Le Mans Classic
YOUR ESSENTIAL GUIDE 2018
Welcome to Le Mans Classic 2018

Travel Destinations is the UK’s leading tour operator for the Le Mans Classic & the Le Mans 24 hours race. We are committed to providing you, our highly valued customers, with the very best customer service and peace of mind with the government backed financial security for your booking through our membership of ABTA, ATOL & AITO.

This year, as well as our popular “Essential Guide”, we are pleased to offer all customers our circuit assistance helpline (You will find this enclosed in your travel pack). This phone number will be available for anyone requiring assistance as they arrive at the circuit.

Elsewhere in this guide are lots of tips, maps and other information that we think you may find useful. Whether you are a Le Mans veteran or visiting for the first time, we have included updated information for you including everything from directions to the circuit, who is racing & when; to where to watch the best of the action.

2018 sees the 9th running of the Le Mans Classic and it promises to be the biggest yet. The first event in 2002 was watched by 30,000 spectators. This year 150,000+ motoring enthusiasts are expected to visit the circuit over the Le Mans Classic weekend. Car clubs have always played a key role in the Le Mans Classic. The inside of the “Bugatti Circuit” is turned in to a giant car club car park for the duration of the event, forming the largest classic car display in Europe.

Although campsites at the circuit open Thursday afternoon, the event itself opens its doors at 9am on Friday. Practice takes place on the circuit on Friday afternoon & in to the night. The pre-grid preparations for the first race begins on Saturday at 15:30hrs with the actual racing starting at 16:00hrs. The races then continue through to 16:00hrs on Sunday.

A full race schedule is available on page 36. A list of competitors divided into the racing grids is also available from page 23-28.

For Le Mans Classic 2018, we have 4 different on-circuit accommodation areas exclusive to Travel Destinations customers; camping at Hunaudieres and Porsche Curves, Event Tents at Beausejour and our Flexotel Village at Antares Sud.

Details of each of these products will be included separately in your travel packs. Our staff will be available at all the various locations to assist with check-in and help throughout the weekend.

All the Travel Destinations team wish you a safe and pleasant journey and hope that you have a great time at Le Mans Classic 2018.

From all the team at Travel Destinations

www.lemansrace.com
www.traveldestinations.co.uk
GET THE GENTLEMAN DRIVER STYLE

Special Offer
Le Mans Classic 2018

-15%* in our official stores from 6th July to 8th July 2018

*This special offer can not be combined with others promotions, valid on presentation of this voucher in the Le Mans 24 Hours official stores, from 6th to 8th of July 2018 included. Out of editions, miniature models and Porsche’s collection.
Below we have listed an ‘equipment check-list’ to try and help you remember those essential items to make your trip to Le Mans Classic as enjoyable and comfortable as possible. In addition, please take an open mind, a good sense of humour and a relaxed attitude to all that goes on around you! www.lemansrace.com

Important Items:

- Passport
- Channel crossing tickets
- General enclosure race tickets, paddock pass and grandstand access (one per person)
- Camping permit
- Car parking pass (only if you’re not camping on-circuit)
- Driving licence and vehicle registration documents
- Vehicle/personal travel insurance and EHIC card
- Map (Michelin S13 map of Normandy is useful)
- Mobile phone and car charger
- Camera and batteries/charger
- Rucksack to carry your daily requirements around with you
- Spare set of car keys
- Jump leads
- Breathalyser kit
- Breakdown cover
- High visibility vest
- Warning triangle
- Headlight deflectors
- Spare bulbs
- Camera and batteries/charger
- Rucksack to carry your daily requirements around with you
- Spare set of car keys
- Jump leads
- Breathalyser kit
- Breakdown cover
- High visibility vest
- Warning triangle
- Headlight deflectors
- Spare bulbs

Camping items:

- Tent
- Sleeping bag
- Airbed or sleeping mat
- Car plug/defenders
- Mallet and tent pegs (take spares)
- Appropriate clothing (it does rain sometimes and can also get very hot – be prepared for all weathers)
- Folding chairs and a table
- Torch
- Sunscreen and hat
- Towel and wash bag
- Mallet and tent pegs (take spares)
- Appropriate clothing (it does rain sometimes and can also get very hot – be prepared for all weathers)
- Folding chairs and a table
- Torch
- Sunscreen and hat
- Towel and wash bag
- First Aid kit
- Cooking equipment and matches
- Bottle opener and corkscrew
- Eating utensils and water carrier
- Food and drink
- First Aid kit
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- Food and drink

Before you leave home and driving in France

A little time spent planning your visit to Le Mans before you leave the UK will help make your journey to and from the circuit a really enjoyable part of your Le Mans Classic experience. We have suggested some routes from the most common Channel ports in the following pages, but a map of Normandy (Michelin S13) will also be useful.

Apart from the obvious thing of driving on the right, driving in France is little different from driving in the UK. In fact, the reduced traffic on many roads can make driving in France a lot more pleasurable. As with all substantial road journeys it is wise to check your vehicle before you leave. Oil, water, tyres and lights should all be checked before you leave home.

As well as all your car documents there are a few obligatory items required by French law to be carried in the car:

- High visibility vest - one per passenger
- Warning triangle - should you break down
- Headlights deflectors - once across the Channel
- Spare light bulbs should also be carried
- Breathalyser/alcohol test (as of January 2013 the French government announced that the introduction of an €1 fine for not carrying one has been postponed indefinitely, however, law still states that drivers of motor vehicles and motorcyclist must have an alcohol ready for use in their vehicle even though no penalty will be imposed if they cannot present one during a police road check)

It is very important that you observe the speed limits in France. The Gendarmes (police) will be out in force across Le Mans Classic weekend and on the spot fines will be issued for all traffic offences. Please be aware it is against the law to carry, transport or use radar detection devices in your car. Failure to comply could result in hefty (€1,500) on the spot fines and potential confiscation of the device and/or car!
### Routes to the circuit from the Channel ports

On the following pages we have provided broad outlines of the quickest and easiest routes from the most common French ports to the circuit at Le Mans, which we hope you will find helpful. Also listed is the approximate cost in Euros of the road tolls and the journey times. Please note we still recommend that you take a good map with you!

If you have a Satellite Navigation system, please keep in mind that French postcodes represent an area rather than a specific address. You will either need the GPS co-ordinates or select a specific destination within your system. We recommend that you input GPS co-ordinates or select a specific destination within your system.

If you cannot input GPS co-ordinates into your system, we recommend that you take a good map with you!

You are now approaching Le Mans
- Continue on A11 Motorway before leaving at the 1st exit signposted to Tours (A28).
- Join the A28 in the direction of Tours.
- Exit the A28 at junction 23, signposted to Le Mans Centre, Orleans, and Tours.
- Continue through the Peage/toll booths (price will depend on which route you have taken).
- At the roundabout take the 4th exit and join the N23 in the direction of Tours, Angers and Laval.

You are now approaching the circuit
- Stay on the N23 and take the exit towards Le Mans-Pontlieue – signposted Circuit Des 24 Heures.
- At the roundabout, take the 3rd exit and follow signs for Tours/Chartres/Orléans.
- Take the immediate 1st exit after about 200 metres.
- At the traffic lights turn right (the main entrance is in front of you).
- The grandstands are now on your left hand side.
- From the ferry terminal take the D914 then D514 for 7km.
- Close to Benouville, continue along the D514 towards Ranville.
- Join the D515.
- Take the Perpignan Est exit towards A10 (Alençon).
- Merge onto N184.
- Take exit 13 Porte d'Espagne towards Alençon, Le Mans, Falaise and turn right onto the N158 for 80km.
- Join the A88 to Le Mans.
- At the end of the A88, join the A28 towards Le Mans (120km).
- At the end of the A28 Motorway follow signs to Paris & Tours, joining the A11 Motorway.
- > Follow the instructions in the box.

You are now approaching Caen
- From the ferry terminal take the exit towards Le Mans-Pontlieue - signposted Circuit Des 24 Heures.
- At the roundabout, take the 3rd exit and follow signs for Tours/Chartres/Orléans.
- Take the immediate 1st exit after about 200 metres.
- At the traffic lights turn right (the main entrance is in front of you).
- The grandstands are now on your left hand side.

You are now approaching Cherbourg
- From the ferry terminal take the exit road N132 which merges into the N113 for 120km towards Caen.
- Join the N814, Peripherique-Sud, for 12km.
- Exit junction 13 from N814, and turn right onto the N158 for 80km.
- Join the A88 to Le Mans.
- At the end of the A88, join the A28 towards Le Mans (120km).
- At the end of the A28 Motorway follow signs to Paris & Tours, joining the A11 Motorway.
- > Follow the instructions in the box.

**FROM CALAIS FERRY TERMINAL / EUROTUNNEL TERMINAL**
- From the ferry terminal take the exit towards the A6/E402.
- Join A16/E402 for 10 km (signposted for Boulogne and Rouen).
- As you approach Abbeville exit at junction 23 from A16 onto A28/E402 for 100 km (Le Treport, Rouen, Le Havre).
- As you approach Rouen the road number changes from the A28 to N28.
- Continue through Rouen following signs for Le Mans or Caen.
- Stay on the N28 going through the Tunnel de la Grand Mare.
- Continue, on the main road N28/N338/ A13/E44 until you find signs again for the E402.
- As you approach Bourg-Ardac take the new junction from A13 onto A28/E402 for 180 km.
- At the end of the A28 Motorway follow signs to Paris & Tours, joining the A11 Motorway.
- > Follow the instructions in the box.

**FROM DIEPPE FERRY TERMINAL**
- From the ferry terminal take the exit road for approx 8km.
- Turn left joining the D915 for 100 km (Le Treport, Rouen, Le Havre).
- At the roundabout take the A28/E402.
- As you approach Abbeville exit at junction 23 from A16 onto A28/E402 for 100 km (Le Treport, Rouen, Le Havre).
- As you approach Rouen the road number changes from the A28 to N28.
- Continue through Rouen following signs for Le Mans or Caen.
- Stay on the N28 going through the Tunnel de la Grand Mare.
- Continue, on the main road N28/N338/ A13/E44 until you find signs again for the E402.
- As you approach Bourg-Ardac take the new junction from A13 onto A28/E402 for 180 km.
- Turn left joining the A28/E402.
- At the end of the A28 Motorway follow signs to Paris & Tours, joining the A11 Motorway.
- > Follow the instructions in the box.

**FROM LE HAVRE FERRY TERMINAL**
- From the ferry terminal take the N15 for 7km.
- Turn onto the A31/E605 for 18 km.
- Leave the A31/E605 and turn onto the N1182 to cross the River Seine.
- Join the A131/E605 for 14 km.
- Join the A13/E605/E46 for 14 km.
- Leave the A13 at junction 25 joining the A28/E402 for 170 km.
- At the end of the A28 Motorway follow signs to Paris and Tours, joining the A11 Motorway.
- > Follow the instructions in the box.

**FROM CAEN FERRY TERMINAL**
- Stay on the N23 and take the exit towards Le Mans-Pontlieue - signposted Circuit Des 24 Heures.
- At the roundabout, take the 3rd exit and follow signs for Tours/Chartres/Orléans.
- Take the immediate 1st exit after about 200 metres.
- At the traffic lights turn right (the main entrance is in front of you).
- The grandstands are now on your left hand side.
- From the ferry terminal take the D94 then D514 for 7km.
- Close to Benouville, continue along the D514 towards Ranville.
- Join the D515.
- Take the Perpignan Est exit towards A10 (Alençon).
- Merge onto N184.
- Take exit 13 Porte d’Espagne towards Alençon, Le Mans, Falaise and turn right onto the N158 for 80km.
- Join the A88 to Le Mans.
- At the end of the A88, join the A28 towards Le Mans (120km).
- At the end of the A28 Motorway follow signs to Paris & Tours, joining the A11 Motorway.
- > Follow the instructions in the box.

**FROM CHERBOURG FERRY TERMINAL**
- Leaving the Ferry Terminal.
- From the ferry terminal take the exit road N132 which merges into the N113 for 120km towards Caen.
- Join the N814, Peripherique-Sud, for 12km.
- Exit junction 13 from N814, and turn right onto the N158 for 80km.
- Join the A88 to Le Mans.
- At the end of the A88, join the A28 towards Le Mans (120km).
- At the end of the A28 Motorway follow signs to Paris & Tours, joining the A11 Motorway.
- > Follow the instructions in the box.

**FROM ROUEN**
- Join the A28 in the direction of Tours.
- Exit the A28 at junction 23, signposted to Le Mans Centre, Orleans, and Tours.
- Continue through the Peage/toll booths (price will depend on which route you have taken).
- At the roundabout take the 4th exit and join the N23 in the direction of Tours, Angers and Laval.

<table>
<thead>
<tr>
<th>Ferry Port</th>
<th>Total Distance km (m)</th>
<th>Road Tolls</th>
<th>Driving Times</th>
</tr>
</thead>
<tbody>
<tr>
<td>Calais</td>
<td>440 (274)</td>
<td>€36.20</td>
<td>4.5hrs</td>
</tr>
<tr>
<td>Dieppe</td>
<td>287 (178)</td>
<td>€28.00</td>
<td>3.5hrs</td>
</tr>
<tr>
<td>Le Havre</td>
<td>257 (157)</td>
<td>€25.00</td>
<td>2.5hrs</td>
</tr>
<tr>
<td>Caen</td>
<td>190 (118)</td>
<td>€16.10</td>
<td>2.5hrs</td>
</tr>
<tr>
<td>Cherbourg</td>
<td>300 (186)</td>
<td>€16.10</td>
<td>3.5hrs</td>
</tr>
<tr>
<td>Saint Malo</td>
<td>237 (147)</td>
<td>€11.30</td>
<td>2.5hrs</td>
</tr>
<tr>
<td>Roscoff</td>
<td>380 (235)</td>
<td>€11.30</td>
<td>4.5hrs</td>
</tr>
<tr>
<td>Zeebrugge</td>
<td>550 (345)</td>
<td>€35.20</td>
<td>5.5hrs</td>
</tr>
</tbody>
</table>

*Note: The above times are approximate and may vary depending on traffic conditions. Use your GPS or maps for the most accurate guidance.*
FROM SAINT MALO FERRY TERMINAL
- From the ferry terminal take the DS8 for 24km.
- Approaching Morlaix turn left onto the N1/350 for 185km towards Rennes.
- Approaching Rennes turn left onto the N136.
- Exit junction 1 from N136 and turn left onto the N157 for 40km towards Le Mans.
- West of Laval join the A81/E50 for 95km towards Le Mans.
You are now approaching Le Mans.
- Approaching Le Mans, exit from A81/E50 onto A1/E50 towards Le Mans Ouest
- Exit junction 9 from A1/E50 onto N226.
You are now approaching the circuit.
- Take N23 (in effect a continuation of the N226).
- Stay on the N23 and go past the Aerodrome on your right hand side.
- Remain on the N23 and after the exit for Le Mans-Pontlieue take the immediate 1st exit.
- After about 200 metres – signposted Circuit Des 24 Heures.
- At the traffic lights (the main entrance is in front of you) turn right.
- The grandstands are now on your left hand side.

FROM ROSCOFF FERRY TERMINAL
- From the ferry terminal take the D58 for 24km.
- Approaching Morlaix turn left onto the N1/350 for 185km towards Rennes.
- Approaching Rennes turn left onto the N136.
- Exit junction 1 from N136 and turn left onto the N157 for 40km towards Le Mans.
- West of Laval join the A81/E50 for 95km towards Le Mans.
You are now approaching Le Mans.
- Approaching Le Mans, exit from A81/E50 onto A1/E50 towards Le Mans Ouest
- Exit junction 9 from A1/E50 onto N226.
You are now approaching the circuit.
- Take N23 (in effect a continuation of the N226).
- Stay on the N23 and go past the Aerodrome on your right hand side.
- Remain on the N23 and after the exit for Le Mans-Pontlieue take the immediate 1st exit.
- After about 200 metres – signposted Circuit Des 24 Heures.
- At the traffic lights (the main entrance is in front of you) turn right.
- The grandstands are now on your left hand side.

FROM ZEEBRUGGE FERRY TERMINAL
- From the ferry terminal take the N31 towards Brugge.
- After about 18km bear right onto the N397.
- Exit N397 and join the E40 Oostende/Calais/Veurne.
- Join A16 towards Calais/Veurne for about 110km.
- Join A16/E402 for 110km (signposted for Boulogne and Rouen).
- As you approach Abbeville exit at junction 23 from A16 onto A28/E402 for 100km (Le Treport, Rouen, Le Havre).
- As you approach Rouen the road number changes from the A28 to A22.
- Continue through Rouen following signs for Le Mans or Caen.
- Stay on the N28 going through the Tunnel de la Grand Mare.
- Continue, on the main road N28/N338/A13/E46 until you find signs again for the E402.
- As you approach Bourg-Achard take the new junction from A13 onto A28/E402 for 180km.
- At the end of the A28 Motorway follow signs to Paris & Tours, joining the A11 Motorway.
You are now approaching Le Mans.
- Continue on A11 Motorway before leaving at the 1st exit signposted to Tours (A38).
- Join the A28 in the direction of Tours.
- Exit the A28 at junction 23, signposted to Le Mans Centre, Orleans and Tours.
- Continue through the Peage/toll booths (price will depend on which route you have taken).
- At the roundabout take the 4th exit and join the N23 in the direction of Tours, Angers and Laval.
You are now approaching the circuit.
- Stay on the N23 and take the exit towards Le Mans-Pontlieue – signposted for the circuit.
- As you approach Abbeville exit at junction 23 from A16 onto A28/E402 for 100km (Le Treport, Rouen, Le Havre).
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- At the end of the A28 Motorway follow signs to Paris & Tours, joining the A11 Motorway.
We are pleased to be able to offer an exclusive car park (permit required) within the Bugatti circuit to our guests arriving in classic and sports cars. The car park is located in the Parking Vert area indicated on the map below. All classic car parking will be signposted during the event.

As a point of directional reference, the entrance to Parking Vert and the Bugatti Circuit is off the traffic island close to the MM Arena. Take the exit off the traffic island that has a dead end sign post, the entrance Parking Vert and the Bugatti Circuit is approximately 50 metres along this road.

At the entry point ensure that you have your car parking pass ready or affixed to your windscreen. This will need to be scanned by the event staff. They will also need to scan your general entry passes at this point, so please have these ready too. Having cleared this point, you will drive down a gravel track alongside the Bugatti circuit. At the point where you meet the circuit turn right, this will lead you down to a 180 degree corner having rounded this head up the straight to a 180 degree right hand corner. The Travel Destinations parking area is found here on the right.

**TRACK PARADE LAPS**

Those customers that have purchased track laps will be able to complete two laps of the full circuit on Friday or Saturday. Your track time is allocated for either Session 2 (série 2 - 09:35hrs on Friday) or Session 6 (série 6 - 08:30hrs on Saturday). Please ensure that you are assembled in the Travel Destinations car park at Parking Vert at least 30 minutes prior to your session. A Le Mans Classic official (on a scooter) will collect all cars and escort you via the Bugatti circuit on to the main track. You will also return to the car park on completion of your laps.

Please note that if you miss your allotted time, it will not be possible to transfer or refund missed laps.

Enclosed in your pack is the ‘Briefing: Tours de Piste Clubs / Track Laps’ indemnity form. Please read and sign the form and give to the Travel Destinations representative who’ll be at the clubs parking area, before completing your laps.

It is also very important to note that helmets are mandatory for the parade laps in 2018.

**Allow Plenty of time**

It’s very important to allow plenty of time to find Parking Vert and Bugatti Circuit. If you are travelling into the circuit from off circuit accommodation at peak times, it is advisable to allow at least an hour to access Parking Vert and the Bugatti Circuit due to volume of traffic trying to access the circuit.

**The paddock**

The paddock is always one of the highlights of the Le Mans Classic. This is where you will be able to get up close to all the competing cars and perhaps speak with the drivers and pit crew as they prepare and recover from racing. The paddock is divided into the six different grids, so there is always something coming and going throughout the 24 Hours.

A “smart/casual” dress code is recommended for access to the paddock.

**MM Arena & car parks**

- **Tram Stop**
- **East Entrance**
- **Village Area**
- **Main Entrance + Museum**
- **Dunlop Bridge**
- **Historic Paddock**
- **Entrance to Parking Vert (Green)**

**Vintage bus tour**

Watch out for the Vintage buses on your laps.

**A “smart/casual” dress code is recommended for access to the paddock.**
We share lots of information, offers and news via our social media channels. To stay in touch do like and follow us here:

**FACEBOOK**
www.facebook.com/TravelDestinationsLtd

We share information about Le Mans and other events first on our Facebook page. Like our page to see photos & read more on the Le Mans 24 Hours, Le Mans Classic, Spa Classic & Nurburgring 24 Hours.

**INSTAGRAM**
@traveldestinations.co.uk

The place for all our prettiest pics! Keep an eye on the feed to see the best from all the tours and events we attend.

**TWITTER**
www.twitter.com/lemansrace
www.twitter.com/TravelDest

If you are on Twitter then be sure to follow both our twitter accounts to keep up to date with breaking news, race commentary & team reports throughout the year.

- @lemansrace
  This Twitter account posts everything about Le Mans including race updates throughout the 24 Hours. We also tweet about the other FIAWEC rounds and ticket availability etc. We already have 1000s of followers, so why not join in?

- @TravelDest
  This Twitter account posts views and comment from all of our events throughout the year. Follow this account for photos & views from the Nurburgring, Spa & Angouleme as well as our car club tours around Europe.

**TRAVELLING BY TRAM**
The tram is the best way to travel in and out of the circuit it runs from 05.30hrs to 01.00hrs and takes around 20 minutes to Le Mans city centre (Republique).

The best places to catch the tram is from either Antres Sud or Guetteloup (close to Tertre Rouge) the cost is €1.50 per journey.
Useful local information

You never know what you need until you don't have it! Hopefully some of the information below will be of use during your visit to Le Mans.

LOCAL TAXIS
- Radio Taxi Le Mans: +33 (0) 2 43 24 92 92
- Taxi Station Gare: +33 (0) 2 43 24 99 99
- Le Mans Taxi Radio: +33 (0) 2 43 82 07 07

TRAMS
The nearest stations that go to the centre of Le Mans are either Antares or Guetteloupe, located close to Tertre Rouge corner.

BUS SERVICE
A bus service from the circuit to the town centre runs during the race weekend. From Saturday 08:30hrs to Sunday 18:30hrs there is a continuous bus service every 10-15 minutes. Tickets are available on the bus.

WHilst there are many eating and drinking options at the circuit, at some point you may want a change of scenery and some different cuisines. With the ultra-efficient tram service from the track to the city centre, getting to the best bars and restaurants the city has to offer has never been easier.

After many visits to Le Mans both during and outside of the events we have found a few favourite ‘haunts’ of our own - some have not been quite what we expected so we are only listing the most reputable!!

CITY CENTRE BARS & RESTAURANTS:
- Le Stan: A jazz bar/lounge that opens till late, in the city centre. 2 Place de l’Eperon.
- L’Endroit: A small, chic bar with great music and a chilled atmosphere, in the city centre. 42 Rue des Ponts Neufs.
- Taj Mahal: The best Indian restaurant in town, in the city centre, just off the Place de la République. 20 Rue du Comte, Tel 02 43 24 54 87
- Le Grenier a Sel: A gastronomic restaurant in the city centre opposite Le Stan jazz bar. 26 Place de l’Eperon, Tel 02 43 23 26 30
- Pizza Mao: An excellent Italian restaurant located in the city centre opposite L’Endroit bar (they will even bring pizza to L’Endroit if you can’t tear yourself away from the bar). 45 Rue des Ponts Neufs
- Le Chamade Restaurant: Traditional French cuisine located in the old town. 9 Rue Donnez 72000, Le Vieux Mans, Tel 02 43 28 2 99
- La Villa: Stylish French restaurant in the Place de la République, Tel 02 43 52 88 75
- Le Nez Rouge: For a gastronomic experience in the Pataugeaud/older town adjacent to the Cathedral, then head here. Booking advised. 107 Grande Rue, 72000 Le Mans Tel: 02 43 24 27 26

OUT OF TOWN RESTAURANTS:
- Café du Terre Rouge: A famous trackside bar located on the outside of the circuit at the corner of Tertre Rouge and beginning of the Mulsanne straight, Route de Tour.
- Auberge des Hunaudieres: A famous trackside family owned restaurant located directly on the Mulsanne straight serving regional and French cuisine. Although during the race this isn’t the easiest place to get to we highly recommend it and reservations are advisable. Route de Tour 72230, Tel: 02 43 84 98 14
- Restaurant du Midi: A local restaurant located close to Chateau d’Eporce serving excellent local cuisine; lunch can be recommended. Domfront-en-Champagne 72240, Tel 02 43 205 603
- Restaurant la Grange: A traditional family run French brasserie, serving excellent French classics located just on the outskirts of Arnage village. 240 Route Nationale, 72230 Arnage, Tel 02 43 21 11 93
- Auberge des Matfeux: For a gastronomic experience on the outskirts of Arnage, this is definitely the place. You will need to book. You will also need to be prepared for the prices, worth the money though. 289 avenue Nationale 72230 Arnage Tel 02 43 21 10 71
- Le Pont Rouge: Don’t be put off by the location! This delightful restaurant is situated next to a rubbish tip. The good humoured Maître D proposes a simple menu but the food and wine is extremely good. Chemin des Perrays, 72100, Le Mans Tel 02 43 85 05 87
The circuit and campsites

1. Travel Destinations campsite at Hunaudières
2. Bleu Nord (camping)
3. Maison Blanche (camping)
4. Beausejour (camping)
5. Travel Destinations Flexotel Village
6. Travel Destinations Car Park & Parade Laps
7. Travel Destinations campsite at Porsche Curves
8. Travel Destinations Ticket Collection
9. Epinettes (camping)
10. Travel Destinations Event Tents
Where to watch

Even if you have a grandstand seat for the weekend we always recommend that you move around and view the racing from different areas around the circuit. This will enable you to get some great photos and experience the racing at its best. Below is a guide to some of the best viewing points around the circuit (clockwise from the start line)

**THE START/FINISH STRAIGHT:**
Although this area is dominated by the grandstands, if you don’t have a seat it is still possible to view the race from the concrete steps in front of the stands. The steps act as a stand ticket then the best views are adjacent to the left of the track or on the opposite side at the back. Always a favourite for photographers as the cars arrive for the trophy presentations. If you only get to one corner of the circuit this area to be very crowded both for the race and the chequered flag. Once the race has finished there is access on to the circuit here for the trophy presentations.

**THE DUNLOP BRIDGE:**
Always a favourite for photographers as the Esses here usually provides some good race action, particularly at night. It is also very interesting to see the acceleration of all the different cars off the start line:

- **ARNAGE CORNER:**
  - If you only get to one corner of the circuit then make sure it is here, as the 90 degree right hander almost guarantees action. There is a short walk to a new viewing bank at Indianapolis. Much like the Mulshane corner there is now a charge for parking, so it is worth using the free bus transfer from the main entrance or from the Porsche Curves roundabout.

**PORSCHE CURVES:**
Always referred to as the drivers’ favourite part of the circuit due to the speed and accuracy required to negotiate the Porsche Curves. The public viewing area inside the Curves is accessed through the Beaujoire campsite, it gives excellent views of the sweeping curves.

**FORD CHICANE:**
Close up views are possible from this complex as the cars accelerate towards the Start/Finish Straight. If you don’t have a stand ticket then the best views are obtained either from in front of the stand or from the grass banking near the Maison Blanche campiste.

**TERTRE ROUGE:**
At the bottom of the straight the braking zone at the Mulshane Corner never fails to provide some great race action, particularly at night. It is also very interesting to see the acceleration of all the different cars off the slowest corner on the corner on the track. The section between Mulshane and Indianapolis is the fastest on the circuit. Expect to pay for parking here now or, alternatively catch the free bus from either the main entrance or from the Porsche Curves roundabout.

**ARNAUGE CORNER:**
If you only get to one corner of the circuit then make sure it is here, as the 90 degree right hander almost guarantees action. There is a short walk to a new viewing bank at Indianapolis. Much like the Mulshane corner there is now a charge for parking, so it is worth using the free bus transfer from the main entrance or from the Porsche Curves roundabout.

**PLATEAU I / GRID I (1923 – 1939)**
A throwback to the first Le Mans where Bentley battled Lagonda, Bugatti fought Alfa Romeo & Talbot were against Aston Martin. Make sure you are on the start finish straight to watch the traditional ears of corn start where the drivers literally leap into their cars. They have no belts to worry about so assuming the car fires first time then they all roar off together. The ones to watch are the Talbot 105’s which are really fast. Three of the Four Talbot 105 team cars are all entered in their distinctive light green.

**Teams & Cars Entry List**

<table>
<thead>
<tr>
<th>Name</th>
<th>Team</th>
<th>Model</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alcock / Kidston</td>
<td>ERA (Pre-War)</td>
<td>1.5 Liters Speed</td>
</tr>
<tr>
<td>Bennett / Brown</td>
<td>ERA (Pre-War)</td>
<td>1.5 Liters Speed</td>
</tr>
<tr>
<td>Birkin / Birkin</td>
<td>ERA (Pre-War)</td>
<td>1.5 Liters Speed</td>
</tr>
<tr>
<td>Birkin / Birkin</td>
<td>ERA (Pre-War)</td>
<td>1.5 Liters Speed</td>
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<tr>
<td>Birkin / Birkin</td>
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<tr>
<td>Birkin / Birkin</td>
<td>ERA (Pre-War)</td>
<td>1.5 Liters Speed</td>
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<tr>
<td>Birkin / Birkin</td>
<td>ERA (Pre-War)</td>
<td>1.5 Liters Speed</td>
</tr>
</tbody>
</table>
This grid marks the post war era when technology improved with more advanced engines as well as more attention being paid to aerodynamics. Step forward the Jaguar D-Type, such an iconic sports car, it's slippery shape is so identifiable with Le Mans. The D-Type of 1955 - notably the Ferrari 250 GT Breadvan, a one off based on a 250 GTB's & Maserati Birdcage's. There are some real rarities too - achingly beautiful Maserati 250S and the very fast Fraser Nash 250SL. That winning car will be raced by it's owner Nigel Webb this year. Watch out also for the very quick Martin Stretton.

**PLATEAU 3 / GRID 3 (1957 – 1961)**

<table>
<thead>
<tr>
<th>Driver</th>
<th>Manufacturer</th>
<th>Model</th>
</tr>
</thead>
<tbody>
<tr>
<td>KUNIE / MORI / MAKINO</td>
<td>JAP</td>
<td>FERRARI 250 GT Berlinetta 1958</td>
</tr>
<tr>
<td>PIETRAK / KLAES / DEUTSCH-BONNET HBR</td>
<td>CHE</td>
<td>ALFA ROMEO Giulietta 8C 1957</td>
</tr>
<tr>
<td>MONTIGNET / VITTO / LOTUS 18</td>
<td>CHE</td>
<td>JAGUAR Type E 3,8L 1960</td>
</tr>
<tr>
<td>SUGIYAMA / KOJIMA / JPN</td>
<td>JPN</td>
<td>LOTUS Elite S2 1960</td>
</tr>
<tr>
<td>HELLO / DUBRANA / TRIUMPH TR4</td>
<td>CHE</td>
<td>LOTUS 7 1960</td>
</tr>
<tr>
<td>HUBER / WURDEMANN / PORSCHE 718 - RS60 1960</td>
<td></td>
<td></td>
</tr>
<tr>
<td>VINCENT / STUART / CHE</td>
<td>CHE</td>
<td>PORSCHE 718 - RS61 1961</td>
</tr>
<tr>
<td>RUSSO / FRANKLIN / FRA</td>
<td>FRA</td>
<td>PORSCHE 356 A Speedster 1957</td>
</tr>
<tr>
<td>ARNAIZ / PASSE / GBR</td>
<td>GBR</td>
<td>PORSCHE 356 Pre A 1955</td>
</tr>
<tr>
<td>LUCAS / SAVAGE / CHE</td>
<td>CHE</td>
<td>PORSCHE 356 Speedster 1954</td>
</tr>
<tr>
<td>THOMAS / WALE / DEUTSCH-BONNET HBR</td>
<td>DEU</td>
<td>PORSCHE 550 Spyder 1955</td>
</tr>
<tr>
<td>BUTLER / COUMOUN / AUSTIN HEALEY 3000 Mk 1</td>
<td>USA</td>
<td>PORSCHE 356 Speedster 1955</td>
</tr>
<tr>
<td>BURTON / NGO / AUSTIN HEALEY 100/4</td>
<td>USA</td>
<td>PORSCHE 356 Speedster 1955</td>
</tr>
<tr>
<td>STANTON / MELAMBY / AUSTIN HEALEY 100 S</td>
<td>USA</td>
<td>PORSCHE 356 Speedster 1955</td>
</tr>
<tr>
<td>SHANNON / LAURENCE / DEUTSCH-BONNET HBR</td>
<td>USA</td>
<td>PORSCHE 356 Speedster 1955</td>
</tr>
<tr>
<td>BELL / CONWAY / DEUTSCH-BONNET HBR</td>
<td>USA</td>
<td>PORSCHE 356 Speedster 1955</td>
</tr>
<tr>
<td>KITCHELL / HANCOCK / ASTON MARTIN DB4 GT 1958</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MORGAN +4 Super Sport 1961</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALAN / JONES / MORGAN +4 Super Sport 1961</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STROUD / WARD / ASTON MARTIN DB4 GT 1958</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WENDELL / CARR / PORSCHE 718 - RS61 1961</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SCOTLAND / SMITH / PORSCHE 718 - RS61 1961</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BOWDEN / HUGHES / PORSCHE 356 Speedster 1955</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PERRY / BOWDEN / DEUTSCH-BONNET HBR</td>
<td>USA</td>
<td>PORSCHE 356 Speedster 1955</td>
</tr>
<tr>
<td>DORAND / WRIGHT / PORSCHE 356 Speedster 1955</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STANFORD / CONWAY / PORSCHE 356 Speedster 1955</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STANFORD / CONWAY / PORSCHE 356 Speedster 1955</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STANFORD / CONWAY / PORSCHE 356 Speedster 1955</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

This grid is not on short of beautiful entries either – Jaguar E-Type, Ferrari 250 GTB’s & Maserati Birdcage's. There are some real rarities too – notably the Ferrari 250 GT Breadvan, a one off based on a 250 GTB's & Maserati Birdcage's. There are some real rarities too – achingly beautiful Maserati 250S and the very fast Fraser Nash 250SL. That winning car will be raced by it's owner Nigel Webb this year. Watch out also for the very quick Martin Stretton.

**PLATEAU 2 / GRID 2 (1949–1956)**

<table>
<thead>
<tr>
<th>Driver</th>
<th>Manufacturer</th>
<th>Model</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALDRIDGE / ALDRIDGE</td>
<td>GBR</td>
<td>AUSTIN HEALEY 100 S 1954</td>
</tr>
<tr>
<td>CARR / COULTER FRANCE/ + DEUTSCH-BONNET HBR</td>
<td>CHE</td>
<td>AUSTIN HEALEY 100 S 1954</td>
</tr>
<tr>
<td>BIRGDON / BOWDEN / AUSTIN HEALEY 3000 Mk 1</td>
<td>GBR</td>
<td>AUSTIN HEALEY 100 S 1954</td>
</tr>
<tr>
<td>CARR / COULTER FRANCE/ + DEUTSCH-BONNET HBR</td>
<td>CHE</td>
<td>AUSTIN HEALEY 100 S 1954</td>
</tr>
<tr>
<td>HANCOCK / WRIGHT / AUSTIN HEALEY 100 S 1954</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CARR / COULTER FRANCE/ + DEUTSCH-BONNET HBR</td>
<td>CHE</td>
<td>AUSTIN HEALEY 100 S 1954</td>
</tr>
<tr>
<td>BIRGDON / BOWDEN / AUSTIN HEALEY 3000 Mk 1</td>
<td>GBR</td>
<td>AUSTIN HEALEY 100 S 1954</td>
</tr>
<tr>
<td>CARR / COULTER FRANCE/ + DEUTSCH-BONNET HBR</td>
<td>CHE</td>
<td>AUSTIN HEALEY 100 S 1954</td>
</tr>
<tr>
<td>HANCOCK / WRIGHT / AUSTIN HEALEY 100 S 1954</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CARR / COULTER FRANCE/ + DEUTSCH-BONNET HBR</td>
<td>CHE</td>
<td>AUSTIN HEALEY 100 S 1954</td>
</tr>
<tr>
<td>BIRGDON / BOWDEN / AUSTIN HEALEY 3000 Mk 1</td>
<td>GBR</td>
<td>AUSTIN HEALEY 100 S 1954</td>
</tr>
<tr>
<td>CARR / COULTER FRANCE/ + DEUTSCH-BONNET HBR</td>
<td>CHE</td>
<td>AUSTIN HEALEY 100 S 1954</td>
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<tr>
<td>HANCOCK / WRIGHT / AUSTIN HEALEY 100 S 1954</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CARR / COULTER FRANCE/ + DEUTSCH-BONNET HBR</td>
<td>CHE</td>
<td>AUSTIN HEALEY 100 S 1954</td>
</tr>
<tr>
<td>BIRGDON / BOWDEN / AUSTIN HEALEY 3000 Mk 1</td>
<td>GBR</td>
<td>AUSTIN HEALEY 100 S 1954</td>
</tr>
<tr>
<td>CARR / COULTER FRANCE/ + DEUTSCH-BONNET HBR</td>
<td>CHE</td>
<td>AUSTIN HEALEY 100 S 1954</td>
</tr>
<tr>
<td>HANCOCK / WRIGHT / AUSTIN HEALEY 100 S 1954</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CARR / COULTER FRANCE/ + DEUTSCH-BONNET HBR</td>
<td>CHE</td>
<td>AUSTIN HEALEY 100 S 1954</td>
</tr>
<tr>
<td>BIRGDON / BOWDEN / AUSTIN HEALEY 3000 Mk 1</td>
<td>GBR</td>
<td>AUSTIN HEALEY 100 S 1954</td>
</tr>
<tr>
<td>CARR / COULTER FRANCE/ + DEUTSCH-BONNET HBR</td>
<td>CHE</td>
<td>AUSTIN HEALEY 100 S 1954</td>
</tr>
<tr>
<td>HANCOCK / WRIGHT / AUSTIN HEALEY 100 S 1954</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
You will note the increase in American cars in this grid era. You have the brute force of the GT40s, Mustang's, Shelby Cobras and Corvette's – so bring your earplugs for this race! We are not sure if the Ferrari can take the fight to Ford in this grid but arguably the Ferrari 275's and 250 LM win in the beauty stakes. Look out for the former Prime Minister of France, Francois Fillon, driving a Lotus Elan. A fast car to watch will be the GT40 of father and son paring David and Olivier Hart, who were mighty in their Cobra in the 2017 TT race at Goodwood Revival. The events principle sponsor Richard Mille races his E-Type in this grid too.

Speeds start to get notably quicker in this race with the Le Mans special shape we know today starting to become more apparent. You can see this in the Chevrons, Lola T70s and Matra's – all purpose built for racing. However there are still some road car shapes to be found in 911's and Daytona Ferrari's, albeit on steroids!

Perhaps one of the most famous pairings of all at Le Mans is Derek Bell and Porsche, with this year's second return as Bell is set to pilot a Porsche 917. The car is almost a semi works effort too with Norbert Singer the Porsche engineer who developed the very same car in period back to run the car for Bell.
Here we have the really quick stuff, so much so this grid has a plateau 6 / grid 6 (1972 – 1981) when they all blast off together at the start, it’s quite something. All support races are set to take place on the Saturday ahead of the six grids which start racing at 3pm that afternoon. Check the event schedule on page 38 of this guide.

As well as the six amazing grids of cars described in the previous pages you can also enjoy three separate support races and two high speed demonstration runs. In previous years we have seen the Group C and Jaguar Classic challenge, both these return in 2018. As well as these two races there is another Classic Race, the Le Mans, this is set to be a really interesting prospect where competition Porsche from the 50, 60’s and 70’s take to the track, at the same time.

Support grids

JAGUAR CLASSIC CHALLENGE

As equally exciting is this Jaguar feast for the eyes. Open to all pre-66 models XK series, C-type, D-type, Mk I’s & Mk II’s as well as early E-types.

GROUP C RACE

Back due to its popularity is the Group C race set to take place on Saturday morning. The iconic Group C cars ran during the late 80’s and early 90’s famous for their ground effect aerodynamics they are devastatingly fast both through the corners and down the straights reaching top speeds way north of 300 kph. At the time of writing Jeffson Button had just been confirmed as an entry in the Jaguar XJR-9 run by JD Classics. It will be really interesting to see how he fairs in historic machinery. Let’s hope he can get to grips with the vehicle.

GLOBAL ENDURANCE LEGENDS

Formed in 2017 to bring owners of GT and Prototype cars from the 90’s through to 2010 together. Expect to see McLaren F1 GTR’s, Ferrari F40’s, 360’s & 430’s, Audi R8’s, Chrysler Viper’s and much more. The GEL guys have 2 x 40 minute sessions during the weekend.

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Alongside the 500 full sized race cars entered at the Le Mans Classic, you will also find 100 plus child sized race cars pop up at various points over the weekend. This is the 'Little Big Le Mans' challenge for children between the ages of 7 to 12 years old. At the beginning of the afternoon on the Saturday the scaled down cars and 'pilotes' will line up opposite the pit lane for the traditional Le Mans start of the drivers running across to their cars and putting peddle to the metal. The cars are both mechanically and electrically powered and limited to 20 km/h. So they will have a somewhat shorter lap than the big boys and turn right after the Dunlop bridge to drive around the Bugatti circuit.

On Sunday the little'uns take to their cars again for a parade around the Village area of the circuit. So make sure you catch them compete at some point and give them a cheer. Their cars are pretty special as all are replicas of cars that compete at the race: Ferrari 330/P2s, Ford GT 40s, Chevrolet Corvettes, BMW 328s, Type 35 Bugatti's, Porsche 550s, D-Type Jaguars, etc.

Emergency telephone numbers

<table>
<thead>
<tr>
<th>Service</th>
<th>Number</th>
<th>Operating Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Le Mans Hospital</td>
<td>+33 (0) 2 43 43 43 43</td>
<td>24/7</td>
</tr>
<tr>
<td>French emergency services</td>
<td>15 - Medical</td>
<td>Medical: 09:00 - 19:00</td>
</tr>
<tr>
<td></td>
<td>17 - Police</td>
<td>19:00 - 07:00</td>
</tr>
<tr>
<td></td>
<td>18 - Fire</td>
<td>07:00 - 09:00</td>
</tr>
<tr>
<td>European emergency services</td>
<td>112 (equivalent to 999 in the UK)</td>
<td>24/7</td>
</tr>
<tr>
<td>British Embassy - Paris</td>
<td>+33 (0) 1 44 51 31 00</td>
<td>09:30 - 12:30 / 14:30 - 18:30, 00:00 - 08:00 (local time)</td>
</tr>
<tr>
<td>British Consulate-General - Paris, France</td>
<td>1 Bis rue d'Anjou 75008 Paris</td>
<td>Mon - Fri: 09:00 - 12:00 / 14:00 - 18:00 (local time)</td>
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<tr>
<td>Travel Destinations 'On-Circuit Assistance'</td>
<td>+44 (0) 7827 444 397</td>
<td>08:30 - 20:00 Hrs Daily</td>
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Please also remember to bring your car and travel insurance helpline numbers and your European breakdown cover number (if appropriate).
<table>
<thead>
<tr>
<th>Year</th>
<th>Car No.</th>
<th>Driver line up</th>
<th>Car</th>
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<tbody>
<tr>
<td>1923</td>
<td>9</td>
<td>Andre LAGACHE (FRA) / Rene LEONARD (FRA)</td>
<td>Chenard &amp; Walcker Sport</td>
</tr>
<tr>
<td>1924</td>
<td>8</td>
<td>Frank CLEMENT (GBR) / John DUFF (GBR)</td>
<td>Bentley 3-litre Sport</td>
</tr>
<tr>
<td>1926</td>
<td>6</td>
<td>Robert BLOCH (FRA) / Andre ROSSIGNOL (FRA)</td>
<td>La Lorraine-Dietrich B3-6</td>
</tr>
<tr>
<td>1927</td>
<td>3</td>
<td>John BENJAFIELD (GBR) / Sammy DAVIS (GBR)</td>
<td>Bentley 3-litre Sport</td>
</tr>
<tr>
<td>1928</td>
<td>4</td>
<td>Woolf BARNATO (GBR) / Bernard RUBIN (GBR)</td>
<td>Bentley 4 ½ litre</td>
</tr>
<tr>
<td>1930</td>
<td>4</td>
<td>Woolf BARNATO (GBR) / Glen KIDSTON (GBR)</td>
<td>Bentley Speed 6</td>
</tr>
<tr>
<td>1931</td>
<td>16</td>
<td>Tim BIRKIN (GBR) / Earl HOWE (GBR)</td>
<td>Alfa Romeo 8C-2300</td>
</tr>
<tr>
<td>1932</td>
<td>8</td>
<td>Luigi CHINETTI (ITA) / Raymond SOMMER (FRA)</td>
<td>Alfa Romeo 8C-2300</td>
</tr>
<tr>
<td>1933</td>
<td>11</td>
<td>Tazio NUVOLARI (ITA) / Raymond SOMMER (ITA)</td>
<td>Alfa Romeo 8C-2300</td>
</tr>
<tr>
<td>1935</td>
<td>4</td>
<td>Luis FONTES (ARG) / John HINDMARSH (GBR)</td>
<td>Lagonda M45R Rapide</td>
</tr>
<tr>
<td>1936</td>
<td></td>
<td>Race cancelled due to strike action</td>
<td></td>
</tr>
<tr>
<td>1937</td>
<td>2</td>
<td>Robert BENOIST (FRA) / Jean-Pierre WIMILLE (FRA)</td>
<td>Bugatti T57G</td>
</tr>
<tr>
<td>1938</td>
<td>15</td>
<td>Eugene CHABOUD (FRA) / Jean TREMOULET (FRA)</td>
<td>Delahaye 135 S</td>
</tr>
<tr>
<td>1939</td>
<td>1</td>
<td>Pierre VEYRON (FRA) / Jean-Pierre WIMILLE (FRA)</td>
<td>Bugatti T57C</td>
</tr>
<tr>
<td>1940 - 1948</td>
<td>16</td>
<td>No race due WWII &amp; rebuilding work</td>
<td></td>
</tr>
<tr>
<td>1949</td>
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Le Mans Classic – The teams view 2018

written by James Pitt

Since its inception 2002, the biennial Le Mans Classic has become one of the most keenly anticipated events on the classic racing calendar for both spectators and teams. Some owners are so keen to enter this prestigious event, that they are prepared to ship their treasured cars and support crews halfway across the world to take part. But getting an entry is not an easy matter. The number of people willing to stump up the 4,000 Euro entry deposit always exceeds the places available in each of the six grids, or Plateaux as the French call them. There is always an agonising wait for the teams to find out if their entries have been accepted, made worse by the fact that the confirmed entries are not all revealed at once. The first release of the entry list is at the start of January and contains the names of fifty five cars in each plateau that have been accepted. The remaining 25 grid slots are then released at the start of February. Whilst there is no such thing as a guaranteed entry, cars raced at major events in period are more likely to be accepted, especially if they were originally raced at Le Mans. The organisers are also looking for variety and rarity in the cars they select, so that the grids are not dominated by one make or model. Some teams have famous racing drivers or celebrity to drive their cars. A quick scan of the entry list will reveal a whole host of ex-Le Mans winning legends taking part and it’s not just on track that you will find famous names from golden age of sports car racing. Keep an eye out whilst wondering around the paddocks and you could see the likes of legendary Jaguar chief test driver Norman Dewis chatting to Bam Bubbles (Head of BMC Special Tuning in the 1960s).

Whilst many of the entries may look like the road going cars they are based on, most are highly tuned and beautifully crafted pieces of precision engineering built specifically for endurance racing. A good example of this is the car that I had helped run since the first Le Mans Classic. The 1965 works MGB originally raced at Le Mans by rally ace Paddy Hopkirk and works BMC driver Andrew Hedges. Built by the BMC works Competitions Department at the Abingdon factory, the car was sold in 1965 with a limited production run of just 50 cars. The car had a 2.1 litre ohc engine and was originally built for the rally circuit, but was later adapted for the road. The car was sold with a choice of either a manual or automatic transmission, and was returned to the road after years of disuse. The car is a testament to the skill and dedication of those who worked on it, and is a reminder of the unique experience of driving flat out in almost pitch blackness, at speeds well in excess of 100mph, down the Mulsanne Straight. The race format is quite simple, with the cars divided up into one of six “Plateaux” dependant on the era they were originally in each of the race for each plateau will be held at night, all the cars get two practice sessions. One in daylight and one at night. For many drivers this will be their first experience of night racing and it is a chance to acclimatise to the unique experience of driving flat out in almost pitch blackness, at speeds well in excess of 100mph, down the Mulsanne Straight. The race format is quite simple, with the cars divided up into one of six “Plateaux” dependent on the era they originally ran in. Each Plateau then competes in a series of forty minute races held throughout the day. This means that each car competes in three races. One in the morning, one in the afternoon and one at night. The age of the cars ranges from the 1930’s up to the 1970’s, with later cars also making an appearance in standalone demonstrations. For both teams and spectators alike, there is simply no comparison with any other event for sheer excitement and non-stop action. It is an unforgettable experience to be on the pit wall at 4 O’clock in the morning as seventy-five classic race cars come thundering down the pit straight at full speed, throttles wide open and lights blazing. It literally makes the hairs on the back of your neck stand up and tingle. During each race the cars must come into the pits for a compulsory pit stop during a twenty minute pit window. Understandably, most teams want the stop to take place approximately half way through the race, which leads to a very congested pitlane. Unlike F1 or the 24 hour Le Mans, teams are not given a dedicated pit garage. Instead pit crews jostle for position and hope that another car is not blocking the area they are waiting in, when their car comes into change drivers. Drivers have also been known to drive right passed their pit crew, if have had to move position in the pit lane. You need to remember that these are classic cars, without the aid of modern pit to driver radios. Teams communicate via a pit board waved over the wall each lap. And from personal experience I can tell you that a lot of drivers fail to even see their pit board, let alone read what’s on it. It is not uncommon for drivers to miss the “IN” message and continue round for another lap or two before coming in. However time penalties are issued for those cars who miss the pit window and pit too early or too late. Whilst the 24 Hour Le Mans race gave up the traditional “Le Mans Start” after 1969, for safety reasons, the spectacle is recreated at the Le Mans Classic for the start of one race for each plateau. It is a wonderful sight to see the cars lined up along the pit wall, with their drivers waiting on the far side of the track. It may only be for fun but every driver wants to be the first to run across the track, jump into their car and pull away. All of which is accompanied by cheers and the support from a large and appreciative crowd.

The atmosphere away from the track is unique, with spectators allowed great access to the cars and teams in the paddocks. Many teams have members on duty throughout the weekend to talk to spectators, tell them about the cars history and answer questions. For teams the five hour break between races is an opportunity to fix the cars, catch up with old acquaintances and if they are really lucky grab a couple of minutes rest in the back of a transporter. For the drivers, there is the opportunity to relax in the exclusive Le Mans Drivers Club, situated just behind the pits. This oasis of calm is tight security, with drivers having their fingerprints scanned to gain entry. Once inside an army of chefs and immaculately attired staff are on hand to ensure that the drivers are fed and watered in five star style. Drivers get three meals a day and refreshments. As you might expect, the food is worthy of the finest French restaurants. And I should know, as I have been lucky enough to have gained entry for the last two events. It must be the only race in the world where the buffet for the drivers includes as many fresh oysters as you can eat!

One thing that is often remarked upon by visitors, is the great friendship and camaraderie between competitors. Teams frequently lend spare parts or equipment to other teams, to help them get back out for the next race. Many of the mechanics perform quite incredible feats of engineering, with everything from wheel bearings to entire engines being replaced with only a handful of tools and whatever spare parts could be crammed in to the back of a van when leaving their home workshops. There are always some things that have to be left behind, I remember speaking to an American mechanic who was bemoaning the fact that the team had been unable to bring the 8 golf buggies that they usually used when racing their Cobra in America. But the teams don’t have to walk everywhere. The race organisers do provide an invaluable transport service for the teams. 24 hours a day throughout the event, a fleet of classic military vehicles is available to transport equipment and team personnel around the paddocks and back to the dedicated competitors camping area, where most teams stay. For the drivers, the transport is a bit more comfortable, with dozens of VW campervans working round the clock to get them to and from the track.

All this makes for a very special event for everyone involved. I can think of no other race meeting that combines this level of excitement and organised chaos, with such style. Long may it continue.
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