship in 2016 and 2019
- **MICHAEL CHRISTENSEN (DNK)** – 32 YEARS OLD – 7 STARTS  
Winner of the LMGTE Pro class in 2018 with Porsche GT Team
- **FRÉDÉRIC MAKOWIECKI (FRA)** – 42 YEARS OLD – 9 STARTS  
Winner of the LMGTE Pro class in 2022 with Porsche GT Team

## #6

- **KÉVIN ESTRE (FRA)** – 34 YEARS OLD – 8 STARTS  
Winner of the LMGTE Pro class in 2018 with Porsche GT Team
- **ANDRÉ LOTTERER (DEU)** – 41 YEARS OLD – 11 STARTS  
3 wins (2011, 2012 and 2014 with Audi Sport Team Joest)
- **LAURENS VANTHOOR (BEL)** – 32 YEARS OLD – 7 STARTS  
Winner of the LMGTE Pro class in 2018 with Porsche GT Team

## #75

- **FELIPE NASR (BRA)** – 30 YEARS OLD – 3 STARTS
- **MATHIEU JAMINET (FRA)** – 28 YEARS OLD – 1 STARTS
- **NICK TANDY (GBR)** – 10 STARTS  
1 win (2015 with Porsche LMP Team)

## #38 HERTZ TEAM JOTA

- **ANTÓNIO FÉLIX DA COSTA (PRT)** – 31 YEARS OLD – 5 STARTS  
(Winner of the LMP2 class in 2022 with JOTA)
- **WILL STEVENS (GBR)** – 31 YEARS OLD – 7 STARTS  
(Winner of the LMP2 class in 2022 with JOTA)
- **YIFEI YE (CHN)** – 22 YEARS OLD – 2 STARTS



# THE HYPERCARS IN THE RUNNING

## **PORSCHE PENSKE MOTORSPORT & HERTZ TEAM JOTA**

### **HUNGRY FOR A 20<sup>TH</sup> VICTORY**

The manufacturer with a record 19 overall victories at the 24 Hours of Le Mans has returned to the premier league of endurance racing. And Porsche is intent on adding another win to make it 20 – this year, if it can. To maximise its chances, the German marque has made the 963 available to customer teams. For example, in FIA WEC with Hertz Team Jota, which first raced the car at the TotalEnergies 6 Hours of Spa-Francorchamps. With its history and track record, Porsche is probably the most hotly anticipated manufacturer at the 24 Hours of Le Mans Centenary, where the #5, #6 and #75 cars will each feature a distinctive livery.

Like Cadillac, Porsche Penske Motorsport is fielding the Porsche 963 in both the FIA WEC World Endurance Championship and the IMSA WeatherTech SportsCar Championship. The car thus made its racing debut at the Rolex 24 at Daytona. However, the car ran into reliability issues, despite the substantial test programme conducted prior to the season.

In the FIA WEC, the two Penske Motorsport 963s finished fifth and sixth in the 1000 Miles of Sebring. The #6 took the third podium spot at the 6 Hours of Portimão, and the #5 finished fourth at the TotalEnergies 6 Hours of Spa-Francorchamps. Porsche Penske Motorsport currently stands third in the FIA World Endurance Championship for Hypercar Manufacturers.





# THE HYPERCARS IN THE RUNNING

## TOYOTA GAZOO RACING

*Toyota will be gunning for a sixth consecutive victory at the 24 Hours of Le Mans, but now faces tougher competition. The Japanese manufacturer has thus upgraded its GR010 Hybrid in a bid to pursue its reign at the French classic and in endurance racing.*

### AN OPTIMISED GR010 HYBRID

#### TOYOTA GR010 HYBRID

**Chassis:** Toyota

**Engine:** V6 biturbo 3,5L (500 kw/680 ch avant BOP)

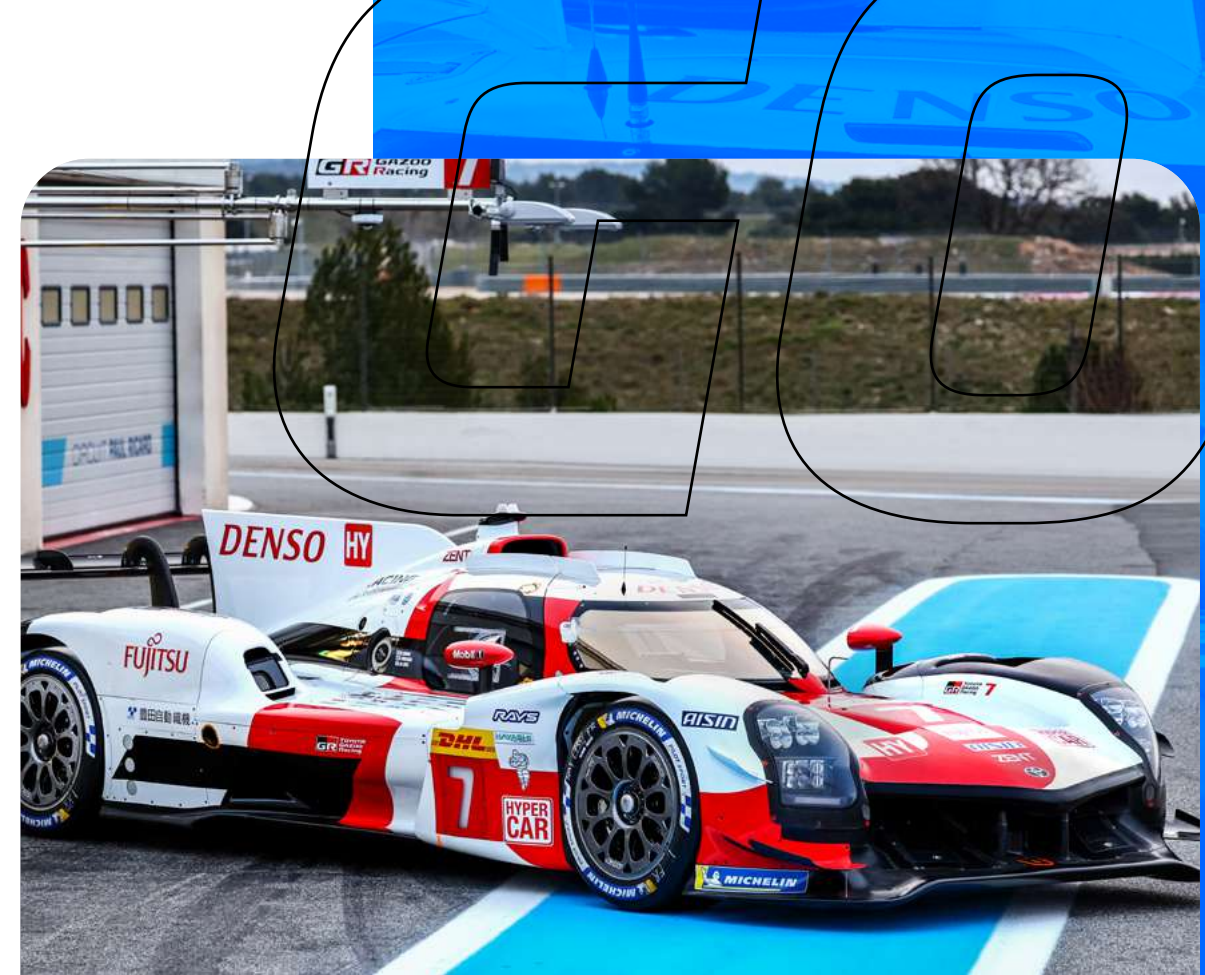
Hybrid

Toyota is fielding an updated version of its GR010 Hybrid at the 24 Hours of Le Mans Centenary and in the 2023 FIA WEC season. The Japanese manufacturer made several changes to its Hypercar, first revealed in January 2021, before taking on Cadillac, Porsche, Ferrari, Peugeot, Glickenhaus and Vanwall. Tweaks have been made to the powertrain to reduce its weight and improve its reliability. Improvements have also been made to the brake cooling. And under the bodywork, the car has undergone a weight reduction programme.

### AN UNINTERRUPTED REIGN

Toyota Gazoo Racing has dominated the start of the 2023 FIA WEC season taking the win at the 1000 Miles of Sebring, at the 6 Hours of Portimão and at the TotalEnergies 6 Hours of Spa-Francorchamps. The Japanese manufacturer is clearly reaping the benefit of the experience gained since 2021 against rivals that are just starting out in the Hypercar class. Toyota thus has its eye on a sixth consecutive success at the French endurance classic.

The marque currently tops the FIA World Endurance Championship for Hypercar Manufacturers with a 33-point lead over Ferrari.



### NO TINKERING WITH A WINNING FORMULA!

years old

## #7

- **MIKE CONWAY (GBR)** : 39 YEARS OLD – 8 STARTS  
1 win (2021 with Toyota Gazoo Racing)
- **KAMUI KOBAYASHI (JPN)** : 36 YEARS OLD – 7 STARTS  
1 win (2021 with Toyota Gazoo Racing)
- **JOSÉ MARÍA LÓPEZ (ARG)** : 39 YEARS OLD – 6 STARTS  
1 win (2021 with Toyota Gazoo Racing)

## #8

- **SÉBASTIEN BUEMI (CHE)** : 34 YEARS OLD – 11 STARTS  
4 wins (2018, 2019, 2020 and 2022 with Toyota Gazoo Racing)
- **BRENDON HARTLEY (NZL)** : 33 YEARS OLD – 8 STARTS  
3 wins (2017 with Porsche LMP Team then 2020 and 2022 with Toyota Gazoo Racing)
- **RYO HIRAKAWA (JPN)** : 28 YEARS OLD – 3 STARTS  
1 win (2022 with Toyota Gazoo Racing)



# THE HYPERCARS IN THE RUNNING

## FERRARI AF CORSE

*Ferrari has made a long-awaited comeback to the top tier of endurance racing, with its first factory bid for overall honours since 1973. The Italian marque has a long and illustrious history at the 24 Hours of Le Mans and can boast nine outright victories. Ferrari AF Corse is keenly aware of this legacy but is nonetheless approaching the challenge with humility.*

## RESPECTING TRADITION

### FERRARI 499P

**Chassis:** Ferrari

**Engine:** V6 biturbo 3,0L (520 kW/707 hp before BOP)

Hybrid

The Le Mans Hypercar fielded by Ferrari in the 2023 FIA WEC World Endurance Championship goes by the name 499P. This is in keeping with the Prancing Horse's tradition of identifying its prototypes with the letter "P", often preceded by the number of engine's unitary displacement. Accordingly, the 499P pays homage to Ferrari's endurance past.



## DRIVERS FROM THE FERRARI STABLE

### #50

- **ANTONIO FUOCO (ITA)** – 28 YEARS OLD – 2 STARS
- **MIGUEL MOLINA (ESP)** – 34 YEARS OLD – 6 STARS
- **NICKLAS NIELSEN (DNK)** – 26 YEARS OLD – 3 STARS  
Winner of the LMGTE Am class in 2021 with AF Corse

### #51

- **ALESSANDRO PIER GUIDI (ITA)** – 39 YEARS OLD – 7 STARS  
Winner of the LMGTE Pro class in 2019 and 2021 with AF Corse
- **JAMES CALADO (GBR)** – 33 YEARS OLD – 8 STARS  
Winner of the LMGTE Pro class in 2019 and 2021
- **ANTONIO GIOVINAZZI (ITA)** – 29 YEARS OLD – 1 STARS



# THE HYPERCARS IN THE RUNNING

## FERRARI AF CORSE

### THE RED ICON

Post-war, the 24 Hours of Le Mans witnessed the rise of a team that has since become a true tour de force: Ferrari. In recent years, the Italian marque has been best known for its achievements in Formula 1, but prior to that it enjoyed phenomenal success at Le Mans, claiming nine overall victories, including six in succession between 1960 and 1965. Ferrari is now back in the elite class at the 24 Hours of Le Mans after a 50-year hiatus. Over those five decades, it nonetheless remained a mainstay at the world's greatest endurance race with regular entries in GT. It won four LMGTE Pro class titles (2012, 2014, 2019 and 2021) and seven FIA WEC manufacturers' titles. For its return to endurance racing's premier league, Ferrari has teamed up with AF Corse.



### INTERTITRE SAISON 2023

Ferrari AF Corse has got off to a flying start in the Hypercar class: the 499P took pole at the 1000 Miles of Sebring, finished second at the 6 Hours of Portimão and third at the TotalEnergies 6 Hours of Spa-Francorchamps. Ferrari is clocking up experience from one race to the next, firmly charting a course for itself among the elite. The Italian manufacturer acknowledges that Toyota is the overwhelming favourite for victory, but it intends to play its hand wisely and well.

Ferrari is currently second in the FIA World Endurance Championship for Hypercar Manufacturers.





# THE HYPERCARS IN THE RUNNING

## PEUGEOT TOTALENERGIES

*The well-known French carmaker has sound experience of endurance racing and the 24 Hours of Le Mans. It last triumphed at the world's biggest race in 2009 with its 908 HDi FAP, a diesel-powered LMP1 prototype. Peugeot's Hypercar campaign is spearheaded by a car that boasts an off-the-wall design.*

### A RADICAL HYPERCAR

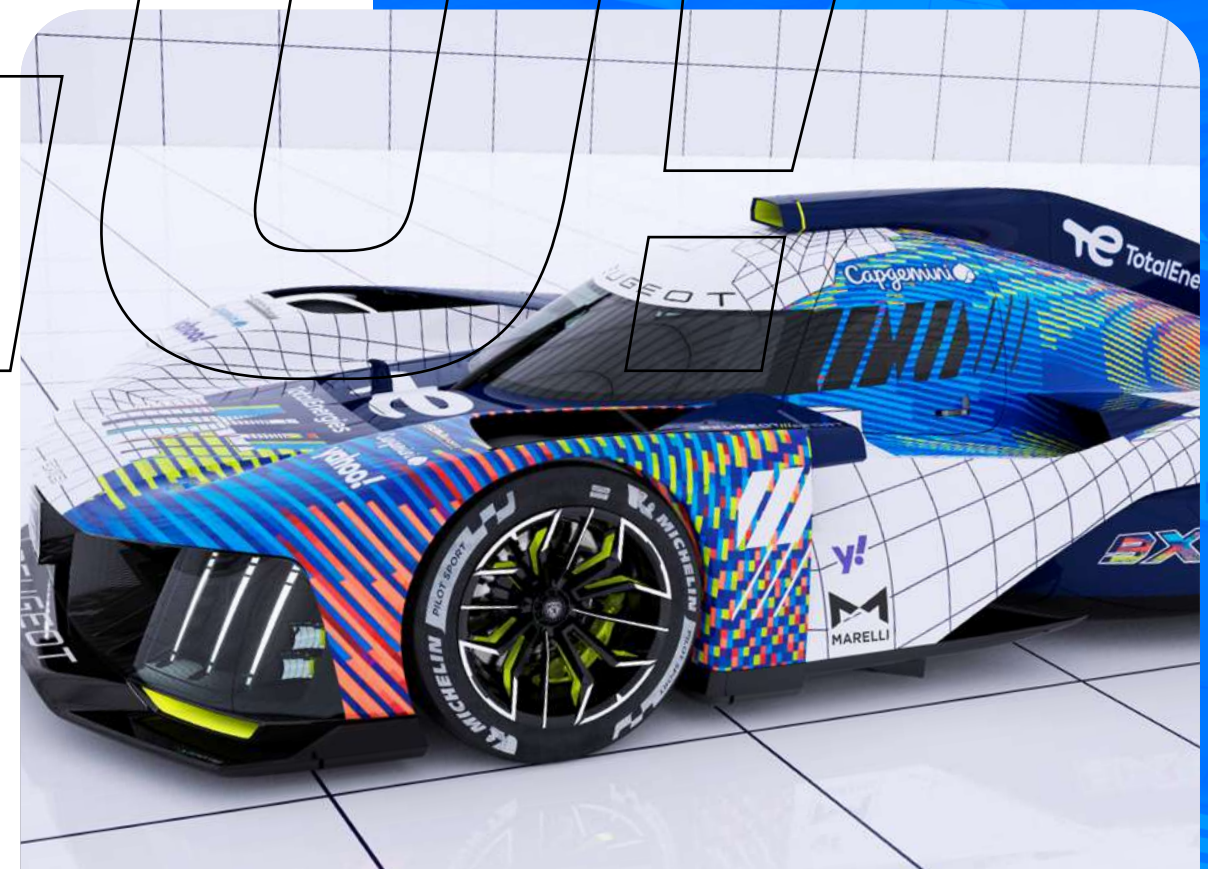
#### PEUGEOT 9X8

**Chassis :** Peugeot

**Engine:** V6 biturbo 2,6L (520 kW/707 hp before BOP)

Hybrid

The Peugeot 9X8 is the successor to the 905 and 908, which won the 24 Hours of Le Mans in 1992 and 1993, and 2009 respectively. The Hypercar has been designed to uphold the French manufacturer's motorsport tradition, marked by high-performance models with a strong, instantly recognisable visual identity. For Peugeot, the 9X8 embodies a brand project promoting the concept of Neo-Performance, which combines ultimate sportiness, technological expertise that can be transferred to production models, efficiency and stylistic excellence. The marque's Design and Engineering teams have worked closely together, pushing the boundaries of aerodynamics and styling. For the 24 Hours of Le Mans Centenary, the two 9X8s will sport a livery created in collaboration with the artist J.Demsky.



### AN ECLECTIC MIX OF YOUTH AND EXPERIENCE

#### #93

- **PAUL DI RESTA (GBR)** – 36 YEARS OLD – 4 STARTS  
Winner of the LMP2 class in 2020 with United Autosports
- **MIKKEL JENSEN (DNK)** – 28 YEARS OLD – 3 STARTS
- **JEAN-ÉRIC VERGNE (FRA)** – 32 YEARS OLD – 4 STARTS

#### #94

- **LOÏC DUVAL (FRA)** – 40 YEARS OLD – 10 STARTS  
1 win (2013 with Audi Sport Team Joest)
- **GUSTAVO MENEZES (USA)** – 28 YEARS OLD – 5 STARTS  
Winner of the LMP2 class in 2016 with Signatech Alpine
- **NICÖ MULLER (CHE)** – 30 YEARS OLD – 1 START



# THE HYPERCARS IN THE RUNNING

## PEUGEOT TOTALENERGIES

### THE LION HAS YET TO ROAR

Peugeot competed in three FIA WEC races in 2022 before embarking on its first full season. Over winter, the French manufacturer continued to work on the 9X8's reliability in a series of test sessions. It has also played a few wild cards as it fine-tunes its campaign. Nevertheless, the two 9X8s have lagged behind the competition since the start of the season. The team's best result so far is fifth place for the #94 car at the 6 Hours of Portimão. The 24 Hours of Le Mans circuit and its long straights should be better suited to the 9X8 concept. We have to hope that the hypercar proves to be suitably reliable.

Peugeot currently stands fifth in the FIA World Endurance Championship for Hypercar Manufacturers.





# THE HYPERCARS IN THE RUNNING

## GLICKENHAUS RACING

*Glickenhause Racing joined the Hypercar class in 2021. Since then, the American team has claimed two pole positions and three podium finishes in the FIA WEC. Despite stiffer competition this year, the team fielded by film director, writer and producer James Glickenhause still has an outside chance of victory at the 24 Hours of Le Mans Centenary.*

## MADE IN AMERICA

### GLICKENHAUS 007

**Chassis:** Glickenhause

**Engine:** V8 Pipo biturbo 3,5L (697 hp before BOP)

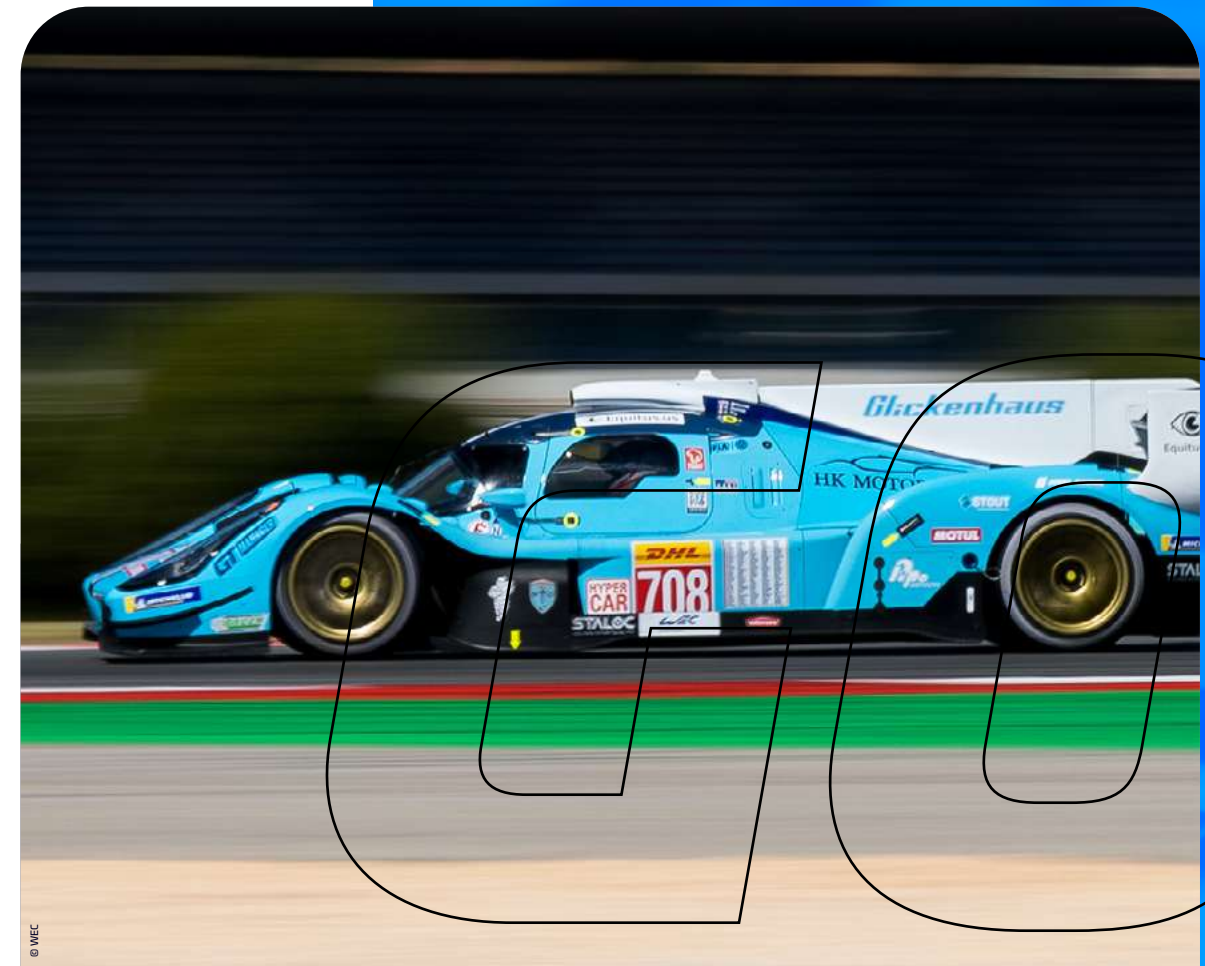
Non-hybrid

It has been over 50 years since an American-made car won the 24 Hours of Le Mans outright. Glickenhause Racing endeavours to change that with its 007. The American manufacturer has joined forces with some of the most respected engineering partners in the industry to build its Hypercar. French manufacturer Pipo Moteurs has developed a 3.5-litre twin-turbocharged V8, while Podium Advanced Technologies has designed and developed most of the car's sub-systems, including its monocoque. The Glickenhause 007 has already competed in the French endurance classic twice, finishing third in 2022.

## A REAL CHANCE OF VICTORY

Glickenhause has been racing in the Hypercar class since 2021, but now faces a tougher contest with the arrival of Porsche, Ferrari, Cadillac, Peugeot and Vanwall. The 007 was forced to retire early at the 1000 Miles of Sebring but recovered to finish eighth at the 6 Hours of Portimão and 13th at the TotalEnergies 6 Hours of Spa-Francorchamps. Glickenhause Racing has already proven that it can be fast and, just as importantly, reliable, which explains why the American team is considered an outside contender for victory at the 24 Hours of Le Mans Centenary.

Glickenhause currently stands sixth in the FIA World Endurance Championship for Hypercar Manufacturers.



## ACCOMPLISHED DRIVERS

### #708

- **ROMAIN DUMAS (FRA)** : 45 YEARS OLD – 21 STARTS  
2 wins (2010 with Audi Sport Team Joest and 2016 with Porsche Team)
- **OLIVIER PLA (FRA)** : 41 YEARS OLD – 15 STARTS  
Winner of the LMP2 class with Oak Racing in 2013
- **RYAN BRISCOE (USA)** : 41 YEARS OLD – 7 STARTS

### #709

- **FRANCK MAILLEUX (FRA)** : 37 YEARS OLD – 7 STARTS
- **NATHANAËL BERTHON (FRA)** : 33 YEARS OLD – 7 STARTS
- **ESTEBAN GUTIÉRREZ (MEX)** : 31 YEARS OLD – 1 START







# THE ONES TO WATCH

## IN LMP2 AND LMGTE AM

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### LMP2

Twenty-four LMP2 prototypes will line up for the 24 Hours of Le Mans Centenary, including eight with a combination of professional and amateur drivers (Pro/Am subclass). This is a hotly contested class with a high number of potential winners.

British team JOTA will be back to defend its LMP2 crown with a single car, as well as stepping up to the Hypercar class with a Porsche 963. Alpine Elf Team, preparing for a return to the top class next year, is fielding a two-car entry in its attempt to pull off a fourth class win at the 24 Hours of Le Mans.

United Autosports, an LMP2 mainstay, will look to avenge last season's disappointment which saw the #22 Oreca shunted into the gravel trap by WRT's #31 car in the opening skirmishes. Both of the team's cars have a real chance of winning in the hands of their fast, experienced drivers. The #23 has already tasted success this season at the 6 Hours of Portimão.

Team WRT has plans to enter Hypercar in 2024, in partnership with BMW. In the meantime, however, the Belgian outfit is seeking to return to the top spot in LMP2 claimed by JOTA last year. The #41 car driven by Rui Andrade, Robert Kubica and Louis Delétraz won the recent TotalEnergies 6 Hours of Spa-Francorchamps.





# THE ONES TO WATCH IN LMP2 AND LMGTE AM

Like Alpine and Team WRT, Prema Racing is gearing up for a future Hypercar entry – with Lamborghini in their case. The Italian manufacturer's factory drivers, Mirko Bortolotti and former Formula One racer Daniil Kvyat (110 GP starts), will therefore be in the Prema Racing squad this season. They will team up in the #63 car with 19-year-old Doriane Pin who made a name for herself last season in the Ferrari Challenge Europe by winning the Trofeo Pirelli, as well as the 24 Hours of Spa, and the ELMS 4 Hours of Portimão. Three young ELMS graduates will share the wheel of the #9 car. With these two line-ups, Prema Racing is a serious contender for a class win.

Every year brings a tense, exciting scrap in LMP2 through to the closing stages. It should be no different this time.



## LMGTE AM

A 21-strong field will line up in the final 24 Hours of Le Mans for the LMGTE Am class before it gives way to LMGT3 in 2024. In this category, amateur drivers team up with professionals. Four of the most prestigious sports car manufacturers will face off: Porsche (with eight 911 RSR-19s), Ferrari (seven 488 GTE Evos), Aston Martin (five Aston Martin Vantage AMRs) and Corvette (one Chevrolet Corvette C8.R).

After winning the 1000 Miles of Sebring and the 6 Hours of Portimão, Corvette Racing will be favourite especially with Nicky Catsburg, Nicolás Varrone and Ben Keating sharing the wheel of the #33 Chevrolet Corvette C8.R. Keating is one of the best amateurs on the grid, winning the LMGTE Am title in last year's race with TF Sport. The British team will be back to defend its crown with an Aston Martin Vantage AMR and will also provide support to Omani outfit ORT by TF.



# THE ONES TO WATCH IN LMP2 AND LMGTE AM

With eight 911 RSR-19 machines in the field, Porsche holds the edge in terms of numbers. The German manufacturer can count on the three Iron Dames (Sarah Bovy, Michelle Gatting and Rahel Frey) to lead the quest for victory. In the Ferrari clan, AF Corse continues its GT involvement while the #83 car entered by Richard Mille AF Corse will be looking to build on its TotalEnergies 6 Hours of Spa-Francorchamps success.

An intense battle is in store with many competitors hoping to make history as the LMGTE Am class bows out.



The teams invited to take part in the Centenary on the strength of their results in the 2022 24 Hours of Le Mans, the 2022 European Le Mans Series, the 2022 IMSA WeatherTech SportsCar Championship and the 2023 Asian Le Mans Series are:

**PREMA RACING:** 2022 ELMS champion  
(invited to compete in LMP2)

**PANIS RACING:** 2022 ELMS runner-up  
(invited to compete in LMP2)

**COOL RACING:** 2022 ELMS LMP3 champion  
(invited to compete in LMP2)

**PROTON COMPETITION:** 2022 ELMS LMGTE champion  
(invited to compete in LMGTE Am)

**KESSEL RACING:** 2022 ELMS LMGTE runner-up  
(invited to compete in LMGTE Am)

**IRON LYNX:** 2022 ELMS LMGTE third-placed team  
(invited to compete in LMGTE Am)

**GMB MOTORSPORT:** 2022 Michelin Le Mans Cup winner  
(invited to compete in LMGTE Am)

**ACTION EXPRESS RACING:** 2022 IMSA WeatherTech SportsCar Championship winning team (invited to compete in Hypercar)

**WRIGHT MOTORSPORTS**  
(invited to compete in LMP2)

**TOWER MOTORSPORTS**  
(invited to compete in LMGTE Am)

**DKR ENGINEERING:** 2023 Asian Le Mans Series LMP2 class winner

**GRAFF RACING:** 2023 Asian Le Mans Series LMP3 class winner

**WALKENHORST MOTORSPORT:** 2023 Asian Le Mans Series  
GT class winner



# NASCAR MOVES

## IN TO GARAGE 56

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**Almost half a century after Bill France Sr brought a NASCAR contender to the 24 Hours of Le Mans, Garage 56 hosts a Chevrolet Camaro from the American stock car championship in the non-competing, single-entry class for innovative technology.**

This year's Garage 56 place goes to a Chevrolet Camaro ZL1 fielded by 24 Hours first-timer Hendrick Motorsports. It is a modified version of the Next Gen car that competes in NASCAR's main championship, the Cup Series. NASCAR CEO Jim France said: "In partnering with Hendrick Motorsports, Chevrolet and Goodyear, we have the winningest team, manufacturer and tyre supplier. We look forward to showcasing the technology in the Next Gen car and putting forward a competitive entry in the historic race."

Founded nearly four decades ago, Hendrick Motorsports first won the NASCAR Cup Series in 1995 and now has an impressive 282 wins and 14 titles to its name. The victories were notched up by Jimmie Johnson (2006 to 2010, 2013 and 2016), Jeff Gordon (1995, 1997, 1998 and 2001), Terry Labonte (1996), Chase Elliott (2020) and Kyle Larson (2021).





# NASCAR MOVES IN TO GARAGE 56

The car's stellar line-up includes seven-time Cup Series winner Jimmie Johnson, Mike Rockenfeller (2010 24 Hours of Le Mans winner with Audi) and Jenson Button (2009 Formula One World Champion with Brawn GP). The trio's coach, Jordan Taylor, is also on the slate as reserve driver. "We couldn't be prouder of this driver line-up that is going to go forward and represent this monumental effort that we've been

working on for quite some time," said Jeff Andrews, President and General Manager of Hendrick Motorsports.

The team has conducted extensive test sessions at the international circuits of Daytona, Sebring and Road Atlanta to prepare for the 24 Hours of Le Mans.





# NASCAR MOVES IN TO GARAGE 56

## **PREVIOUS GARAGE 56 ENTRIES AT THE 24 HOURS OF LE MANS:**

- **2012** : Highcroft Racing – Deltawing
- **2014** : Nissan Motorsports Global – Nissan ZEOD RC
- **2016** : SRT41 by Oak Racing – Morgan LMP2-Nissan
- **2021** : Association SRT41 – Oreca 07-Gibson





# PROGRAM

## 24 HOURS OF LE MANS

### TUESDAY 6<sup>TH</sup> JUNE

09:00	20:00	<b>MUSÉE DES 24 HEURES DU MANS:</b> LA GRANDE EXPOSITION DU CENTENAIRE DES 24 HEURES DU MANS
10:00	12:30	<b>KARTING DES 24 HEURES DU MANS</b>
13:00	18:00	<b>CIRCUIT OPEN TO THE PUBLIC</b>
13:00	20:00	<b>FAN ZONES / KIDS ZONE</b>
13:30	19:00	<b>KARTING DES 24 HEURES DU MANS</b>
14:00	15:00	<b>AUTOGRAPH SESSION</b>
15:15	16:30	<b>PIT STOP CHALLENGE</b>
18:00	19:30	<b>AUTOGRAPH SESSION</b> CITY CENTRE

### WEDNESDAY 7<sup>TH</sup> JUNE

09:00	22:00	<b>MUSÉE DES 24 HEURES DU MANS:</b> LA GRANDE EXPOSITION DU CENTENAIRE DES 24 HEURES DU MANS
09:00	09:45	<b>FREE PRACTICE 1</b>
10:00	20:00	<b>KARTING DES 24 HEURES DU MANS</b>
10:15	11:00	<b>FREE PRACTICE 1</b>
11:30	12:30	<b>FREE PRACTICE 1</b>
12:00	00:00	<b>FAN ZONES / KIDS ZONE</b>
14:00	17:00	<b>FREE PRACTICE 1</b>
16:00		<b>HYDROGEN VILLAGE OFFICIAL OPENING</b>
19:00	20:00	<b>QUALIFYING PRACTICE</b>
20:00	23:00	<b>CONCERT ZAZIE</b>
20:30	21:30	<b>FREE PRACTICE 2</b>
22:00	00:00	<b>FREE PRACTICE 2</b>

### THURSDAY 8<sup>TH</sup> JUNE

09:00	09:45	<b>FREE PRACTICE 2</b>
09:00	23:00	<b>MUSÉE DES 24 HEURES DU MANS:</b> LA GRANDE EXPOSITION DU CENTENAIRE DES 24 HEURES DU MANS
10:00	20:00	<b>KARTING DES 24 HEURES DU MANS</b>
10:55	11:40	<b>FREE PRACTICE 2</b>
12:00	00:00	<b>FAN ZONES / KIDS ZONE</b>
12:55	13:15	<b>QUALIFYING PRACTICE 1</b>
13:30	13:50	<b>QUALIFYING PRACTICE 2</b>
15:00	18:00	<b>FREE PRACTICE 3</b>
18:30	19:25	<b>RACE 1</b>
20:00	20:30	<b>HYPERPOLE</b>
20:00	23:00	<b>CONCERT RAZORLIGHT</b>
20:35	21:15	<b>HYPERPOLE CEREMONY</b>
22:00	23:00	<b>FREE PRACTICE 4</b>

24 HOURS OF LE MANS

SUPPORT RACES

- PORSCHE CARRERA CUP**
- FERRARI CHALLENGE**
- ROAD TO LE MANS**

### FRIDAY 9<sup>TH</sup> JUNE

09:00	09:45	<b>QUALIFYING PRACTICE</b>
09:00	15:00	<b>MUSÉE DES 24 HEURES DU MANS:</b> LA GRANDE EXPOSITION DU CENTENAIRE DES 24 HEURES DU MANS
09:00	21:00	<b>FAN ZONES / KIDS ZONE</b>
10:00	20:00	<b>KARTING DES 24 HEURES DU MANS</b>
10:15	11:00	<b>QUALIFYING PRACTICE</b>
11:30	12:25	<b>RACE 2</b>
13:30	15:00	<b>TRIBUTE TO THE VOLUNTEERS</b>
14:00	16:30	<b>DRIVERS' PARADE</b> CITY CENTRE
15:00		<b>CHARITY RUN IN AID OF INJURED SOLDIERS</b>
15:00	18:15	<b>GRAND CENTENARY AUCTION</b> RM SOTHEBY'S
15:00	20:00	<b>PACING THE TRACK</b>
19:00		<b>THE 24 HOURS OF LE MANS FAMILY:</b> FLY PAST
19:15	19:18	<b>FRENCH AIR FORCE</b>
19:18	19:30	<b>ENTERTAINMENT</b>
19:30	21:00	<b>THE LEGENDS OF THE RACE:</b> FLYPAST BY NAVY RAFALE AIRCRAFT
20:01	20:07	<b>ENTERTAINMENT</b>
20:08	20:55	<b>THE FAMOUS LE MANS START</b>
20:45		
20:00		<b>MORGAN NAGOYA</b> OPENING ACT
21:30	23:00	<b>CONCERT BOB SINCLAR</b>
23:00	23:35	<b>CENTENARY FIREWORK DISPLAY</b>

### SATURDAY 10<sup>TH</sup> JUNE

09:00	15:00	<b>FAN ZONES / KIDS ZONE</b>
09:30	10:05	<b>RACE 1</b>
10:00	20:00	<b>KARTING DES 24 HEURES DU MANS</b>
10:45	11:30	<b>RACE 1</b>
12:00	12:15	<b>WARM UP</b>
12:30	13:25	<b>PARADE OF THE GRANDE EXPOSITION DU CENTENAIRE</b>
13:50	15:00	<b>GRIDWALK</b> WRISTBAND MANDATORY
15:00	03:00	<b>MUSÉE DES 24 HEURES DU MANS:</b> LA GRANDE EXPOSITION DU CENTENAIRE DES 24 HEURES DU MANS
15:30	15:45	<b>OFFICIAL DEPARTURE CEREMONY</b>
16:00		<b>START</b>
16:30	01:00	<b>FAN ZONES / KIDS ZONE</b>
20:00	23:00	<b>CONCERT MIKA</b>
23:00	23:35	<b>CENTENARY SHOW</b>

### SUNDAY 11<sup>TH</sup> JUNE

09:00	15:00	<b>FAN ZONES / KIDS ZONE</b>
09:00	19:00	<b>MUSÉE DES 24 HEURES DU MANS:</b> LA GRANDE EXPOSITION DU CENTENAIRE DES 24 HEURES DU MANS
10:00	18:00	<b>KARTING DES 24 HEURES DU MANS</b>
16:00		<b>FINISH</b>



# HOW TO WATCH THE RACE

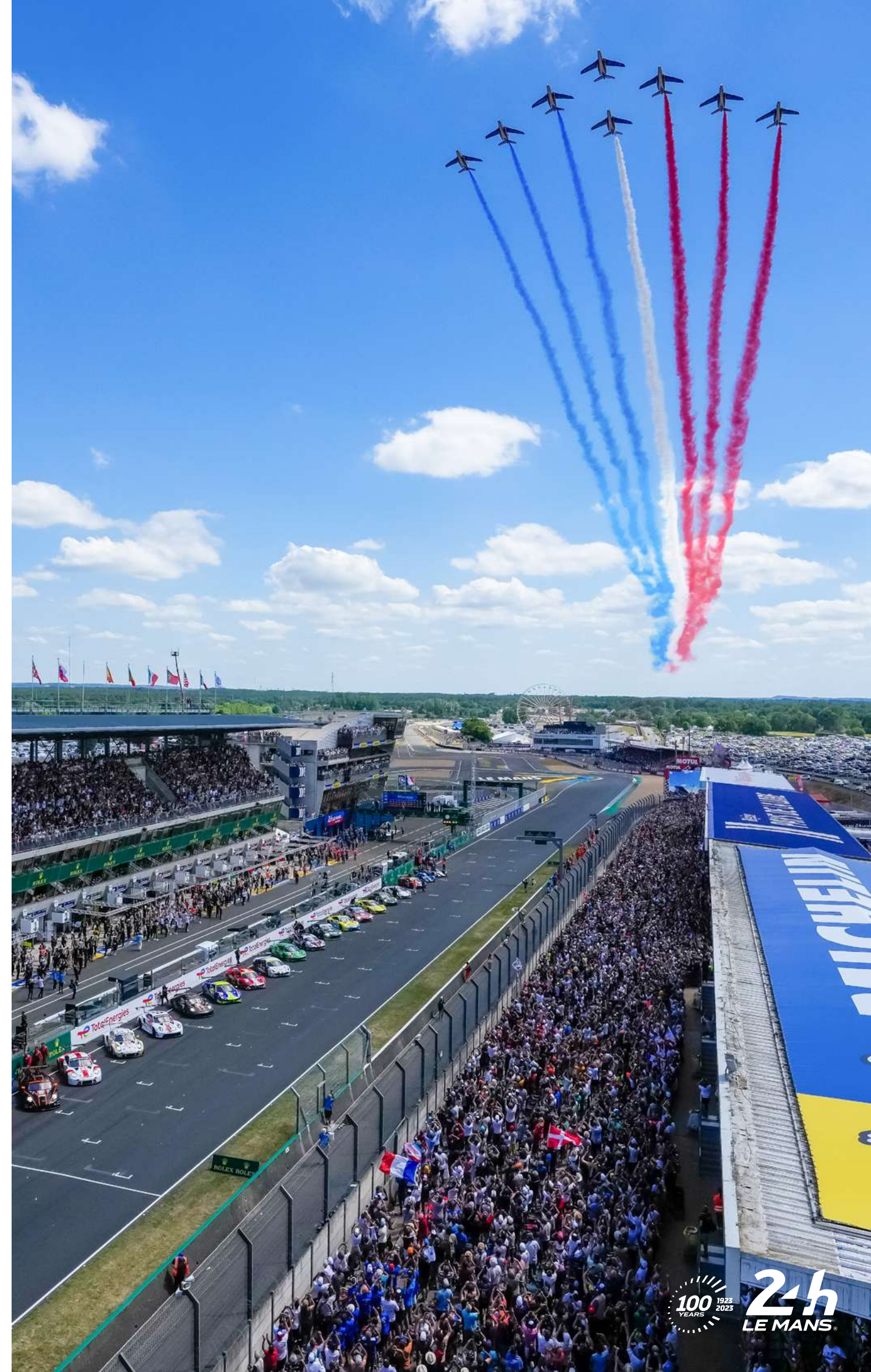
## TV

la chaine **L'ÉQUIPE**

- **L'ÉQUIPE TV CHANNEL** is broadcasting the 24 Hours of Le Mans in France. It will show the race live, for free, on Saturday 10 June from 9:30 to 21:00, then from 22:55 to 1:30 in the morning. On Sunday 11 June, it will broadcast the race from 5:00 to 16:00.

★ **EUROSPORT 2**

- The race, along with Free Practice 1, 2, 3, 4 and the Hyperpole session, will also be shown live, in full, on **EUROSPORT 2**.





# HOW TO WATCH THE RACE

## 24H LE MANS TV APP

**The official 24 Hours of Le Mans application is a must-have for any true motorsport fan, especially as this year is the centenary of the world-famous 24 Hours of Le Mans. Follow the action live, go back-stage, and stay connected with other fans from all over the world.**

Keep track of the standings, pinpoint the whereabouts of your favourite cars and get nerdy with the stats. Or simply watch the race with the official commentary!



# THE OFFICIAL 24H LE MANS TV APP



GET IT ON  
Google Play



Available on the  
App Store





# HOW TO WATCH THE RACE

## VIA LE LIVE TIMING

Live Timing lets you keep an eye on the team's times and rankings during the 2023 24 Hours of Le Mans.

## 24 HOURS OF LE MANS SOCIAL MEDIA



24 Heures du Mans



@24heuresdumans



@24hoursoflemons

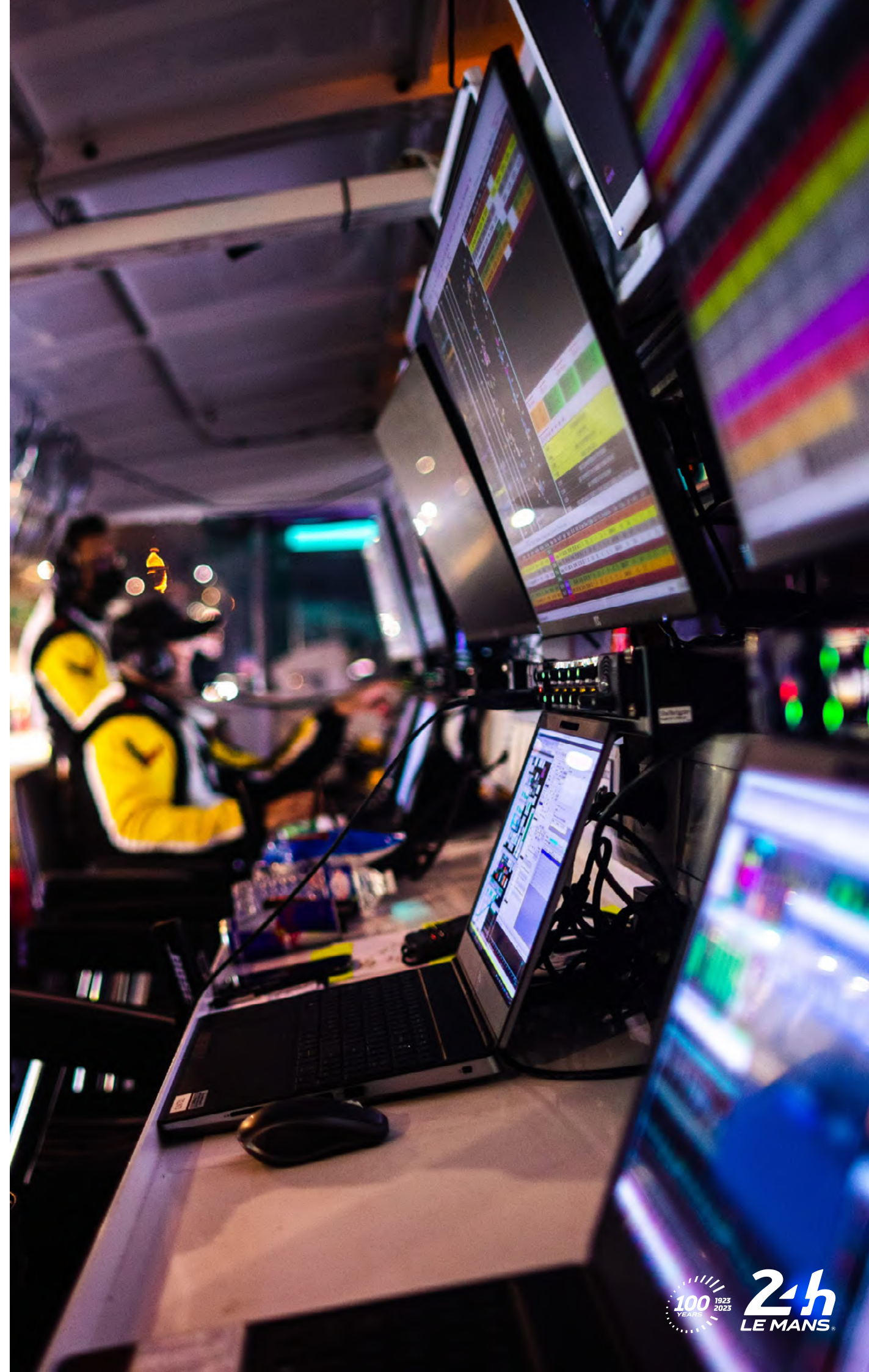


24 Heures du Mans

Use these hashtags:

**#LEMANS24**

**#LEMANSCENTENARY**









# SUPPORT RACES

ROAD TO LE MANS

FERRARI CHALLENGE

PORSCHE CARRERA CUP

LIGIER EUROPEAN SERIES

## ***ROAD TO LE MANS***

Road to Le Mans is the highlight fixture of the 2023 Michelin Le Mans Cup. The championship is open to LMP3s and cars that comply with the FIA GT3 regulations. Introduced in 2016, the race marks the ACO's drive to create landmark events that help to shape drivers' skills. This year's Road to Le Mans is the second leg of the 2023 championship calendar.

Cars on the track will include the Aston Martin V12 Vantage GT3, Audi R8 LMS and Ferrari 458 Italia GT3, the new 488 GT3, and the Porsche 911 GT3R. BMW, Honda, Lamborghini, and Mercedes Benz will also be fielding cars.

Ligier, Duqueine and Adess will be the ones to watch in LMP3.

Road to Le Mans comprises two 55-minute races. The first will be run on Thursday 8 June and the second on Friday 9 June.





# SUPPORT RACES

ROAD TO LE MANS

FERRARI CHALLENGE

PORSCHE CARRERA CUP

LIGIER EUROPEAN SERIES

## **FERRARI CHALLENGE**

Ferrari Challenge Europe and Ferrari Challenge North America competitors will come together for this support race which is returning to Le Mans after a four-year break. The 24 Hours of Le Mans will host the fourth of six rounds of the 2023 season of the championship designed for Ferrari 488 Challenge Evos. The world will have its eyes riveted on Ferrari this year, as the Italian marque joins the premium FIA WEC class with its Hypercar, half a century after its last appearance in top-tier endurance racing.

The Ferrari Challenge race will take place just a few hours before the 24 Hours of Le Mans gets underway.





# SUPPORT RACES

ROAD TO LE MANS

FERRARI CHALLENGE

PORSCHE CARRERA CUP

LIGIER EUROPEAN SERIES

## ***PORSCHE CARRERA CUP***

The Porsche Carrera Cup is the first level of the Porsche Motorsport pyramid and a benchmark for one-make competitions. It is a hotbed of new talent, with rookies getting their first chance at taking to the track in a Porsche, but also appeals to amateurs keen to seize the unique racing experience. Drivers will go head to head at the wheel of a Porsche 911 GT3 Cup (992 type), which combines the uniqueness of the brand's iconic model with the best of racing technology.

This year, the Porsche Carrera Cup is teaming up with the Porsche Carrera Cup Scandinavia. This special event was last held in September 2020, on a wet track where Larry Ten Voorde (Nebulus Racing by Huber) claimed victory among 52 contenders.

Like the Ferrari Challenge, the Porsche Carrera Cup drivers will be racing a few hours before the start of this year's 24 Hours of Le Mans.





# SUPPORT RACES

ROAD TO LE MANS

FERRARI CHALLENGE

PORSCHE CARRERA CUP

LIGIER EUROPEAN SERIES

## ***LIGIER EUROPEAN SERIES***

Launched in 2020, the Ligier European Series one-make championship is open to Ligier JS P4 cars, a futuristic-looking sports prototype, and to Ligier JS2 Rs, a small GT designed exclusively for racing.

This is the third of six rounds in the 2023 season.

The race will take place on Sunday 4 June, between the two free practice sessions on the 24 Hours of Le Mans Test Day.





# TRACKSIDE FUN



## SCRUTINEERING

The technical and administrative checks, usually known as «Scrutineering», take place on Place de la République in the city. The checks will be held before Test Day again this year. Make your way to the square between 10:00 and 19:00 on Friday 2 June and from 10:00 to 15:00 on Saturday 3 June to get a look at the cars and meet their drivers.

This year, the Saturday session will close with a ten-car parade through town at 15:00. The route follows avenue Charles de Gaulle down to the river Sarthe via the tunnel by the cathedral.



## PIT LANE AUTOGRAPH SESSION

The pit lane autograph session is one of the highlights of the run-up to the race. Drivers and fans take great pleasure in meeting each other in a relaxed atmosphere. Professional and amateur drivers, seasoned champions or rookies indulge in a few selfies as they chat with often very knowledgeable endurance racing fans. Sometimes spectators can watch mechanics ready cars for the next day's practice and qualifying sessions. The pit lane is open on Tuesday 6 June from 13:00 to 18:00, with autograph signings between 14:00 and 15:00.



## PIT-STOP CHALLENGE

This entertaining competition which began in 2022 is scheduled on Tuesday 6 June from 15:15 to 16:30 in the pit lane. Pit crews from each class race to change all four of their car's wheels in the shortest possible time. The winners are awarded a special trophy.



# TRACKSIDE FUN



## TRACK OPEN TO THE PUBLIC

On Friday 9 June, the eve of the 24 Hours of Le Mans, the track will be open to racegoers between 15:00 and 18:00. A ticket will be required for access to the infield and spectator events, but the road part of the circuit, from Tertre Rouge to the Porsche Curves, will be open to all pedestrians and anyone using soft transport, i.e., cyclists, roller skates or kick scooters.



## DRIVERS PARADE (PARADE DES PILOTES)

French association Classic Automotive organises the parade, when the 186 drivers take to the streets of Le Mans the evening before the race. Fans gather along the route to catch a glimpse of their idols, and perhaps even a selfie and to collect the goodies handed out. Drivers and spectators look forward to the event every year. The Centenary parade promises to be exceptional, with orchestras, Supercars, movie-star cars and a host of other surprises. Nine-time winner of the 24 Hours of Le Mans Tom Kristensen and Pierre Fillon, president of the Automobile Club de l'Ouest are the ambassadors of the 27th edition of the parade, which will begin earlier than usual, at 14:00.

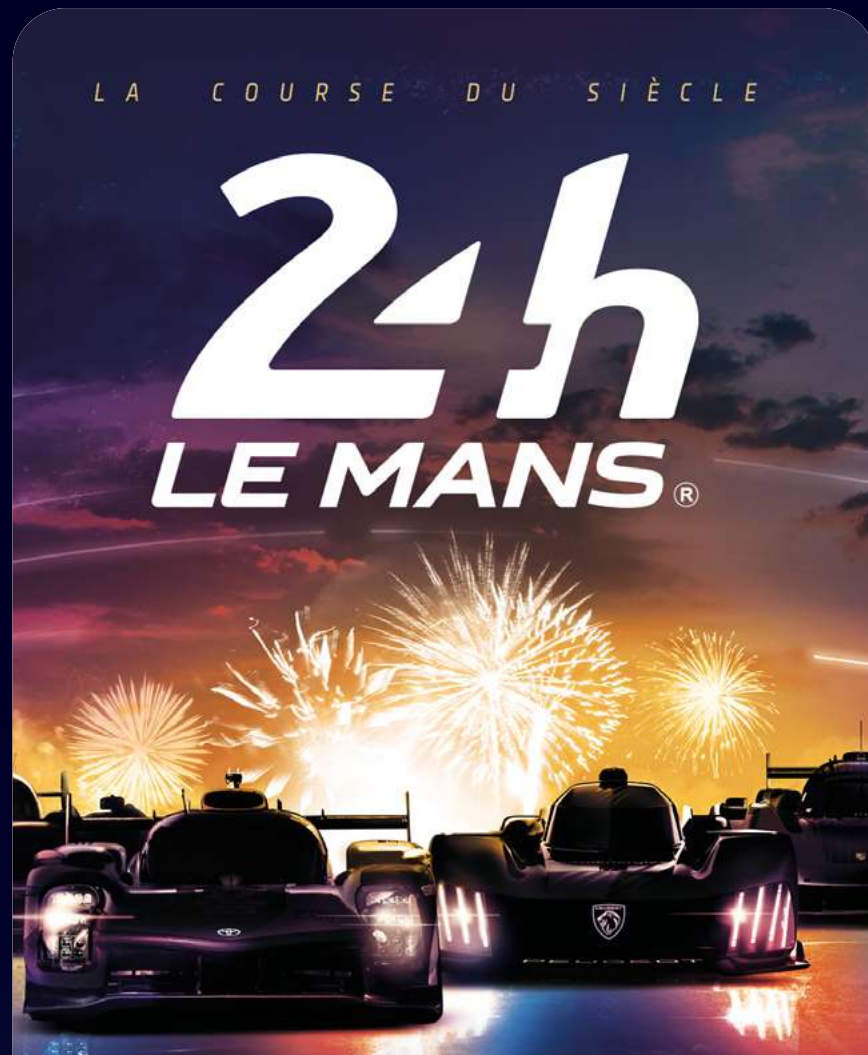


## RM SOTHEBY'S AUCTION

On Friday 9 June the circuit provides the backdrop for a spectacular auction from 15:00 to 18:30. The 24 lots – all exceptional vehicles that have raced at Le Mans – will be under the hammer of RM Sotheby's. Among them, a 1932 Aston Martin LM8, a 1955 Ferrari 121 LM, a 1967 Alpine A210, a 1984 Lancia LC2 and a 1997 Chrysler Viper GTS-R.



# TRACKSIDE FUN



## THE CENTENARY SHOW

The 24 Hours of Le Mans Centenary will be celebrated with a firework display involving 400 drones, on Friday 9 and Saturday 10 June from 23:00 to 23:35 at the Fan Zone Pop Art Concert.



## FAN ZONE

The Fan Zone adjacent to the race village has big screens, eateries, and a stage where experts comment on the course. All the best Le Mans fans gather in the Fan Zone.



## KIDS ZONE

The place to be for children aged three to twelve. Hosted by Le Journal de Mickey, the Kids Zone offers construction games, a make-up stand, bouncy castles and a babycare area.



# TRACKSIDE FUN



## FUNFAIR

Year after year, the funfair is a landmark at the 24 Hours of Le Mans, with rides to ensure your race-goer's adrenaline stays topped up. There's something for everyone, from crazy thrills, to shooting stands, bumper cars and the famous big wheel.



## HOT WHEELS LEGENDS TOUR FRANCE

The Hot Wheels Legends Tour France comes to the 24 Hours of Le Mans for the first time. The three finalists will be showing off their work and an information stand will be in the race village. The winner of the competition qualifies for the world final, and a chance to see their design become a die-cast model sold all over the world and join the exclusive Hot Wheels™ Garage of Legends.



## KARTING DES 24 HEURES DU MANS

Located on the infield, the go-kart track is open to race ticket-holders during race week. The fleet of go-karts is suitable for over-16s and a team of certified experts is on hand to provide instruction. Try the racing simulators in the lounge area. Enjoy the view as you relax with a drink and a bite to eat.



# TRACKSIDE FUN

## FOUR OUTSTANDING CONCERTS

This year, for the 24 Hours of Le Mans Centenary, the Automobile Club de l'Ouest can reveal an outstanding line-up of international artists.

**WEDNESDAY 7 JUNE 2023,**  
**FROM 20:00: ZAZIE + BARBARA RIVAGE**

The last time the French songwriter and performer was on the road was with her hugely successful ZAZIESSENCIEL TOUR and Zazie is now back to perform live with her AIR TOUR, showcasing the exhilarating single LET IT SHINE and her new project AILE-P. Zazie and her troop can't wait to share their tracks trackside!

**THURSDAY 8 JUNE 2023,**  
**FROM 20:00: RAZORLIGHT + STILL**

The Razorlight story has all the makings of a classic rock'n'roll yarn except that, until recently, it had one major flaw – a messy ending. It's an epic saga featuring a meteoric rise to fame, millions of album sales, some era-defining anthems, countless magazine covers, a wardrobe full of white jeans, Live 8, and a series of break-ups... They were a band that put an amazingly fiery performance on stage, but unfortunately that fiery side cost them dearly behind the scenes. They came, they conquered, then they parted, and the various band members went their separate ways. Yes, that ending definitely needed reworking... So, when in April 2021, Johnny Borrell, Andy Burrows, Björn Ågren and Carl Dalemö announced that they were back in the studio again for the first time in over a decade, it was a chance to add another, more satisfying chapter to the story. So, Razorlight are back and our lives are all the brighter for it!





# TRACKSIDE FUN

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## **FOUR OUTSTANDING CONCERTS**

This year, for the 24 Hours of Le Mans Centenary, the Automobile Club de l'Ouest can reveal an outstanding line-up of international artists.

**FRIDAY 9 JUNE 2023,**  
**FROM 20:00: BOB SINCLAR + GAN NAGOYA**

French electronic music producer and DJ Christophe Le Friant, better known as Bob Sinclar, put French house music at the top of the bill across the world in the late 1990s and the 2000s. In the mid-2000s, his trio of albums *Western Dream*, *Soundz of Freedom* and *Born in '69* went gold in France. His track *Love Generation* topped the charts worldwide in 2005, and he was nominated for a Grammy the following year for another hit song, *World, Hold On* (Children of the Sky), featuring Steve Edwards.



© RENAUD CORLIER



# TRACKSIDE FUN

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## **FOUR OUTSTANDING CONCERTS**

This year, for the 24 Hours of Le Mans Centenary, the Automobile Club de l'Ouest can reveal an outstanding line-up of international artists.

**SATURDAY 10 JUNE 2023,  
FROM 20:00: MIKA + MINAA**

With over 10 million albums sold to date, Mika has collected an array of gold and platinum discs from 32 countries. The Renaissance Man also puts his talent to use as a writer, performer, fashion designer, illustrator and columnist. Mika's musical success began with the release of the single Grace Kelly. The track was taken from his debut album, Life In Cartoon Motion, which went straight to number one in the UK and eleven other countries, selling over 7 million copies worldwide. Since then, Mika has released three platinum-selling albums, The Boy Who Knew Too Much, The Origin of Love, and No Place In Heaven. He also won the Brit Award for the British Breakthrough Act, and has been nominated for Grammys, MTV Europe Music Awards, Capital Radio Awards and World Music Awards. His Italian RA12 TV programme Stasera Casa Mika won the prestigious Rose D'or Award for Best Entertainment Series in 2017. He's also a judge on The Voice in France and has presented his own radio show on BBC Radio 2, The Art of Song.





# 24 HOURS OF LE MANS CENTENARY EXHIBITION

L'AUTOMOBILE CLUB DE L'OUEST PRÉSENTE  
**LA GRANDE  
EXPOSITION**  
DU CENTENAIRE DES 24 HEURES DU MANS

***The Grande Exposition du Centenaire des 24 Heures du Mans – the only exhibition of its kind in the world – will undoubtedly be one of the highlights of the Centenary festivities.***

The exclusive exhibition will feature 86 cars that have shone at the 24 Hours of Le Mans: 65 winners and 21 landmark models. Explore 100 years of motorsport history. Decade by decade, discover how the circuit has changed and learn about the records set and the milestone events that have built the legend of the 24 Hours of Le Mans. The Grande Exposition du Centenaire des 24 Heures du Mans will be open every day

from 1 June to 2 July 2023 from 10:00 to 19:00. Visitors will be able to see the exhibition, organised in partnership with Peter Auto, at two iconic events: the 24 Hours of Le Mans and Le Mans Classic.

Two guided tours will be available at 10:30 and 14:30 every day through June, except during 24 Hours of Le Mans race week. Online bookings:





# TOM KRISTENSEN,

## AMBASSADOR OF THE CENTURY

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To celebrate such a major milestone in the history of motor racing, the ACO has enlisted the help of the race's most successful driver, nine-time winner Tom Kristensen, who will be the ambassador for the Centenary. A household name the world over, Kristensen will be travelling to motorsports events around the globe to present the special Centenary trophy, designed and made by the Monnaie de Paris, France's coin and medal minter. The Dane tells us more about his role as Ambassador and his vision of the classic French marathon that changed his life.

- **HOW DOES IT FEEL TO BE AMBASSADOR OF THE 24 HOURS OF LE MANS CENTENARY?**

*Good. Great! I treasure the race as the best in the world. Tough, fast and historic – and therefore I feel very honoured to be acting as Ambassador for the Centenary.*

- **WHAT DOES THE ROLE INVOLVE?**

*First, the role involves a large responsibility; to bring the driver's perspective into painting a picture of Le Mans' remarkable history, its present, and certainly also the exciting future; towards the next generation. The greatest race of all time is celebrating its 100th anniversary. It is a great opportunity to showcase exactly why we racers and fans come back year after year. We live in times of uncertainty and uniting with like-minded folks at the Circuit des 24 heures is what it's all about.*

- **WHAT DO YOU THINK ARE THE REASONS FOR THE LONGEVITY OF THIS RACE?**

*The great circuit, the location and the crazy idea in 1923 to create the ultimate endurance test of people and machines. I've taken eighteen starts here and seen and felt the technological developments; something that continues to impress me. There is the pain during the night and the rush of energy when the sun's about to rise again.*





# TOM KRISTENSEN, AMBASSADOR OF THE CENTURY

*There are so many things. Since retiring, I've been fortunate to witness the race as a spectator. Watching the sunset at Indianapolis is something quite special, both inside and outside a racecar.*

- **OF YOUR NINE VICTORIES, WHICH ONE WAS THE MOST EMOTIONAL?**

*All my 18 participations were emotional, but I would lie if I didn't give special mention to the win on my début in 1997 with a lap record in the private Porsche, the nightmare 2001 race in the rain with Audi Sport and the last victory in 2013. There, you have three wins in three decades.*

- **HOW MUCH WOULD YOU SAY IS DOWN TO LUCK IN WINNING THE 24 HOURS OF LE MANS?**

*I do not believe in luck. Le Mans 1999 taught me the cruel reality of the race. I was in the BMW LMR V12 and we were leading the Toyotas, Mercedes, Nissans, Audis, Porsches, Panoz, Ferraris and all. The race of the millennium. During the evening Scotsman Peter Dumbreck went flying into the forest towards Indianapolis in the fragile Mercedes. He was OK, but Mercedes withdrew on the spot. I did a new lap record before sunset and by midday Sunday, we (Lehto, Müller and myself) had a comfortable three-lap lead. Lehto experienced a broken damper and roll bar which kept the throttle open into Porsche Corners. He crashed into the tyre wall and dashed our hopes of winning.*

*At Audi, we used to say: Proper Preparation Prevents Poor Performance. Luck obviously plays its part, but I'm pretty sure that Dr Ulrich would question the word 'luck' in the thirteen wins Audi took under his leadership... I would probably have to agree with that as I certainly do not believe anything is certain before the chequered flag. The 1999 race made me stronger and tougher mentally. You learn from setbacks. Disasters can be the foundations of future success.*





# TOM KRISTENSEN, AMBASSADOR OF THE CENTURY

## • WHAT SORT OF TEAMMATE WERE YOU?

*The simple answer is, of course, that you need to ask my teammates. I have had 16 along the way at Le Mans. I enjoyed racing with all of them. Obviously more successful with some, but I learned on my journey from what we all experienced along the way. I hope they would say 'Fast, Committed and Consistent' and not 'Fat, Furious and Friendly'.*

## • DID YOUR UPBRINGING INFLUENCE YOUR RACING CAREER IN ANY WAY?

*There's a lot of influence in my upbringing. I was born in a gas station. My Dad raced touring cars on asphalt and dirt. I grew up among passionate people. Versatile racers. The story is very well described in my latest book, Mr Le Mans, so I'm told.*





# LE GRAND MARSHAL

- **IF YOU COULD GIVE BACK TO THE 24 HOURS OF LE MANS AS MUCH AS THE RACE HAS GIVEN YOU, WHAT WOULD YOU DO?**

*I would take on the role of 100 Years Ambassador with great respect and passion, so the next generation of racers will keep the Le Mans spirit alive.*

- **WHEN DID IT HIT YOU WHAT AN OUTSTANDING RECORD YOU HAVE AT THE 24 HOURS OF LE MANS AND IN THE DISCIPLINE?**

*Well, Le Mans, for me, is the sum of all the competitors, fans, racing cars, marshals, staff, organisers, families, team members and sponsors that have come here since 1923. I have raced and driven several Le Mans cars (several Bentleys, Ferrari 275 and 166MMs, Ford GT40s, Jaguars, Matra MS670Bs, Rondeau, Porsches, Toyota TS010s, etc.). Feeling the history helps me appreciate that my own wins spanned three decades.*

*It obviously warms my heart when people sometimes kindly refer to me as Mr Le Mans. But there's more to it. Le Mans is one of the purest showcases of teamwork, dedication and consistency.*





# STARTER

## **LEBRON JAMES NAMED OFFICIAL STARTER OF THE 24 HOURS OF LE MANS CENTENARY RACE**

Global Icon LeBron James will be the official starter of the 2023 24 Hours of Le Mans. The four-time NBA champion, double Olympic gold medallist and all-time leading scorer will signal the start of the Centenary race at 16:00 on Saturday 10 June.

The 24 Hours of Le Mans is one hundred years old. The race is always popular but this year there will not be a spare seat in the house as the automotive world celebrates the glittering anniversary.

For this milestone event, the Automobile Club de l'Ouest (ACO) has the privilege of welcoming one of the biggest superstars in the history of world sport to France. LeBron James, the legendary American basketball player, business innovator and philanthropist will lower the French flag to unleash the 62-strong field at 16:00 on Saturday 10 June.

Since 1949, the role of race starter has often been given to a personality from the world of politics, sport, film or industry. Previous official starters include Brad Pitt (2016), Rafael Nadal (2018), Alain Delon (1996), French president Georges Pompidou (1972) and Steve McQueen (1971).

**Pierre Fillon, Automobile Club de l'Ouest president:** *"I am thrilled to welcome LeBron James to the 24 Hours of Le Mans Centenary and thank him most sincerely for accepting our invitation. The 24 Hours of Le Mans is a world-renowned event that, in the past, has welcomed some great names from various fields. LeBron James is a true sporting legend whose list of achievements and records commands respect and admiration. We are looking forward to introducing him to the unique Le Mans atmosphere and the excitement generated by the Centenary of the world's greatest endurance race."*

**LeBron James:** *"There's nothing like seeing and experiencing sports at their highest level. It's an honor for me to be part of this historic moment in motor sport and help celebrate the Centenary of one of the biggest sporting events in the world. I look forward to kicking off this iconic race and watching its world class drivers compete on Le Mans' global stage."*





# THE CENTENARY TROPHY

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# THE CENTENARY TROPHY

***The 24 Hours of Le Mans Centenary Trophy was revealed at Pebble Beach, California last August. The unique piece was produced by Monnaie de Paris with support from our leading partner Rolex.***

The world's greatest endurance race will celebrate its one hundredth anniversary on 10-11 June 2023. As befits this exceptional event, the array of competitors will be truly exceptional.

And to mark this edition that will remain forever in the annals of motorsport, the Automobile Club de l'Ouest – the founder and organiser of the 24 Hours of Le Mans – has struck a partnership with the venerable Monnaie de Paris (the Paris Mint). France's oldest institution has created a unique trophy that will be presented to the winner of the Centenary race.

The remarkable trophy, which is made of bronze and stands more than one-and-a-half metres tall, is currently travelling the world to showcase the legendary race at the most prestigious events. It went on display at the 8 Hours of Bahrain in November and will next appear at Retromobile in Paris (1-5 February 2023) and The Ice St. Moritz (25 February 2023).

CRÉATEUR DU TROPHÉE



EN PARTENARIAT AVEC





# THE CENTENARY TROPHY

## The first 24 Hours of Le Mans trophy

Rudge-Whitworth was the first sponsor of the 24 Hours of Le Mans. Émile Coquille, the boss of the company that produced detachable wheels, was one of the founding fathers of the race along with Charles Faroux and Georges Durand in October 1922. Coquille wanted to reward the winner of a long race with a work of art. The Rudge-Whitworth Cup was born. This bronze cup in the form of a Grecian urn was mounted on a marble plinth with the winner's name engraved on a plaque. Initially a triennial prize, the cup was replaced in 1925 by a biennial trophy which was also short-lived. Since 2013, the 24 Hours of Le Mans Trophy has featured a replica of this cup – in place of the Winged Victory of Samothrace – beneath the columns that symbolise a classical Greek temple.

## DID YOU KNOW?

While the trophy is presented to the outright winner every year, it is kept for good by any firm or team that hoists it aloft three years in succession. The Centenary Trophy is unique and will be kept for good by the 2023 winner.

## Règlement

### Définition

ARTICLE PREMIER. — A l'instigation de la Société Française des Roues Détachables RUDGE-WHITWORTH, l'Automobile-Club de l'Ouest organise, avec le concours du journal l'Auto, une série d'épreuves d'endurance réservées aux véhicules automobiles sous la dénomination de GRAND PRIX D'ENDURANCE DE 24 HEURES « COUPES RUDGE-WHITWORTH », qui se disputent conformément aux prescriptions du Règlement des manifestations sportives et des records de l'A. I. A. C. R. et de l'A. C. F.

Ces épreuves sont internationales. Elles sont de 24 heures sans arrêt et seront disputées sur le Circuit Permanent de la Sarthe.

Les deux épreuves qui auront lieu en 1926 sont :

1<sup>o</sup> Le Grand Prix d'Endurance de 24 heures : 2<sup>o</sup> Coupe biennale Rudge-Whitworth (2<sup>o</sup> épreuve finale), année 1926 ;

2<sup>o</sup> Le Grand Prix d'Endurance de 24 heures : 3<sup>o</sup> Coupe biennale

Rudge-Whitworth (1<sup>re</sup> épreuve qualificative), année 1926.

Le présent règlement est commun à ces deux épreuves.

### Parcours

Les deux Coupes se disputeront en principe comme l'an dernier sur le Circuit Permanent de la Sarthe (17 km. 262) qui comprend le développement suivant : route de Laigné-en-Belin (I. C. n<sup>o</sup> 113) ; route de Tours (R. N. n<sup>o</sup> 158) ; chemins de Mulsanne et d'Arnage (V. O. n<sup>os</sup> 1 et 3) ; l'A. C. O. se réservant cependant d'apporter au Circuit emprunté en 1923, 1924 et 1925, les modifications qu'il jugerait nécessaires et même, s'il y a lieu, de faire disputer les Grands Prix d'Endurance sur un autre circuit. — Le circuit adopté sera désigné avant le 1<sup>er</sup> mars 1926.

Le circuit sera parcouru dans le sens des aiguilles d'une montre.

### Dates

La date du Grand Prix est fixée pour les samedi 12 juin et dimanche 13 juin 1926, le départ étant donné le samedi à 16 heures.

Les concurrents devront être rendus le samedi 12 juin aux Tribunes, au plus tard à 14 heures. A 15 h. 30, ils se concentreront au sud du dernier boxe de ravitaillement et de là, viendront ensuite se placer pour prendre le départ dans l'ordre des numéros attribués et conformément aux indications des Commissaires Sportifs.

### Qualification

ART. 2. — Pour être admis à participer aux épreuves, les concurrents doivent satisfaire aux obligations suivantes :

1<sup>o</sup> Les voitures inscrites devront être, et dans toutes leurs spécifications, rigoureusement conformes à la description d'un catalogue commercial d'usage courant et obligatoirement imprimé avant le 31 décembre 1925.

Pour les voitures d'une cylindrée égale ou inférieure à 1.100 centimètres cubes, la carrosserie sera à deux places confortables. Toutes les autres voitures devront être équipées d'une carrosserie comportant au minimum quatre places confortables ;

2<sup>o</sup> Les voitures engagées devront être munies d'une carrosserie de tourisme *bona fide* et comporter : pare-brise, ailes, marchepieds, lanternes, phares, capotes, appareils avertisseurs, mise en marche automatique, appareil rétroviseur et silencieux effectif ;



Coupe Triennale Rudge-Whitworth (1923-1924-1925) attribuée à la Société des Automobiles Chenard-Walcker



1<sup>re</sup> Coupe Biennale Rudge-Whitworth (1924-1925) attribuée à la Société des Automobiles Chenard-Walcker



2<sup>o</sup> Coupe Biennale Rudge-Whitworth (1925-1926) qui sera attribuée au constructeur vainqueur du IV<sup>e</sup> Grand Prix d'Endurance



# THE 2023 24 HOURS OF LE MANS POSTER



*The Automobile Club de l'Ouest's communication department designed the poster with a question in mind: "Who will prevail in this year of all years?"*

The six major manufacturers in the Hypercar class line up for a showdown. Celebration and commemoration are the watchwords in this design, which emphasises a turning point in history.

The poster incorporates a nod to the first 24 Hours of Le Mans in 1923, when the poster featured an owl perched in a tree, symbolising the all-day, all-night battle.





# THE LEGEND

A CENTURY OF RACING

KEY DATES AT  
THE 24 HOURS OF LE MANS

A CENTURY OF INNOVATION





# A CENTURY OF RACING

**Few sporting events can boast 100 years of existence but the 24 Hours of Le Mans joins that exclusive club in 2023. Boasting a rich – and often quirky – history, the twice-round-the-clock marathon is the greatest endurance race on Earth.**

When Georges Durand, the general secretary of the Automobile Club de l'Ouest, met the engineer-turned-journalist Charles Faroux and industrialist Émile Coquille in Paris in 1922, did they imagine for one minute that the outcome of their little get-together would be the talking point of the motorsport world a century later? Did they realise that the 1923 Grand Prix of Endurance – Rudge-Whitworth Cup would become the world's biggest endurance race?

A bold claim perhaps, but one that is befitting of the status that this event has gained over the years thanks to a 17-kilometre circuit that has undergone many changes but is still extraordinarily long, the trials and tribulations of the night, the occasional torrential downpour, and much more. All major manufacturers of mainstream cars and sports models have since come to Le Mans to test the robustness of their machine, beat speed or distance records and publicise their technological prowess. The early years were ruled by Bentley before the British manufacturer gave way to Alfa Romeo in the 1930s. The event was already firmly established as a part of French heritage when the Second World War forced a ten-year hiatus. Following the tragic accident of 1955 that resulted in many deaths, the circuit underwent a major overhaul. Safety has always been at the forefront of the ACO's concerns.





# A CENTURY OF RACING

Jaguar and Ferrari shared the limelight in the 1950s before the giant Ford Motor Company chose Le Mans to seek revenge, on the racetrack, after seeing its takeover bid for the Italian firm snubbed. This episode was portrayed in James Mangold's 2019 film *Ford v Ferrari* (aka *Le Mans '66*) starring Matt Damon and Christian Bale in the roles of Carroll Shelby and Ken Miles. Le Mans and the silver screen have forged many a tie. Several Hollywood actors have left a lasting impression at the Le Mans circuit. Steve McQueen came to film one of his masterpieces here, and Paul Newman almost won the race in 1979, at the end of a decade that had seen the emergence of the mighty Porsche who took the first of a record 19 wins in 1970.

Le Mans isn't just about cars, however. It has always been fertile ground for human prowess. The feat of 1950 winner Louis Rosier who allegedly spent 23-and-a-half hours at the wheel of his Talbot, and that of Henri Pescarolo who, driving a Matra in 1968, battled his way up to second place in the pouring rain with a faulty wiper. The endless list also includes local hero Jean Rondeau who, in 1980, fought off the Porsche armada led by the legendary Jacky Ickx to become the only driver to win in a car designed by himself. Ickx – alias Mr Le Mans – long held the record for the number of wins. We even wondered if anyone would ever eclipse the Belgian. And

yet with nine wins in just 18 starts, including seven with Audi in the 2000s, Tom Kristensen proved that records are made to be broken. Will his own mark ever be bettered?

The city of Le Mans, and the people that live and work here and in the surrounding area, are rightly proud of the famous old race that has put them on the map. Shops and businesses play their part in creating the special "24 Hours" atmosphere. Many families who have lived in the city for generations have an ancestor who has taken part either behind the wheel or behind the scenes – often as a marshal or as a volunteer. The hordes of marshals – almost 1600 of them officiated in June 2022 – are a vital cog in the Le Mans machine. Without them, the 62 racing cars would never take to the track.

Safety and technology have been the two watchwords of the Automobile Club de l'Ouest since the institution was established in 1901. The next challenge on the horizon is hydrogen, and the ACO – just a small, regional motoring club a century ago – is once again fuelling the future with this new means of propulsion. Further, faster, longer. Driving the legend on, fulfilling the dreams of the three founding fathers of this magnificent race.



# KEY DATES

## FOR THE 24 HOURS OF LE MANS

*The 24 Hours of Le Mans has built up a huge sporting heritage over the last 100 years. As the race reaches its Centenary, we look back at 21 milestones along the way.*

### 1906

The Automobile Club de France was behind the inaugural Grand Prix Automobile de France held on 26-27 June 1906, organised by the Automobile Club de Sarthe – which became the Automobile Club de l'Ouest (ACO) in 1913. The race was run on a circuit stretching 103 km between Le Mans, La Ferté-Bernard and Saint-Calais, on public roads closed for the occasion. The winner was Hungarian Ferenc Szisz who completed 12 laps, covering over 1230 km, in a Renault AK. To avoid passing through some towns, diversions were specially set up by the engineer Verney with timber-surfaced roads!

### 1923

Thirty-three cars took to a wet and muddy track on the morning of 26 May 1923 for the very first 24 Hours of Le Mans. The primary challenge of this 24-hour Grand Prix of Endurance was to cover a preset minimum distance based on the engine capacity of each vehicle. André Lagache and René Léonard won in the #9 Chenard & Walcker Sport 3L, covering 128 laps of the 17.262-km circuit at an average speed of 92 kph.





## KEY DATES

**1936**

Owing to the strike action that shook France, and particularly the motor industry, the 24 Hours of Le Mans was cancelled.

**1949**

This year marked the return of the 24 Hours of Le Mans on a renovated circuit after a ten-year hiatus due to the Second World War. French President Vincent Auriol attended the race won by the Ferrari 166 MM driven by Luigi Chinetti and Lord Selsdon.

**1966**

After nine wins, including an unbeaten streak from 1960 to 1965, Ferrari's period of domination was ended by Ford. The 200 kph barrier for the average speed over 24 hours was broken.

**1968**

The 24 Hours of Le Mans was postponed until 29-30 September given the social unrest in May 1968. This was the year of Henri Pescarolo's heroic night-time stint in the rain with a faulty windscreen wiper.

**1969**

The race began with Jacky Ickx ambling across the track to his Ford GT40 in a protest against the traditional Le Mans-style start. After a three-hour door-to-door fight, the Ford of Ickx/Oliver beat the Porsche of Herrmann/Larrousse by a whisker.

EDITION SPECIALE

Supplément gratuit de L'AUTO.

# L'AUTO

Directeur-Rédacteur en chef: HENRI DESGRANGE

10, rue du Faubourg-Montmartre, PARIS

## Le 8<sup>e</sup> Grand Prix d'Endurance de 24 Heures (COUPES RUDGE-WHITWORTH)

Organisé par l'Automobile Club de l'Ouest avec le concours de l'AUTO les 21 et 22 juin 1930  
sur le circuit permanent de la Sarthe, au Mans

### La chasse au record des 24 heures sur route

Le Grand Prix d'Endurance de l'Automobile Club de l'Ouest, connaît une rare fortune; d'année en année son intérêt rebondit; tantôt il se présente sous forme d'une ardente rivalité d'ordre industriel, et, alors, les répercussions qu'il a sur la construction et sur la destinée commerciale des marques victorieuses sont immenses; tantôt il

Les Coupes Rudge-Whitworth sont vivement convoitées. Qui, d'ailleurs, n'a point besoin de vanter la qualité de trophée conquis; la réputation de la compétition est universelle, et nul n'ignore qu'il fut nécessaire pour cela, de battre de nombreux et valeureux concurrents en une série de courses de 24 heures.

Le mécanisme des coupes (biennales et annuelles) est devenu familier; nous ne l'expliquerons pas à nouveau; donc, suivant la règle la course de samedi et dimanche doit fournir:

1<sup>o</sup> le vainqueur unique, toutes catégories, de la Coupe annuelle; 2<sup>o</sup> le vainqueur unique de la VI<sup>e</sup> Coupe Biennale; 3<sup>o</sup> les qualifiés de la VII<sup>e</sup> Coupe Biennale.

De plus, la question du record se pose: l'an dernier, Barnato et Birkin, sur Bentley, l'avaient élevé au chiffre de 2.843 km. 850 (moyenne: 118 km. 492) à l'heure. Nul doute que la performance ne soit très sérieusement visée. Parmi les voitures engagées, beaucoup ont été spécialement préparées pour le record: il y a dans le lot certains véhicules à grosse cylindrée et suralimentés, pilotés par des équipes de haute valeur, parfaitement aptes à atteindre les 2.900 kilomètres en deux tours du cadran.

A quelle équipe reviendra l'honneur de cet exploit? Le pronostic est embarrassant, car sont en présence: Clément-Bulter, Barnato-Kidston, Brisson-Régat, Caracciola-Werner, Birkin-Chas-

sagne, pour ne citer que les tandems les plus célèbres.

La beauté de la lutte que se livreront ces grandes équipes ne fera pas perdre de vue la démonstration des véhicules moins vites, mais dont la marche mérite d'être suivie avec attention: tels les deux Tracta, qui concourent pour la finale de la VI<sup>e</sup> Coupe, et la B.N.C., qui assumeront la tâche de défendre les couleurs françaises.

André LATOUR.

### LES GRANDES LIGNES DU REGLEMENT

Les épreuves qui constitueront le VIII<sup>e</sup> Grand Prix de 24 heures sont les suivantes:

1<sup>o</sup> le VIII<sup>e</sup> Grand Prix d'Endurance de 24 heures auquel sont attribués la Coupe annuelle Rudge-Whitworth.

2<sup>o</sup> La VI<sup>e</sup> Coupe biennale Rudge-Whitworth 1929-1930 (finale).

3<sup>o</sup> La VII<sup>e</sup> Coupe biennale Rudge-Whitworth 1930-1931 (éliminatoire).

Pour être admis à participer aux épreuves, les concurrents doivent satisfaire aux obligations suivantes:

1<sup>o</sup> Les voitures inscrites devront être, dans toutes leurs spécifications, rigoureusement conformes à la description d'un

catalogue commercial d'usage courant et obligatoirement imprimé avant le 31 décembre 1929.

#### Durée et distances imposées

Art. 12. — Pour être classé, il est imposé à chaque véhicule la double obligation de rouler 24 heures et de couvrir, pendant ces 24 heures, une distance minimum imposée. Cette distance, fonction de la cylindrée, est indiquée sur le graphique reproduit ci-dessous.

A titre d'indication, il sera exigé:

Pour les voitures carrossées à 2 places (les 60 kgs), d'une cylindrée de:

500 cmc. 1.400 km. moy. hor. 58 km. 533  
750 cmc. 1.825 km. moy. hor. 76 km. 612  
1.000 cmc. 2.000 km. moy. hor. 83 km. 333



M. GEORGES DURAND  
Secrétaire général de l'A.C. de l'Ouest

Pour les voitures carrossées à 4 places (les 60 kgs), d'une cylindrée de:

1.001 cmc. 1.910 km. moy. hor. 80 km. 823  
1.100 cmc. 2.000 km. moy. hor. 83 km. 333  
1.300 cmc. 2.132 km. moy. hor. 88 km. 833

Pour les voitures carrossées à 5 places (les 120 kgs), d'une cylindrée de:

1.501 cmc. 2.100 km. moy. hor. 87 km. 500  
2.000 cmc. 2.210 km. moy. hor. 92 km. 083  
2.500 cmc. 2.290 km. moy. hor. 95 km. 416  
3.000 cmc. 2.350 km. moy. hor. 97 km. 916

Pour les voitures carrossées à 6 places (les 180 kgs), d'une cylindrée de:

3.001 cmc. 2.330 km. moy. hor. 97 km. 083  
4.000 cmc. 2.416 km. moy. hor. 100 km. 696  
5.000 cmc. 2.460 km. moy. hor. 102 km. 500  
6.000 cmc. 2.500 km. moy. hor. 104 km. 166  
7.000 cmc. 2.500 km. moy. hor. 105 km. 196

Les voitures munies d'un appareil de suralimentation seront handicapées par une majoration de 30 0/0 de la cylindrée officielle.

La cylindrée officielle sera majorée pour toutes les voitures munies d'un seul ou de deux arbres à cames. 100 1923 2023 LE MANS.



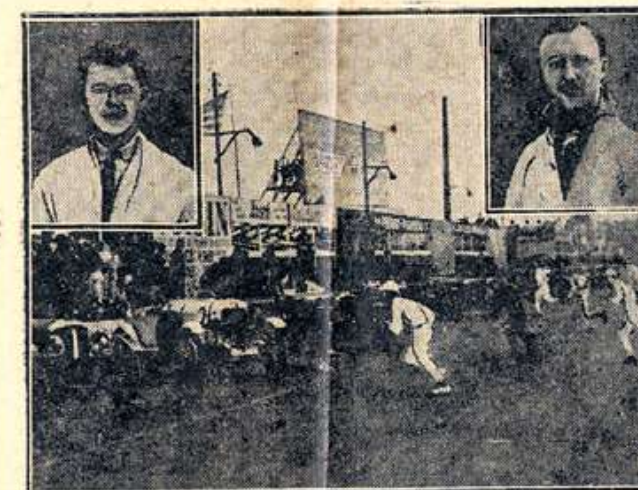
M. SINGHER  
Président de l'A.C. de l'Ouest

apparaît comme une compétition surtout sportive, où des équipes qu'anime le désir de faire une belle performance sur 24 heures, se livrent une bataille dont le glorieux résultat importe en premier lieu.

Dans un cas comme dans l'autre, la course garde ce puissant attrait qui fait son renom. Elle est toujours passionnante à suivre. Elle ne manque jamais d'être émaillée de mille péripéties propres à enivrer l'immense foule, sa tradition en suit toutes les phases. Les vainqueurs des « 24 Heures du Mans » conquièrent à coup sûr une grande célébrité.

Aussi l'Automobile-Club de l'Ouest et M. Coquille, directeur de la Société Rudge-Whitworth, peuvent-ils tirer beaucoup de fierté de leur belle création. Voici huit fois que le Grand Prix d'Endurance se déroule et huit fois un grand succès couronne l'œuvre de ceux qui ont entrepris sur pied une organisation d'aussi vaste envergure.

### COMMENT SE DONNE LE DEPART



Les conducteurs s'élancent vers leur voiture au signal du chronométrateur. En médaillon: à gauche, Barnato; à droite, Birkin, les deux pilotes anglais qui, avec une Bentley, ont battu en 1929 le record de l'épreuve: 2.843 km. 850 en 24 heures.



# KEY DATES

**1970**

The legendary Le Mans-style start, where the drivers ran to their cars parked at an angle on the other side of the track, was finally considered too dangerous. It was replaced by a rolling start procedure that is still used today. Porsche secured its maiden win with the 917 K driven by Attwood and Herrmann.

**1982**

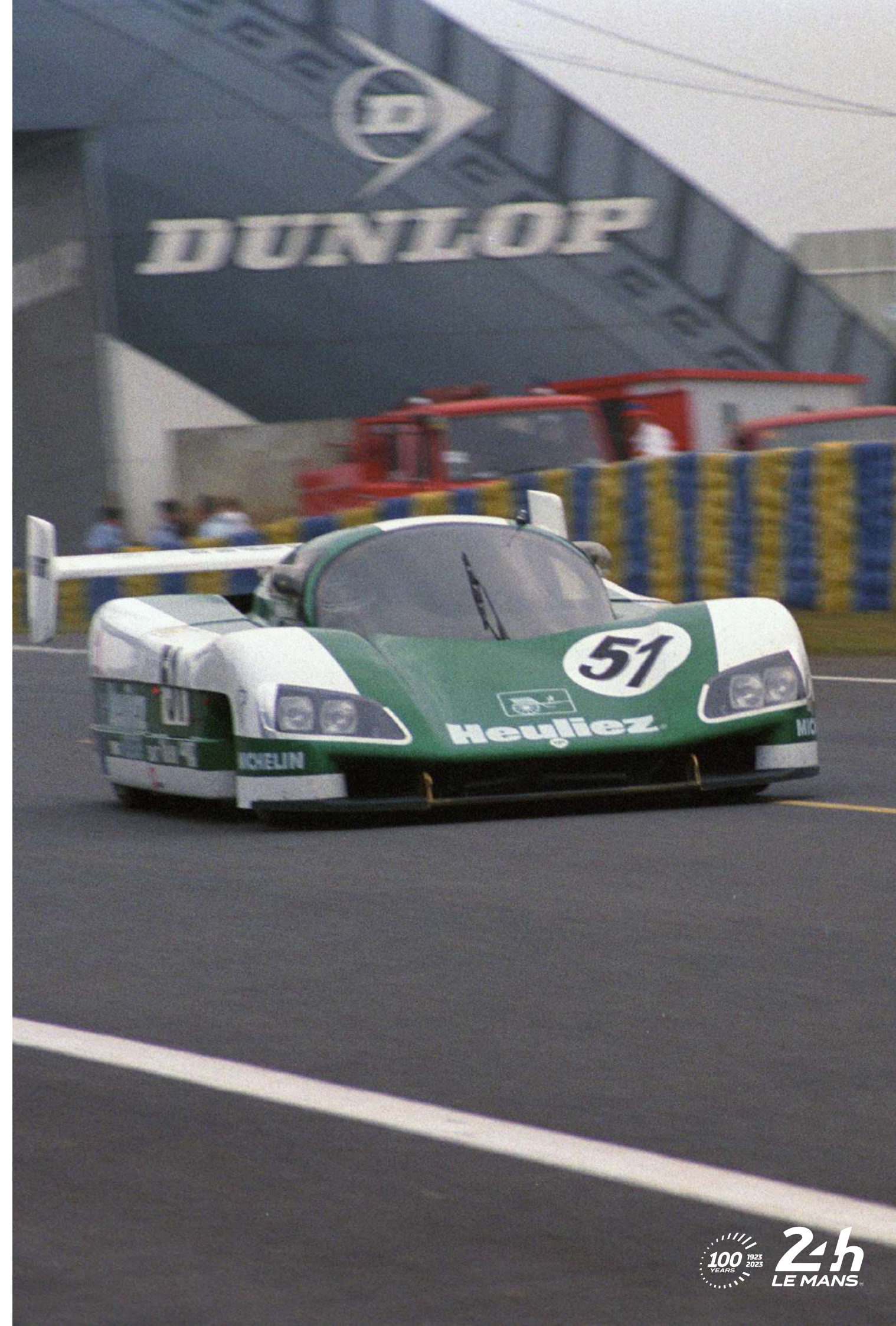
Belgian Jacky Ickx triumphed in a Porsche 956 with Derek Bell, taking his 24 Hours of Le Mans record to six wins.

**1988**

During the race, Roger Dorchy set a new speed record in the #51 WM-Peugeot, clocking 405 kph on the Mulsanne Straight.

**1990**

Two chicanes were inserted in the Mulsanne Straight for safety reasons.





# KEY DATES

## 1991

The new race control building, known as the Module Sportif, and the redesigned pits were opened for the 1991 24 Hours of Le Mans. On the track, Mazda became the first Japanese manufacturer to win the race and the first to triumph with a rotary engine. Formula One great Michael Schumacher completed the fastest in-race lap and finished in fifth place overall.

## 1998

Six manufacturers – Porsche, Toyota, Mercedes, Nissan, BMW and Chrysler – took part in the race. Porsche won with Allan McNish, Laurent Aiello and Stéphane Ortelli. The average age of the trio was 28.33 years.

## 1999

BMW won for the first time, defeating Toyota, Mercedes, Nissan and Audi. The Mercedes CLRs were affected by a loss of downforce, causing two to “take off” and crash (one in the warm-up). The third was subsequently withdrawn by the team. This race was the last 24 Hours of Le Mans contested by French driver Henri Pescarolo. He still holds the record for the number of appearances with 33 starts, winning four times (1972, 1973, 1974, 1984).





# KEY DATES

**2006**

Audi scored the first win by a diesel-powered car at the 24 Hours of Le Mans with the R10 TDi.

**2012**

The new FIA World Endurance Championship was introduced with the 24 Hours of Le Mans as the third round. The Audi R18 e-tron quattro of Fässler/Lotterer/Tréluyer became the first hybrid car to win the race.

**2013**

Dane Tom Kristensen triumphed at the wheel of the Audi R18 e-tron quattro shared with Loïc Duval and Allan McNish, taking his win record at the 24 Hours of Le Mans to nine.

**2016**

This race saw a fierce three-way battle develop between Toyota, Porsche and Audi. The #5 Toyota was leading at the start of the final lap when it stopped in front of the grandstands after losing engine power. The #2 Porsche stole home to notch up an 18th Le Mans win for the German manufacturer.





# KEY DATES

## 2017

In qualifying, Kamui Kobayashi set a new circuit record for Toyota by lapping in 3:14.791 at an average speed of 252.882 kph. However, the Porsche 919 Hybrid driven by Timo Bernhard, Earl Bamber and Brendon Hartley finished on top of the podium to take Porsche's record number of wins at the 24 Hours of Le Mans to 19!

## 2018

At long last, Toyota won the 24 Hours of Le Mans with the TS050 Hybrid driven by Sébastien Buemi, Kazuki Nakajima and Fernando Alonso.

## 2020

Due to the outbreak of the Covid-19 pandemic at the beginning of the year, the race was postponed until 19-20 September. For the first time ever, the event was held without spectators or any of the usual race week festivities.

## 2021

The Covid-19 pandemic affected the organisation of the race for the second year running. It was eventually held on 21-22 August with the number of spectators capped at 50,000. Once again, all other festivities around the race were cancelled.







IRON LYNX

www.alessandrobaldzan.com



# A CENTURY OF INNOVATION

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

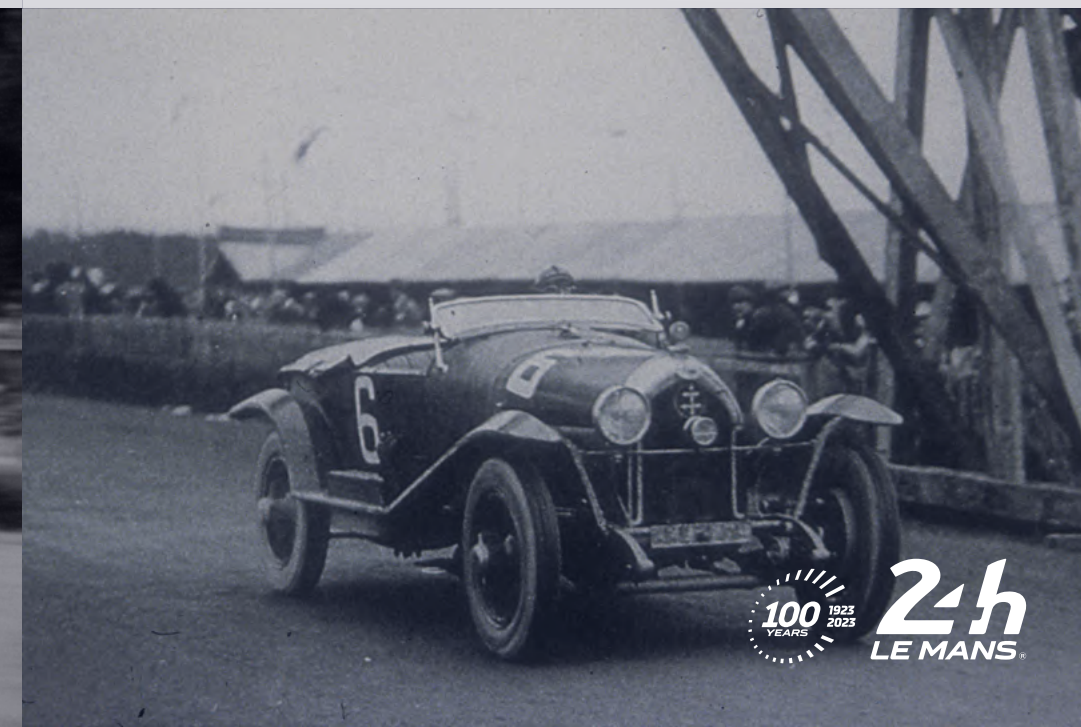
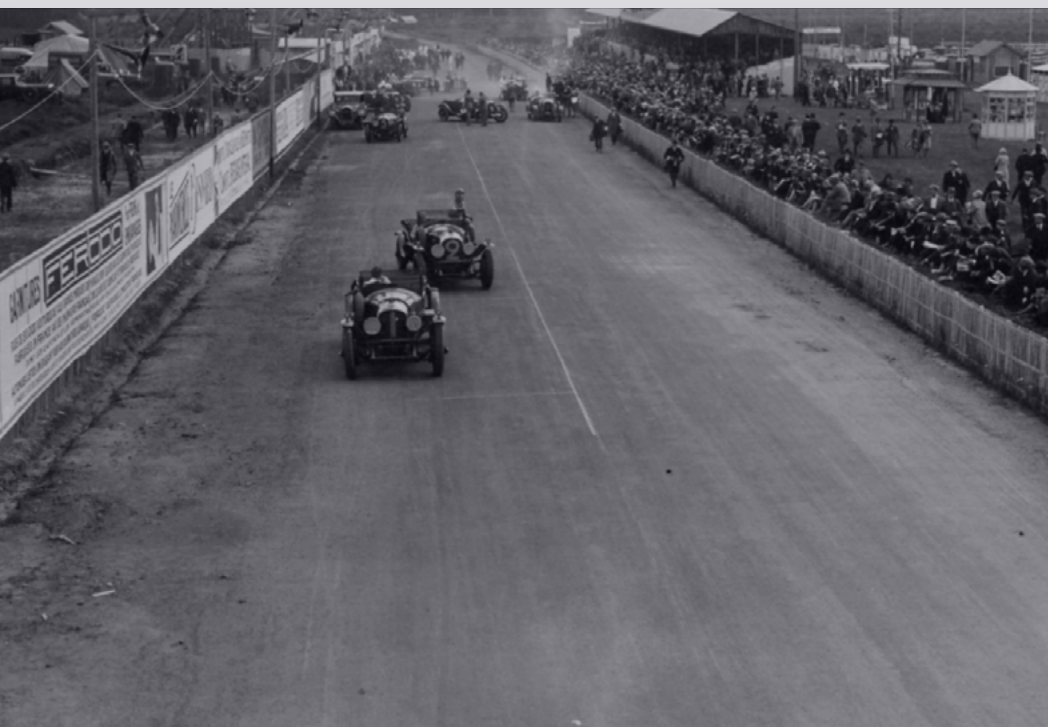
## AERODYNAMIC BODIES

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 (Cx) produced iconoclastic vehicles such as the rebodied Cadillac Coupé, dubbed "Le Monstre", that entered the 1950 race. In the 1970s, Porsche developed the 917K (K for Kurzheck, 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 Bloch/André Rossignol pairing exceeded a distance of 2,500 km.





# A CENTURY OF INNOVATION

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 Fenaille, 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

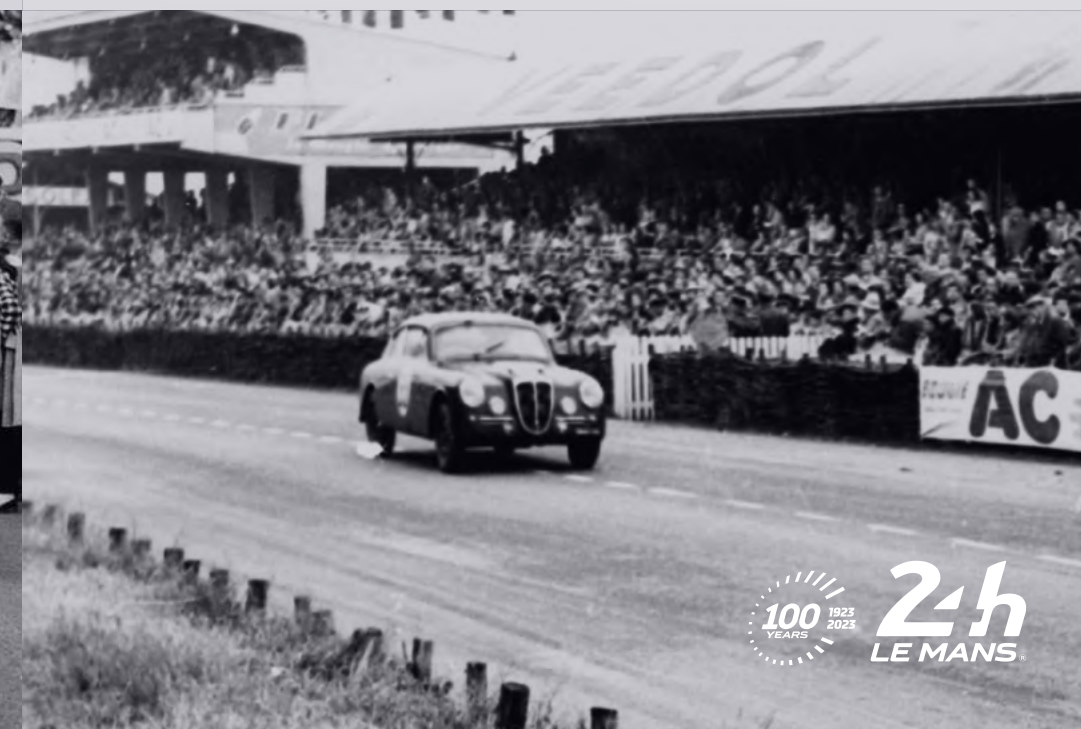
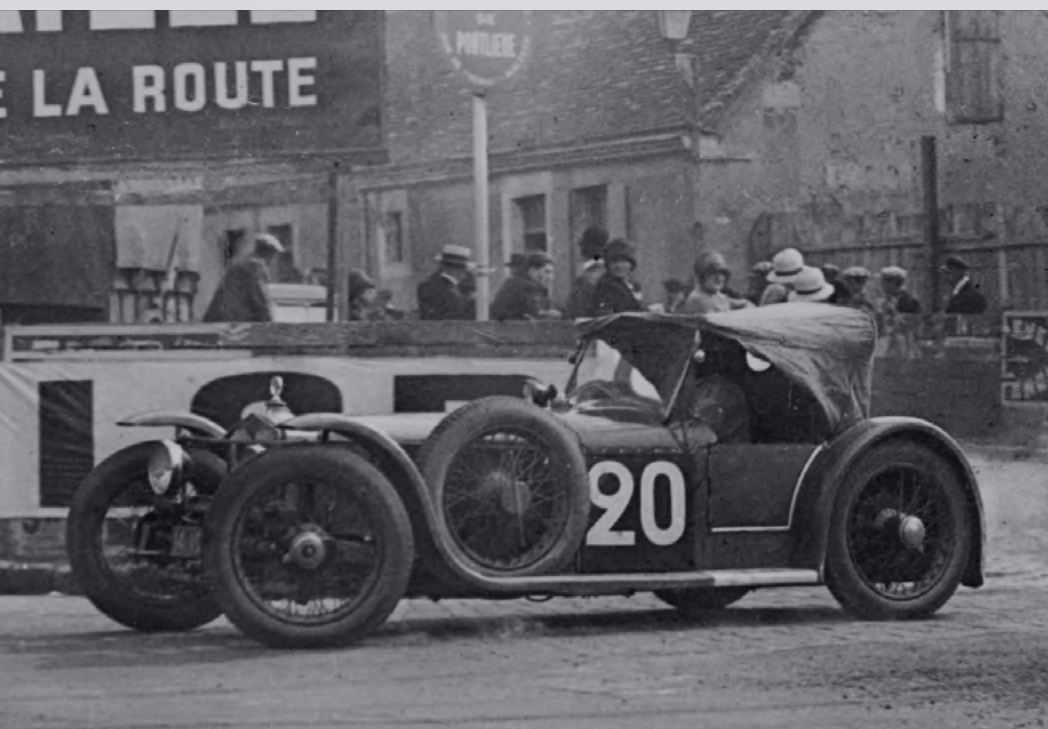
## REAR ENGINE

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 who 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, Michelin 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 S 2.0 class and finished twelfth overall.





# A CENTURY OF INNOVATION

**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 feed, 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***

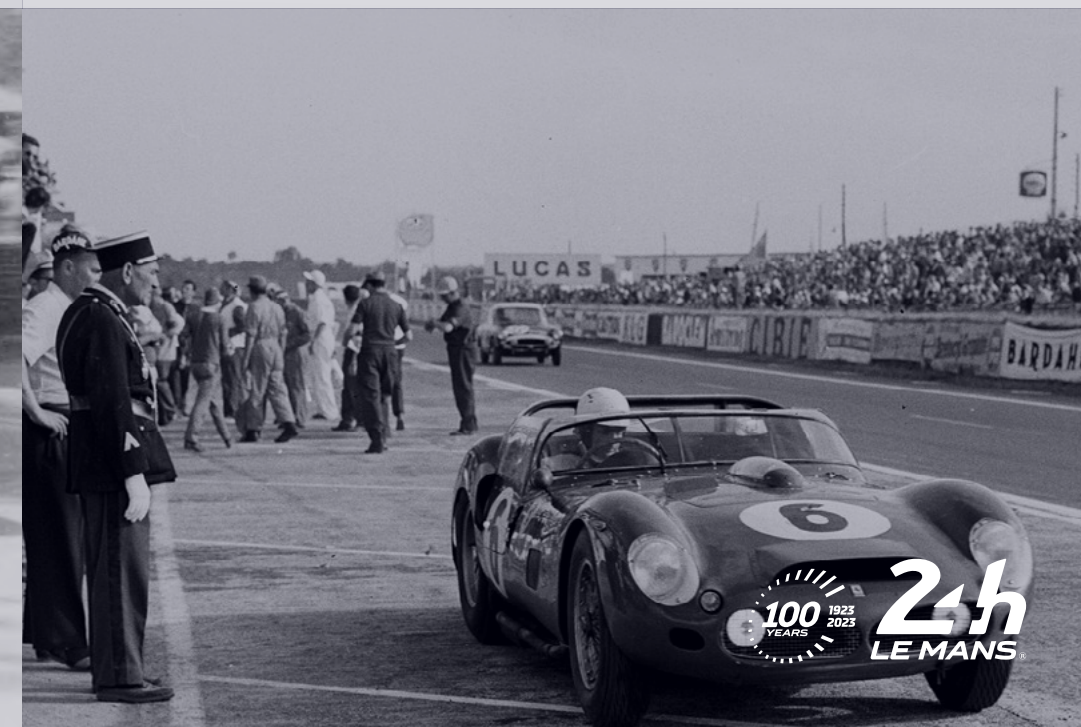
Progress in racing car performance highlighted another necessity: improvements in brake efficiency and endurance. Jaguar discovered the solution when it equipped its C-Types with a revolutionary piece of technology: disc brakes – a solution originally developed for aircraft landing on aircraft carriers! 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 TRI/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.





# A CENTURY OF INNOVATION

1963

## **GAS TURBINE ENGINE**

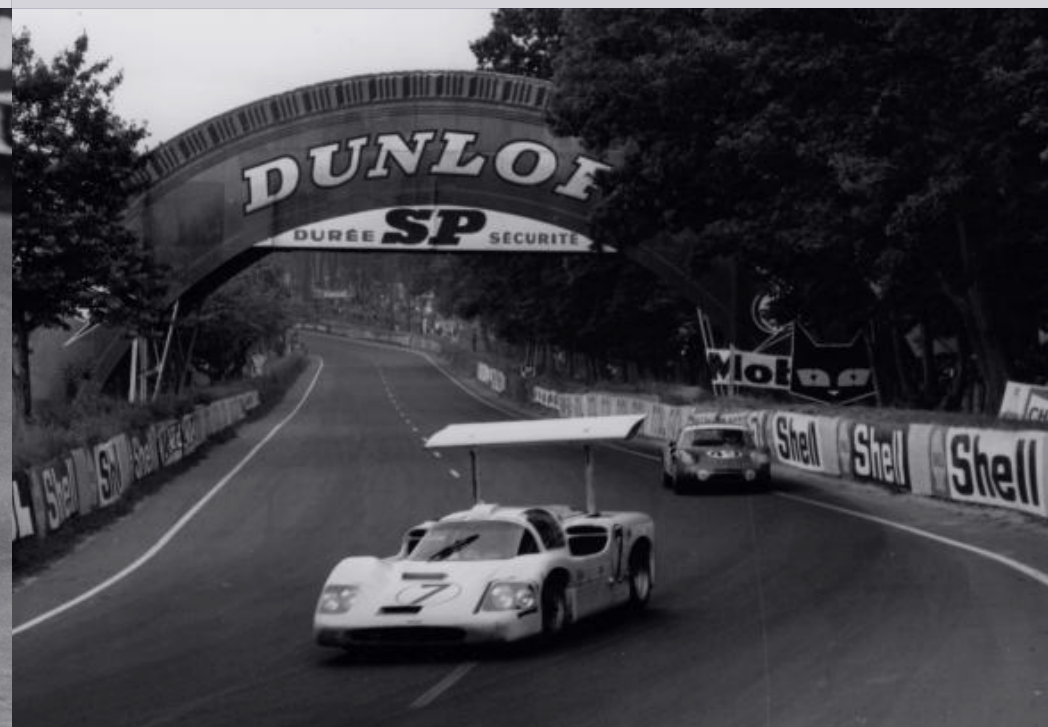
In 1957, the constant aim to boost innovation saw the creation of a new class reserved for gas turbine-powered cars. A 25,000-franc prize was offered for exceeding a distance of 3,600 km. In 1963, BRM fielded a strange-looking model powered by a gas turbine engine and fitted with a 220-litre kerosene 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 inconclusive.



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 just four hours into the race. In 1991, however, the architecture came good in spectacular fashion. With troubles affecting Mercedes, Jaguar and Sauber, and the Peugeots putting in a disastrous performance, Herbert/Weidler/Gachot drove the rotary-engined Mazda 787B to victory – the only Japanese marque to win Le Mans until Toyota's 2018 triumph.





# A CENTURY OF INNOVATION

1974

## **TURBO ENGINE**

The idea of supercharging through an exhaust-driven turbocompressor appeared in 1962 in the United States on the Chevrolet Corvair Monza. BMW brought the innovation across the Atlantic, adopting it on the 2002. Porsche used it at Le Mans from 1974, winning the race in 1976 with the 936.



1998

## **HYBRID ENGINE**

American Don Panoz was the brains behind the idea of a hybrid engine design combining internal combustion technology and an electric motor. His Esperante GTR-1 Q9 was powered by a Ford 6.0 engine supported by an electric motor with the batteries being recharged by a regenerative braking system. Despite this technology, the Panoz Q9 failed to qualify for the race.

Hybrid technology nonetheless came to the fore in 2013 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.

2006

## **RACING DIESEL**

Since it was invented in the late 19th century, the diesel engine has always been associated with commercial and utility vehicles as it appears to be more at home under a truck bonnet than in a racing 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 24 Hours was a Delettrez in 1949, but victory only came in 2006 when Audi took the honours.





# A CENTURY OF INNOVATION

2011

## LED THEN LASER HEADLAMPS

LED (Light-Emitting Diode) headlamps, increasingly popular on production cars, made their first appearance at Le Mans in 2011 on the Audi R18 TDI. In addition to offering high lighting quality, this process uses less electricity, weighs less and is more compact than halogen systems. Its light signature at night is quite unique. In 2014, Audi went a step further by introducing laser lights that offer even higher performance.



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 motoring 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 drivers with disabilities in Road To Le Mans with the firm intention of securing an invitation to the 24 Hours in the future. Two years later, Association SRT41 ran an Oreca 07-Gibson, suitably modified for its two drivers with disabilities, in the Innovative Car class.



2018

## HYDROGEN: MISSIONH24

The ACO made an important announcement ahead of the 86th 24 Hours of Le Mans: the introduction of a class dedicated to hydrogen-powered cars in 2025. MissionH24 was presented at the Spa round of the European Le Mans Series a few weeks later. By joining forces with GreenGT, the ACO underlined its intent 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.

The H24 crossed the finish line of its inaugural race on 14 May 2022. This ground-breaking event was the first time in motorsport history that an electric-hydrogen-powered prototype had competed in an international endurance race.

## STAT ATTACK

**51** cars with open cockpits (or convertibles)  
have won the 24 Hours of Le Mans  
versus **39** with closed cockpits \*.

\*Closed cockpits have been mandatory on prototypes since 2014 for LMP1s and 2017 for LMP2s.





# A CENTURY OF INNOVATION

2022

## 100% RENEWABLE FUEL

The FIA World Endurance Championship, including the 24 Hours of Le Mans, adopted a new renewable fuel: Excellium Racing 100. This biofuel, developed by the ACO's long-standing partner TotalEnergies, is produced entirely in the circular economy. It contains zero petroleum, drawing its energy from the recycling of residual biomass from wine growing. Excellium Racing 100 was supplied to all teams in every round of the 2022 WEC season. It reduces carbon emissions by at least 65% throughout its lifecycle. The 24 Hours of Le Mans and endurance have ventured into a new era by adopting Excellium Racing 100.







# INNOVATION

THE 24 HOURS OF LE MANS  
COMMITTS TO THE FUTURE

MISSIONH24

INTRODUCING HYDROGEN POWERPOWER



# THE 24 HOURS OF LE MANS COMMITTS TO THE FUTURE

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In line with the [CSR strategy](#) announced in June 2021, the ACO presented the carbon footprint of the world's greatest endurance race at the 2022 24 Hours of Le Mans. In 2019, the race generated over 36,000 tonnes of CO<sub>2</sub>. The ACO then identified areas of improvement and set about achieving carbon neutrality by 2030, with the aim of reducing emissions by 30% and developing a 'carbon contribution' programme to reach net zero. The project is known as Race to 2030.

Since 1906, the ACO has built its development on robust commitments and solidarity, with innovation placed firmly at the heart of its concerns. In 2021, the ACO was keen to take its sustainable development strategy to the next level and mapped out its commitments according to three guiding principles.





# THE 24 HOURS OF LE MANS COMMITS TO THE FUTURE



## **ENGAGEMENTS FOR THE PLANET**

The first of these three principles encompasses the commitments introduced to tackle climate change. The ACO adopted a sustainable development approach several decades ago, but we now have a clear mission: to become carbon neutral by cutting CO2 emissions and backing sustainable projects.

**THE HYDROGEN INITIATIVE, A MAJOR GOAL FOR THE ACO, IS THE PRIME ILLUSTRATION OF THIS.**



## **ENGAGEMENTS FOR A RESPONSIBLE ECONOMY**

This second principle is essential when organising events. It covers the full spectrum of sustainable management commitments to ensure our circuits, events and products have a positive impact on the world around us, and compels us to apply exemplary sustainable and rational management standards.

**EVERY ONE OF THE ACO'S ACTIVITIES REAPS THE BENEFITS OF THIS COMMITMENT.**



## **ENGAGEMENTS FOR ALL**

Solidarity and mutual support have always been central to the ACO's development. Such values are fundamental at the 24 Hours of Le Mans and in endurance racing. The third aspect is about promoting a fairer, more inclusive, responsible, and caring society.

**IT REFLECTS ONE OF THE ACO'S MAIN OBJECTIVES: PUTTING PEOPLE FIRST.**



# THE 24 HOURS OF LE MANS COMMITS TO THE FUTURE

As of this year, the 24 Hours of Le Mans field runs on 100% renewable fuel, **Excellium Racing 100**, significantly reducing the race's carbon footprint, with the share from tyres and fuel falling from 2.5% to 1.4% of total emissions. At the same time, manufacturers are working to reduce tyre carbon emissions. Michelin has developed a tyre made from 53% biosourced materials, currently being tested on the H24 hydrogen prototype.

As a driver of sustainable mobility, the ACO has embarked on an ambitious carbon neutrality programme, including projects capable of capturing 25,000 tonnes of CO<sub>2</sub> per annum by 2030.

The ACO's hydrogen strategy is part of our commitment to the energy transition crucial to safeguard the planet. Over the past few years, the founder of the 24 Hours of Le Mans has been promoting hydrogen as a safe, efficient, versatile fuel and a solution for zero emission mobility. Our ACO H2 hub oversees a programme focused on both racing, with the **MissionH24** programme, and road use, encompassing top-level sport, heavy-duty transport and the motor car. Protecting the planet is everyone's business.





# MISSION H24

The 24 Hours of Le Mans Centenary is an opportunity to glance over our shoulder, pay tribute to the legacy of the famous race and continue to be a testing ground for automotive innovation now and in the future. The new Hypercar class already boasts a glittering grid of manufacturers, and the Hydrogen class is just around the corner (scheduled for 2026).

Launched in 2018, MissionH24 is led jointly by the Automobile Club de l'Ouest and GreenGT. The project's objective is to introduce a 24 Hours of Le Mans class for hydrogen-powered zero-carbon prototypes, potential race winners.

MissionH24's race team H24 Racing competes in the Michelin Le Mans Cup, including Road to Le Mans with the electric-hydrogen prototype H24. It is the first time a hydrogen-powered car has ever attained this level in racing.

The H24 currently races in a field of conventional race machines with internal combustion engines. The car has its own refuelling station, designed by TotalEnergies, and has already set a speed record: 290 kph on the Mulsanne Straight. Her only emissions are water vapour!





# MISSION H24

Alongside the racing programme supported by TotalEnergies, Michelin, Symbio, Plastic Omnium, Richard Mille, Essilor and Dietsmann, the Automobile Club de l'Ouest has set up a hydrogen division to contribute to the development of hydrogen in transport more generally. The ACO has built a hydrogen service station at the airfield opposite the club headquarters. Currently used by the city's buses and several refuse vehicles, it will soon be opened to company fleets and private car owners.

At the 2023 race, the ACO will be explaining its H2 strategy, demonstrating the versatility of the technology, with applications for road haulage, maritime transport, rail, air and production vehicles. Aside from transport, hydrogen can supply infrastructure. The club will be proving the potential of hydrogen with games and demonstrations especially aimed at children and young people, and camping areas with a hydrogen-powered electricity supply.

Spectators at the centenary event will be able to witness first hand that the 100-year-old race has lost nothing of its pioneering character. On the contrary. In Le Mans, the impressive performance of the electric-hydrogen prototype is proof that the energy transition is under way. Here and now.





# INTRODUCING HYDROGEN POWER

At our 2022 event, we set up two giant bubbles to introduce hydrogen to the public. This year, to reflect the importance of the topic to the ACO and the 24 Hours of Le Mans, we're installing a whole village where racegoers of all ages can learn about the potential of hydrogen, its various uses – including racing – and the ongoing MissionH24 programme. Over 15 exhibitors and stakeholders will be there to share their knowledge and know-how on the subject.

The H2 Village, located next to the Manufacturers' Village (see map), comprises several focal points.

First, we have MissionH24, Zero-emission endurance, which brings together vehicles and demonstrators of H2 motorsport. Such a gathering of H2 racing programmes has never been staged anywhere before! The LMPH2G (Le Mans Prototype H2 Gas) developed by the MissionH24 programme – an ACO/GreenGT joint venture – will naturally launch this exhibition as it was the genesis of the other H2 programmes presented in Le Mans this June. MissionH24 has a clear objective: to promote hydrogen in racing in the shape of its groundbreaking prototypes (LMPH2G followed by H24) before manufacturers commit to hydrogen in endurance.





# INTRODUCING HYDROGEN POWER

Since MissionH24 was launched in 2018, H24Racing has run two prototypes in the Michelin Le Mans Cup. The H24 competed in four races in 2022, finishing each time. It will be on display in the TotalEnergies hospitality suite in the main village. Meanwhile, in the H2 Village, the LMPH2G will line up alongside four machines, two of which will be unveiled during Le Mans race week.

All eyes will be on the **Alpine Alpenglow**, which already attracted the admiration of visitors to the Paris Motor Show, and a pair of GTs: the **Foerix H2 developed by Solution F** (Groupe GCK) and the **Ligier JS2 RH2 Bosch Engineering** scheduled to be revealed in Le Mans on 8 June. A Toyota "mystery car", to be unveiled during the memorable weekend, completes this first ever H2 line-up.



Manufacturers will be on hand to answer questions from the public and the media on the various hydrogen strategies. On Friday 9 June, the media will be invited to a discussion with spokespersons from the various constructors.

Inside five years, the MissionH24 project supported by TotalEnergies, Michelin, Symbio, Plastic Omnium, Richard Mille, Dietsmann and Essilor has achieved its goal: manufacturers presenting H2 programmes in endurance. Once again, the racetrack has proven to be a formidable testing ground. Zero- or near-zero-emission mobility is a reality when hydrogen is used by a fuel cell or engine.



# INTRODUCING HYDROGEN POWER

The H2 Village will feature a space representing an energy transition maze in which scientists from Le Mans University will conduct an educational experiment. SNCF will present its H2 train programme – a promising development for cutting railway emissions – while the European Commission's French representatives will focus on the need for energy transition and self-sufficiency. A model hydrogen engine (Noepolia) will illustrate the various technologies that can potentially run on hydrogen gas. This initiation will introduce visitors to the science and reveal the new employment opportunities that hydrogen and sustainable technologies can generate in the future. Serious matters can be fun too! Hydrogen-fuelled mini-rockets, hydrogen kit cars to be built, board games and a wheel of fortune will spur racegoers to aim for zero-emission mobility. Plastic Omnium, meanwhile, will reveal how the MissionH24 hydrogen fuel tanks work and EODev will explain how hydrogen is used as a source of electricity for structures or areas of the circuit – especially the glamping site, partly powered by an electro-hydrogen generator. The GreenBox dome is an original, entertaining structure offering an immersive learning experience!

Finally, several examples of hydrogen-powered mobility will be displayed in the H2 Village. These vehicles – saloon cars, utility vehicles and buses – are already on our roads. Watèa, Michelin's sustainable mobility subsidiary, and Toyota are behind this display and may arrange tours if the roads within the circuit are not too congested. The H2 Village is an outstanding platform to demonstrate the potential of hydrogen with a view to zero-carbon mobility, from motorsport to everyday road use.





# INTRODUCING HYDROGEN POWER

## **SURPRISES ON TRACK AND ON STAGE**

This landmark year in the history of the 24 Hours of Le Mans is also a crucial one for the race's future. Do not miss the official conference of the ACO and the 24 Hours of Le Mans on Friday 9 June at the Marie-Marvingt sports stadium where several important announcements will be made on hydrogen.

The following day, outings are scheduled on the legendary 13.6-kilometre racetrack for various H2 sports vehicles – some for the first time on French soil. The LMPH2G, in its new livery, will give a special guest the opportunity to discover zero-emission racing. At 12:20, she will be joined by the Toyota ORC Rookie GR Corolla H2 concept car, driven by a symbol of the firm's commitment, for her maiden appearance in France.

Shortly before the start of this milestone race, the H24 will complete a lap of honour in full view of the packed house. The H24Racing team and driver Stéphane Richelmi will then be at Maison Blanche to answer questions from inquisitive fans.

**Pierre Fillon, ACO president and MissionH24 joint chair:** « Motorsport harnesses passion and reason. Since 2018, through hydrogen, the ACO and the 24 Hours of Le Mans have been playing a part in the energy transition that is so vital in protecting our planet. We are proud of our past and want to be proud of our future too. In 2023, Le Mans has already taken hydrogen on board! »

## **H2 VILLAGE OPENING TIMES:**

**TUESDAY 6 JUNE** : 14:00 - 20:00

**WEDNESDAY 7 JUNE** : 10:00 - 0h00

**THURSDAY 8 JUNE** : 10:00 - 0:00

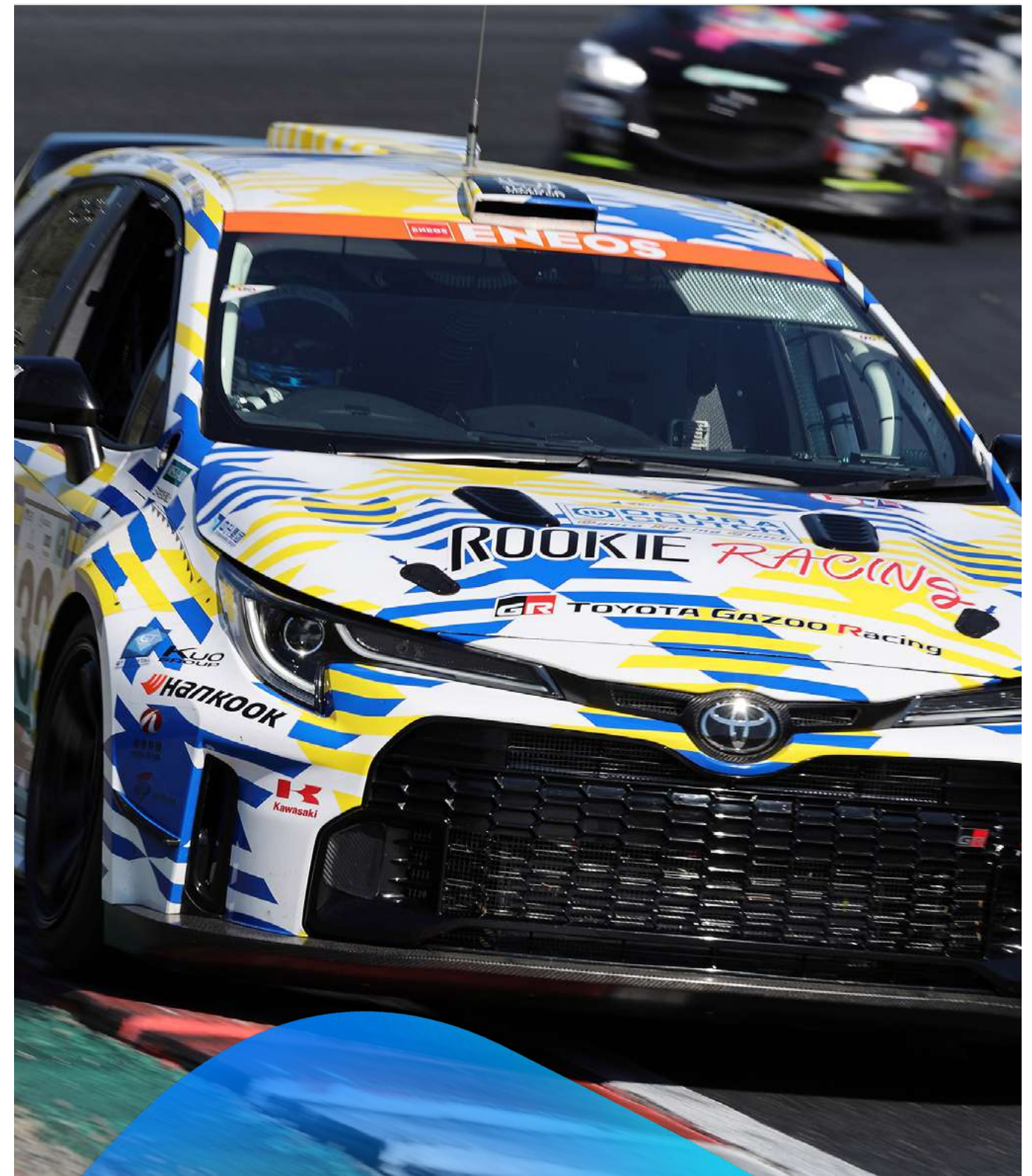
**FRIDAY 9 JUNE** : 10:00 - 21:00

**SATURDAY 10 JUNE** : 9:00 - 0:00

**SUNDAY 11 JUNE** : 9:00 - 17:00

## **HYDROGEN VILLAGE OFFICIAL OPENING**

**WEDNESDAY 7 JUNE** : 16:00







# ANNEXES

24 HOURS OF LE MANS  
FACTS AND FIGURES

OUR PARTNERS

CONTACTS



## 24 HOURS OF LE MANS

# FACTS AND FIGURES

### LEADING MANUFACTURERS

19 wins	Porsche
13 wins	Audi
9 wins	Ferrari
7 wins	Jaguar
6 wins	Bentley
5 wins	Toyota
4 wins	Alfa Romeo
	Ford
3 wins	Matra Simca
	Peugeot
2 wins	Bugatti
	Lorraine-Dietrich
1 wins	Aston Martin,
	BMW
	Chenard & Walcker,
	Delahaye, Lagonda,
	Mazda,
	McLaren,
	Mercedes-Benz,
	Mirage,
	Renault-Alpine,
	Rondeau,
	Sauber Mercedes
	Talbot-Lago

### MOST SUCCESSFUL DRIVERS

9 wins	Tom Kristensen
6 wins	Jacky Ickx
5 wins	Derek Bell
	Frank Biela
	Emanuele Pirro
4 wins	Sébastien Buemi
	Yannick Dalmas
	Olivier Gendebien
	Henri Pescarolo

### MOST STARTS

33 STARTS HENRI PESCAROLO	30 STARTS BOB WOLLEK
29 STARTS YOJIRO TERADA	26 STARTS DEREK BELL
25 STARTS FRANÇOIS MIGAULT EMMANUEL COLLARD	24 STARTS JAN LAMMERS

### LAP RECORD

**3:14.791**

(average speed: 251.882 kph)  
BY **KAMUI KOBAYASHI**  
in 2017



### DISTANCE RECORD

**5,410.713 KM**

(397 laps) at an average speed of 225.228 kph  
by the Audi R15+ TDi  
OF **TIMO BERNHARD, ROMAIN DUMAS AND  
MIKE ROCKENFELLER** IN 2010.



24 HOURS OF LE MANS

# FACTS AND FIGURES

## CLOSEST FINISHES

<b>1966</b>	FORD (Amon/McLaren) – FORD (Miles/Hulme)	<b>20 metres</b>
<b>1969</b>	FORD (Ickx-Oliver) – PORSCHE (Larrousse-Hermann)	<b>120 metres</b>
<b>1933</b>	ALFA ROMEO (Nuvolari-Sommer) – ALFA ROMEO (Chinetti-Varent)	<b>401 metres</b>
<b>2011</b>	AUDI (Fässler-Lotterer-Treluyer) – PEUGEOT (Lamy-Bourdais-Pagenaud)	<b>775 metres (13.854 s)</b>
<b>2004</b>	AUDI (Ara-Capello-Kristensen) – AUDI (Davies-Herbert-Smith)	<b>2,267 km (41.354 s)</b>

## WIDEST WINNING MARGINS

<b>1927</b>	BENTLEY (Benjafield-Davis) – SALMSON (De Victor-Hasley)	<b>349.808 km</b>
<b>1987</b>	PORSCHE (Stuck-Bell-Holbert) – PORSCHE (Yver-de Dryver-Laessig)	<b>349.808 km</b>
<b>1963</b>	FERRARI (Scarfiotti-Bandini) – FERRARI (Beurlys-Langlois)	<b>349.808 km</b>
<b>1981</b>	PORSCHE (Ickx-Bell) – RONDEAU (Haran-Streiff-Schlesser)	<b>349.808 km</b>
<b>1934</b>	ALFA ROMEO (Chinetti-Etancelin) – RILEY (Sébilleau-Delaroche)	<b>349.808 km</b>



# 24 HOURS OF LE MANS

# FACTS AND FIGURES

## DRIVERS

**Mike HAWTHORN** Formula One World Champion in 1958

**24 Hours of Le Mans winner in 1955**

**Graham Hill** Formula One World Champion in 1962 & 1968

**24 Hours of Le Mans winner in 1972**

**Phil HILL** Formula One World Champion in 1961

**24 Hours of Le Mans winner in 1958, 1961 & 1962**

**Jochen RINDT** Formula One World Champion in 1970

**24 Hours of Le Mans winner in 1965**

**Fernando ALONSO** Formula One World Champion in 2005 & 2006

**24 Hours of Le Mans winner in 2018 & 2019**

## DRIVERS ACHIEVING THE 24 HOURS OF LE MANS/INDIANAPOLIS 500 DOUBLE

**Graham HILL** Indianapolis 500 winner in 1966

**24 Hours of Le Mans winner in 1972**

**Anthony Joseph Foyt** Indianapolis 500 winner in 1961, 1964, 1967 & 1977

**24 Hours of Le Mans winner in 1967**

## DRIVERS ACHIEVING THE TRIPLE CROWN (24 HOURS OF LE MANS/F1 WORLD CHAMPIONSHIP/INDIANAPOLIS 500)

**Graham HILL**

Formula One World Champion in 1962 & 1968

Indianapolis 500 winner in 1966

24 Hours of Le Mans winner in 1972



# 24 HOURS OF LE MANS

# FACTS AND FIGURES

## TECHNICAL STATS

### FIRST WINS

FRONT-ENGINE CAR	1923	Chenard & Walcker
CAR WITH A MID-MOUNTED ENGINE	1963	Ferrari
REAR-ENGINE CAR	1979	Porsche
DIESEL ENGINE: V6	2011	Audi
DIESEL ENGINE: V10	2010	Audi
DIESEL ENGINE: V12	2006	Audi
ROTARY ENGINE	1991	Mazda
GAS TURBINE ENGINE	1931	Alfa Romeo
TURBOCHARGED ENGINE	1976	Porsche
HYBRID ENGINE (DIESEL)	2012	Audi

### OPEN VS. CLOSED COCKPITS

OPEN COCKPITS (OR CONVERTIBLES)	51 wins
CLOSED COCKPITS*	39 wins

\*Closed cockpits have been mandatory on LMP1 cars, and now Hypercars, since 2014.

### 251.882 kph

The fastest average lap speed in Le Mans history (highest average regardless of circuit length and context – practice session or race). The previous record of 251.815 kph was achieved by Hans-Joachim Stuck in 1985 at the wheel of a Porsche 962 during qualifying (3:14.80 on the 13.626-km circuit). It was beaten in 2017 by Kamui Kobayashi with 3:14.791 in his Toyota TS050-Hybrid, again during qualifying, setting the record at 251.882 kph.

N.B. if we only take the stopwatch into account, the fastest lap was completed by Jackie Oliver in a Porsche 917 with a time of 3:13.6 at an average of 250.457 kph during preliminary tests in 1971, on the 13.469-km circuit.

### 248.628 kph

The average speed of the fastest race lap in the history of the 24 Hours of Le Mans (regardless of circuit length). This record belonged to Jackie Oliver (Porsche 917LH) with 244.387 kph in 1971, and was only beaten 37 years later by Stephane Sarrazin (Peugeot 908 HDi-FAP) with 246.068 kph in 2008, and then by Loic Duval (Peugeot 908 HDi-FAP) in 2010, when he set a new record of 246.463 kph with a lap time of 3:19.074. In 2015, André Lotterer in an Audi R18 e-tron quattro clocked 3:17.475 to set a new mark of 248.458 kph. Lotterer's record stood for four years until Mike Conway in a Toyota TS050-Hybrid eclipsed it in on just his fourth lap in 2019, going round in 3:17.297, an average of 248.628 kph.





**MAJOR PARTNER**



**PREMIUM PARTNERS**



**OFFICIAL PARTNERS**



**OFFICIAL SUPPLIERS**







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