ADOPT THE OFFICIAL CLOTHING LINE 24h LE MANS

ON SALE IN THE OFFICIAL STORES ON THE CIRCUIT

Special Offer 24 Heures du Mans 2018

-15%* in our Le Mans 24 Hours official stores from 10th June to 18th June 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 10th to 18th of June 2018 included. Out of editions, miniature models and Porsche's collection.
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Welcome and thank you for booking with Travel Destinations.

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

As always, we have staff onsite at the circuit and we are providing a dedicated customer assistance helpline (see the handy card in your pack) should you require us.

This booklet is our ever-popular “Essential Guide to Le Mans”. Within these pages, we have included information on everything from getting to the circuit, where to eat and drink, to where to watch all the action from. Please do take the time to read this guide and take it with you when you travel.

For those customers that are joining us at either our private campsite at Porsche Curves, our Event Tents or our Flexotel Village at Antares Sud, you will receive important information & joining instructions for your chosen area separately.

The Travel Destinations team will be at the circuit throughout race week, so should you see any of us on your travels, please do come and introduce yourself, as we will be delighted to see you. However, if we don’t see you at the circuit, we look forward to making your bookings for 2019.

Have a great time at this year’s race.

From all the team at Travel Destinations
www.lemansrace.com
www.traveldestinations.co.uk
We have created an ‘equipment check-list’ to try and help you remember those essential items to make your trip to Le Mans 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!

**Important Items:**
- Passport
- Channel crossing tickets
- General enclosure race tickets (one per person)
- Grandstand seat tickets (Tribune)
- Camping permit
- Car parking pass
- Driving licence and vehicle registration documents
- Vehicle/personal travel insurance and EHIC card
- GB badge/sticker
- Money (Euros and a credit card is best)
- Maps (Michelin 513 map of Normandy is useful)

**Camping Items:**
- Tent
- Sleeping bag
- Airbed or sleeping mat
- Ear plugs/defenders
- Mallet and tent pegs (take spares)
- Folding chairs and a table
- A torch
- Sunscreen and hat

**Equipment check-list and must take items**
- Mobile phone and car charger
- FM Radio to listen to Radio Le Mans 91.2FM
- Camera and batteries/charger
- Rucksack to carry your daily requirements around with you
- Spare set of car keys
- Jump leads
- Breakdown cover
- High visibility vest
- Warning triangle
- Headlight deflectors
- Spare bulbs

- Towel and wash bag
- First Aid kit
- Cooking equipment and matches
- Bottle opener and corkscrew
- Eating utensils and water carrier
- Food and drink
- Toilet paper and wet wipes
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 experience.

We have suggested some routes from the most common channel ports in the following pages, but a map of Normandy (Michelin 513) 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, you will need to keep with you in the car a high visibility vest and a warning triangle should you break down.

It is also compulsory to adjust or deflect your headlights once across the channel. Spare light bulbs should also be carried. If your car does not have an EU registration plate, then a GB sticker should be displayed on the rear of your car. A first aid kit and fire extinguisher are recommended items.

It is very important that you observe the speed limits in France. The Gendarmes (police) will be out in force across Le Mans 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 a hefty (€1,500) on the spot fine 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 use the GPS co-ordinates.

If you cannot input GPS co-ordinates into your Sat Nav system you will need to use a combination of your Sat Nav, a map and the information within this guide. For postcode only systems the relevant postcode for the circuit is 72100.

The digital GPS co-ordinates for the main entrance to the circuit are North 47.95627; East 0.20743

<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>&gt;4.5hrs</td>
</tr>
<tr>
<td>Dieppe</td>
<td>287 (178)</td>
<td>€28.00</td>
<td>&gt;3.0hrs</td>
</tr>
<tr>
<td>Le Havre</td>
<td>257 (157)</td>
<td>€25.00</td>
<td>&gt;2.5hrs</td>
</tr>
<tr>
<td>Caen</td>
<td>190 (118)</td>
<td>€16.10</td>
<td>&gt;2.5hrs</td>
</tr>
<tr>
<td>Cherbourg</td>
<td>300 (186)</td>
<td>€16.10</td>
<td>&gt;3.5hrs</td>
</tr>
<tr>
<td>Saint Malo</td>
<td>237 (147)</td>
<td>€11.30</td>
<td>&gt;2.5hrs</td>
</tr>
<tr>
<td>Roscoff</td>
<td>380 (235)</td>
<td>€11.30</td>
<td>&gt;4.5hrs</td>
</tr>
<tr>
<td>Zeebrugge</td>
<td>550 (345)</td>
<td>€35.20</td>
<td>&gt;5.5hrs</td>
</tr>
</tbody>
</table>
From Calais Ferry Terminal/
Eurotunnel Terminal

• From the ferry terminal take the exit road towards the A16/E402
• 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 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/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 (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 Le Harve Ferry Terminal

• From the ferry terminal take the N15 for 7km
• Turn onto the A131/E05 for 18km
• Leave the A131/E05 and turn onto the N182 to cross the River Seine
• Join the A131/E05 for 16km
• Join the A13/E05/E46 for 16km
• Leave the A13 at junction 25 joining the A28/E402 for 170km
• At the end of the A28 Motorway follow signs to Paris and Tours, joining the A11 Motorway

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)
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• 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 Dieppe Ferry Terminal

- From the ferry terminal take the exit road for approx 8km
- Turn left joining the D915 for 37km (Arques-la-Bataille, Les Grandes-Ventes and Pommereval)
- Turn right joining the A28/E402
- As you approach Abbeville, exit at Junction 23 from A16 onto A28/E402 for 100km (Le Treport, Rouen, Le Havre)
- As you approach 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 (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

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- 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 Caen Ferry Terminal

- From the ferry terminal take the D84 then D514 for 7km
- Close to Benouville, continue along the D514 towards Ranville
- Join the D515
- Take the Périphérique-Est exit toward A13/Alençon
- Merge onto N814
- Take exit 13-Porte d’Espagne toward 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

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
- 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 Chertoung Ferry Terminal

• From the ferry terminal take the exit road N132 which merges into the N13/E46 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

You are now approaching Le Mans

• Continue on A11 Motorway before leaving at the 1st exit signposted to Tours (A28)
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• 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 Saint Malo Ferry Terminal

• From the ferry terminal follow the direction to Rennes on the N137
• 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 A11/E501 towards Le Mans Ouest, exit junction 9 from A11/E501 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 N12/E50 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 A11/E501 towards Le Mans Ouest exit junction 9 from A11/E501 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 on to 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 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/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
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Go and experience GT racing at the best race track in the world!

Nurburgring 24 Hours

Exclusive trackside camping prices from £315.00pp

20-23 June 2019

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www.traveldestinations.co.uk
On-circuit Events
Texas- Dr Feelgood - World Cup Football

In addition to the racing action unfolding on the track, spectators can enjoy a full week of entertainment. A host of festive, fun-filled events will run alongside this year’s Le Mans 24 Hours, inside the circuit, on the track and around its immediate surroundings.

The Fun Fair: Wednesday 13th to Sunday 17th June
As well as the Le Mans 24-Hours official village with its numerous exhibitors, stalls and boutiques, the traditional fun fair with its big wheel located on the outside of the track between the Maison Blanche campsite and the grandstands is always a popular option.

Music Concerts
The open-air evening music is an important ingredient of the Le Mans 24 Hours. Four live concerts will be put on for spectators on the stage near the Dunlop Footbridge. The concerts are free for general enclosure ticket holders. Under 16’s must be accompanied by an adult.

Wednesday 13th June 2018 21:00hrs ARCADIAN
Arcadian came to the fore in the 5th series of the French version of The Voice. The group do pop with an vigorous rock attitude.

Thursday 14th June 2018 21:00hrs Dr Feelgood
Dr Feelgood started out in Canvey Island, Essex in 1971 and are well-known for their distinctive R&B sound.

Saturday 16th June 2018 21:20hrs YAROL & BLACK MINOU
Yarol & Black Minou lets his imagination run wild. With an instinct for aesthetics, he explores musical realms with an insatiable appetite, ranging from rock to blues, to punk, hip-hop, afrobeat, funk, soul and electro - he loves it all, provided it gets you dancing.

Wednesday 13th June 2018 22:40hrs TEXAS
TEXAS have sold some 40 million albums and their latest album is characteristic of their style that harks back to well-loved hits like Say What You Want, Halo, Black-Eyed Boy and Summer Son.

Free to 24 Hours of Le Mans ticket-holders and under-sixteens accompanied by an adult.

Other Sporting Events

FIFA World Cup Russia 2018
14th June Russia vs Saudi Arabia KO 15.00hrs
15th June Egypt vs Uruguay KO 14.00hrs
15th June Morocco vs Iran KO 15.00hrs
15th June Portugal vs Spain KO 18.00hrs
16th June France vs Australia KO 10.00hrs
16th June Argentina vs Iceland KO 13.00hrs
16th June Peru vs Denmark KO 16.00hrs
16th June Croatia vs Nigeria KO 19.00hrs
17th June Costa Rica vs Serbia KO 12.00hrs
17th June Germany vs Mexico KO 15.00hrs
17th June Brazil vs Switzerland KO 18.00hrs
Motorsport photography advice from Jessops Academy

TRACKSIDE TIP #2: NIGHT TIME SHOOTING

The Le Mans 24 Hours weekend is a perfect opportunity to get some rare night time track shooting. Night time at the track is an opportunity to look for something different!

Shooting at Night is always a challenge especially with fast moving motorsports. Sometimes it’s nice to take a step back, slow things down and focus on the atmosphere that comes with the racing as it goes dark, the movement, the lights, the action around the pit garages. Slower shutter speeds will allow objects to move while the shutters open showing all the speed and movement of the lights. Some of the most iconic racing shots are taken with this technique.

Jessops Academy staff are offering a number of photography workshops exclusively for Travel Destinations customers during this year’s Le Mans 24 Hours race.

Workshop 1: Camera set-up and control for motorsport photography (Saturday, 11:00hrs – 12:30hrs) £75.00 per person

Workshop 2: Mastering movement, panning shots trackside & editorial shooting (Saturday, 16:00hrs – 19:00hrs) £100.00 per person

Workshop 3: Dusk & evening light. Silhouettes & slow shutter work (Saturday, 20:00hrs – 23:00hrs) £100.00 per person

Workshop 4: Dawn & sunrise at Le Mans. The perfect time of day for Le Mans photos (Sunday 04:30hrs – 07:30hrs) £100.00 per person

Workshop 5: Reviewing images. Problem solving and post production editing (Sunday 11:00hrs – 12:30hrs) £75.00 per person

SPECIAL OFFER: Purchase all 5 workshops for just £250.00 per person

You can still add any of the Jessops Academy workshops to your booking by calling Travel Destinations now on 0844 873 0203
**2018 Race Week Schedule**

**Sunday 10th June**
14:30hrs – 19:00hrs
Administrative checks & scrutineering (Place de la Republique)

**Monday 11th June**
10:00hrs – 18:00hrs
Administrative checks & scrutineering (Place de la Republique)
18:00hrs – 18:30hrs
Winners handprints unveiled (St. Nicholas Square)

**Tuesday 12th June**
10:30hrs – 10:45hrs
Official drivers photo (Start Line)
15:00hrs – 23:00hrs
R’Hunaudieres fan event (Ruaudin Village)
17:00hrs – 18:30hrs
Drivers autograph session (Pit Lane)

**Wednesday 13th June**
10:00hrs – 15:00hrs
Pitwalk
16:00hrs – 20:00hrs
Le Mans 24 Hours; Free practice
20:30hrs – 21:30hrs
Road to Le Mans; Free practice 1
21:00hrs
Free Concert; Arcadian (Dunlop Stage)
22:00hrs – 00:00hrs
Le Mans 24 Hours; Qualifying Practice Session

**Thursday 14th June**
09:00hrs – 10:00hrs
Road to Le Mans; Free practice 2
10:30hrs – 11:15hrs
Aston Martin Festival; Free practice 1
11:55hrs – 12:40hrs
Aston Martin Festival; Free practice 2
13:30hrs – 13:50hrs
Road to Le Mans; Qualifying 1
14:05hrs – 14:25hrs
Road to Le Mans; Qualifying 2
15:30hrs – 16:30hrs
Aston Martin Festival; Qualifying
17:30hrs – 18:25hrs
Road to Le Mans; Race 1
19:00hrs – 21:00hrs
Le Mans 24 Hours; Qualifying 1
21:00hrs
Free Concert; Dr. Feelgood (Dunlop stage)
22:00hrs – 00:00hrs
Le Mans 24 Hours; Qualifying 2

**Friday 15th June**
09:00hrs – 17:00hrs
Classic British Welcome (St. Saturnin village)
10:00hrs – 20:00hrs
Open Pit Lane
17:00hrs – 19:00hrs
Drivers Parade (Le Mans town centre)
20:00hrs – 23:00hrs
Concert; Jamiroquai (MM Arena)

**Saturday 16th June**
09:00hrs – 09:45hrs
Le Mans 24 Hours; Warm-up
10:15hrs – 11:00hrs
Aston Martin Festival; Race 1
11:30hrs – 12:25hrs
Road to Le Mans; Race 2
15:00hrs
Le Mans 24 Hours; Race start
21:20hrs – 22:00hrs
Free Concert; Yarol & Black Minou (Dunlop Stage)
22:40hrs – 00:00hrs
Free Concert; Texas
00:15hrs – 01:00hrs
Free Concert; DJ Loran

**Sunday 17th June**
10:30hrs – 12:30hrs
Mass (La Chapelle)
15:00hrs
Le Mans 24 Hours; Race finish

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**Friday at Le Mans**

**Open Pit Lane**
Friday is a ‘rest day’ for the teams and drivers and so the organisers (ACO) open the pit lane to allow all the spectators to get as close as possible to the cars and to see the garages.

Unfortunately, all viewing is from behind a barrier; but unless you’re a driver or team mechanic you won’t get any closer to the cars at Le Mans than this!

The Pit Lane is open from 10am to 8pm on Friday.

**The Drivers Parade**
One of the highlights of the build up to the main event is the Drivers Parade (Parade des Pilots). It takes place on Friday evening between 5.00pm and 7.00pm in the centre of Le Mans town.

All the drivers ‘parade’ around in historic open top cars as over 100,000 spectators and fans line the streets of Le Mans city centre and enjoy this festival atmosphere. Additionally there are the usual race team girls and marching bands to keep you entertained, and this provides a great opportunity to get drivers autographs.

But be warned, this parade is hugely popular and very busy. Do not even consider going by car - instead take the tram and enjoy a beer or two after the parade has finished.

**Classic British Welcome, Saint Saturnin**
A gathering of around 1000 classic and sports cars takes place at Saint Saturnin, just north of Le Mans on Friday from 9am. The event is free to visit and there are prizes for best car in a number of categories. This year’s featured theme is BMW, but all cars & guests are welcome.

There will be visits from drivers past and present, as well as live music, bars, shops, exhibitions and a cinema.
ULTRA HIGH DEFINITION SHAMPOO

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Ultra High Definition Shampoo is the most luxurious shampoo you'll ever use. Its rich foam glides over paintwork, gently removing contaminants and road traffic film to produce a high-gloss finish that's incredibly smooth to touch. Turn car care into pure pleasure.
In a recent survey, spectators at Le Mans were asked to describe Radio Le Mans in one word. It can’t have been easy. Predictable responses included “Fun”, “Enthusiasm”, “Professional” and “Entertaining”. Perhaps less obvious answers were “statisticians”, “family” and “llamas”.

It is very easy to underestimate the value of Radio Le Mans. During race week, they are broadcasting around the clock, bringing up to date news from the start of scrutineering to beyond the chequered flag.

Broadcasting to listeners around the track on 91.2FM as well as online at [www.radiolemans.com](http://www.radiolemans.com) around the world, it would be difficult to fully understand what is going on without them.

The rest of the year is just as busy for the Radio Le Mans team, under the banner of Radio Show Ltd. they are broadcasting at various sports car and endurance races around the world.

As well as the rest of the FIA World Endurance Championship, they are also covering the IMSA Weathertech Sportscar Championship and Continental Tire Sportscar Challenge in the USA on IMSA Radio.

Add to that the 24 Hours of Dubai, the Bathurst 12 Hours, the Nurburging 24 Hours and the Spa 24 Hours, to name just a few, the number of broadcasting hours each year is huge.

You can start listening live now! The most popular programme on [www.radiolemans.com](http://www.radiolemans.com) is the weekly magazine show Midweek Motorsport, broadcast every Wednesday (8PM UK time). Available to download shortly afterwards.

Tune in online for news on everything from F1 to go-karts. They will welcome you with open arms and soon you will be calling them family & referring to Llamas too.
Grandstands

Grandstands, names and numbers
T1  Tertre Rouge   T16  Sommer
T3  Chapelle      T17  Durand
T4  Panorama      T18  ACO
T5  Dunlop        T19  Lagache
T11 Wimille       T20  Leonard
T12 Benoist      T21  Tavano
T13 Singher      T22  Wolleck
T14 Bernato      T23  Raccordement
T15 Chinetti     T34  Paddock Stands
The circuit and campsites

1 Travel Destinations campsite at Porsche Curves
2 Travel Destinations Flexotel Village
3 Travel Destinations Event Tents
4 Travel Destinations Ticket Collection
5 Tertre Rouge (camping)
6 Rouge (parking)
7 Expo (camping)
8 Vert (parking)
9 Houx Annexe (camping)
10 Houx (camping)
11 Blanc (parking)
12 Bleu (parking)
13 Bleu Nord (camping)
14 Héronnière (parking)
15 Bleu Sud (camping)
16 Maison Blanche (camping)
17 Epinettes (camping)
18 Beauséjour (camping)
19 Arnage (camping)
20 Mulsanne (camping)
21 PZ54 (motorhome)

A Antares
B ACO General Welcome Centre
C Aerodrome
D Karting Circuit Alain Prost
E Golf Course
F Supermarket
G McDonalds
H Leroy Merlin - DIY store
I Retail Park
J Decathlon (Sports/Camping store)
K Antares Tram Stop
L Guetteloup Tram Stop
M MM Arena

www.traveldestinations.co.uk
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

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.

Trams
The nearest stations that go to the centre of Le Mans are either Antares or Guetteloup, located close to Tertre Rouge corner (see map opposite).

Radio Le Mans
The race would not be the same without live commentary and entertainment from John Hindhaugh and the Radio Le Mans team, so don’t forget to take a small radio with you and tune in at 91.2 FM.

Circuit shuttles and trains
There are a number of free buses/circuit trains that run around the circuit during the race. The bus to Mulsanne and Arnage runs at regular intervals from the main entrance close to the museum and from from Porsche Curves roundabout from early Saturday morning until the end of the race.

There are also several circuit trains to help you get around the circuit that run on Wednesday & Thursday afternoon through to midnight and Saturday and Sunday.

Note: they do not operate on Friday.

The routes are Maison Blanche to the Museum; Porsche Curves to Maison Blanche; Porsche Curves to Technoparc; Antares to the Karting tunnel; and from the Karting tunnel to the Village.
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.
Whilst there are many eating and drinking options at the circuit, at some point you may want some decent food and a change of scenery! 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 Republique. 20 Rue du Cornet. 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

**La Chamade Restaurant**
Traditional French cuisine located in the old town. 9 Rue Doree 72000. Le Vieux Mans, Tel 02 43 28 2 99

**La Villa**
Stylish French restaurant in the Place de la Republique, Tel 0243 52 88 75

Out Of Town Restaurants:

**Café du Tertre 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 recommend-ed. 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
Travel Destinations have long worked closely with www.dailysportscar.com and we think you should take a look as to why that is.

Dailysportscar is the world’s leading web resource for news, views, features, interviews and photography from reporters and photographers based right around the globe.

Covering everything from the FIA World Endurance Championship through to all major sportscar, GT and endurance racing across the globe at international and national levels, as well, of course, as the Le Mans 24 Hours in unrivalled depth, if you love endurance racing there’s nowhere better to keep up to date with what’s going on both on track, and behind the scenes.

And whilst there are other places to get some of the news, nowhere else does it quite like Dailysportscar, with a sense of fun and enjoyment showing through that all too often other news outlets lack.

They take their racing seriously but never forget that it’s driven by passion as well as the hard nosed cut and thrust of professional racing.

Led by Editor in Chief Graham Goodwin, a familiar voice to viewers of FIA WEC TV, ELMS and Asian Le Mans Series TV broadcasts and to listeners for well over a decade to Radio Le Mans - Dailysportscar is your window on the inner world of the sport.

So log on to www.dailysportscar.com and follow DSC too on their social media channels on Facebook (Dailysportscar) and Twitter (Daily news feed @dailysportscar and the Editor’s daily musings @dsceditor).

We think you’ll love Dailysportscar
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paul@hifilounge.co.uk  www.hifilounge.co.uk  Tel: 01767 448 121
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 free seating throughout the race, but expect this area to be very crowded both for the start 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. The most popular areas are either in front of the grandstand on the outside of the track or on the opposite side at the bottom of the hill.

**Tertre Rouge:**
This area has been altered a lot in recent years and is now much more spectator friendly. Large grass slopes now provide good track views both at the Esses and the corner itself. This viewpoint marks the end of the areas accessible with a General Enclosure race ticket but it is well worth the walk. There is now a large screen that you can also watch the action on from this corner.

**Mulsanne Straight:**
Viewing along the Mulsanne Straight is now prohibited; however it is possible to get close to the action at the Auberge des Hunaudieres and Shanghai des 24 Heures restaurants or the Hotel Arbor near the 1st and 2nd chicanes. Access to these areas is only by car and expect to pay for parking and to have a restricted view usually through high fencing.

**Mulsanne Corner:**
At the bottom of the straight the braking zone at the Mulsanne Corner never fails to provide some great race action, particularly at night. Expect to pay for parking here now, or alternatively catch the free bus from either the main entrance or from the Porsche Curves roundabout.

**Armage 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 Mulsanne 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 Beausejour 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 campsite.
# Teams and cars entry list

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**Teams and cars entry list**
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**Le Mans 2018 Challengers**

“Those who have knowledge, don’t predict. Those who predict, don’t have knowledge” said 6th century philosopher, Lao Tzu, but then he hadn’t been to Le Mans. Here is where we look into our crystal ball and predict what is to come on the 16th & 17th June 2018.

There are more teams and more cars in the LMP1 class than we saw last year. The withdrawal of the German manufacturers following “Dieselgate” appears initially to leave Toyota a free run at the title. Toyota have grasped this with both hands and have added former F1 World Champion Fernando Alonso to their already impressive driver line-up. We all know that Alonso is searching for the triple crown of motorsport and who would bet against him doing just that?

A much quoted saying at Le Mans is “To finish first, first you have to finish.” Toyota haven’t actually been that good in finishing in recent years, so if they were to continue that form then who could possibly step up from the LMP1 newcomers?

Both ByKolles and Rebellion Racing have the necessary experience to perform well at Le Mans, but it could be that SMP Racing or Dragonspeed with their BR1 cars push Toyota the hardest. Another former F1 World Champion has bolstered the SMP driver line-up with Jenson Button making his Le Mans debut this year.

There are some well-known drivers entering the LMP2 field as well this year. Following the ex-F1 theme; Pastor Maldonado is joining Dragonspeed and Paul di Resta is also making his Le Mans debut with United Autosports. Jean-Eric Vergne will be part of G-Drive Racing’s line-up whilst Juan Pablo Montoya’s experience will be invaluable to United Autosport’s other LMP2 car.

Whilst last year the LMP2 field was totally dominated by Oreca chassis, this year there is a much more variety with a real split between Dallara, Ligier and Oreca. With Michelin tyres now competing with Dunlop within the LMP2 class, this year promises to be a real spectacle.

One to watch this year in LMP2 will be Racing Team Nederland. Their easily recognisable, Jumbo livered, yellow Dallara P217 will be piloted by Dutch Le Mans veteran Jan Lammers.

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**Travel Destinations - Le Mans 2018**

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There are 17 cars entered in the GTE Pro class, but these are divided into six top manufacturers.

There is strength in numbers for both Ford and Porsche who are both entering 4 cars each. Ferrari, under the banner of AF Corse will also have 3 cars. These are very experienced teams with reliable and tested cars, so it would seem daft to look beyond these for a winner. Le Mans is always a race with high attrition rates, so having more cars is always an advantage.

Corvette Racing are always a fan favourite, but the C7.R is not the newest car here and whilst they are racing in America they are not in the FIA WEC so may lack the outright speed required to win.

The new boys on the block are BMW returning to Le Mans with their M8 GTE. BMW’s two car entry has been tested for months but won’t have experienced the competition that is Le Mans.

The other new cars are from Le Mans regulars Aston Martin who bring a new Vantage AMR this year. This striking looking car could be the dark horse in many books.

Thirteen entries in the GTE Am class are mostly a mixture of Ferraris (5 cars) and Porsches (6 cars) with 2 Aston Martins thrown in for good measure.

There are some familiar teams present with JMW Motorsport, Dempsey-Proton Racing and Gulf Racing all popular with the fans. However, this year keep an eye out for Clearwater Racing’s chrome livered Ferrari 488 GTE. It should be quick and reliable and will look good too!
Le Mans 24 previous winners

2017 2 Timo Bernhard (GER) / Earl Bamber (NZL) / Brendon Hartley (NZL) / Porsche 919 Hybrid
2016 2 Romain Dumas (FRA) / Neel Jani (SUI) / Marc Lieb (GER) / Porsche 919 Hybrid
2015 19 Nico Hülkenberg (GER) / Earl Bamber (NZL) / Nick Tandy (GBR) / Porsche 919 Hybrid
2014 2 Marcel Fässler (GER) / André Lotterer (GER) / Benoît Tréluyer (FRA) / Audi R18 e-tron quattro
2013 2 Tom Kristensen (DEN) / Allan McNish (GBR) / Loic Duval (FRA) / Audi R18 e-tron quattro
2012 1 Andre Lotterer (GER) / Marcel Fässler (GER) / Benoît Tréluyer (FRA) / Audi R18 e-tron quattro
2011 2 Andre Lotterer (GER) / Marcel Fassler (GER) / Benoît Tréluyer (FRA) / Audi R18 TDI
2010 9 Mike Rockenfeller (GER) / Timo Bernhard (GER) / Romain Dumas (FRA) / Audi R15 TDI Plus
2009 9 David Brabham (AUS) / Marc Gene (ESP) / Alexander Wurz (AUT) / Peugeot 908 HDi-FAP
2008 2 Rinaldo Capello (ITA) / Tom Kristensen (DEN) / Allan McNish (GBR) / Audi R10 TDI
2007 1 Frank Biela (GER) / Emanuele Pirro (ITA) / Marco Werner (GER) / Audi R8
2006 8 Frank Biela (GER) / Emanuele Pirro (ITA) / Marco Werner (GER) / Audi R8
2005 3 Tom Kristensen (DEN) / J.J. Lehto (FIN) / Marco Werner (GER) / Audi R8
2004 5 Séiji Ara (JAP) / Rinaldo Capello (ITA) / Tom Kristensen (DEN) / Audi R8
2003 7 Rinaldo Capello (ITA) / Tom Kristensen (DEN) / Guy Smith (GBR) / Bentley EXP Speed 8
2002 1 Frank Biela (GER) / Tom Kristensen (DEN) / Emanuele Pirro (ITA) / Audi R8
2001 1 Frank Biela (GER) / Tom Kristensen (DEN) / Emanuele Pirro (ITA) / Audi R8
2000 8 Frank Biela (GER) / Tom Kristensen (DEN) / Emanuele Pirro (ITA) / Audi R8
1999 15 Yannick Dalmas (FRA) / Pierluigi Martini (ITA) / Joachim Winkelhock (GER) / BMW V12 LMR
1998 26 Laurent Aiello (FRA) / Allan McNish (GBR) / Stephane Ortelli (FRA) / Porsche 911 GT1-98
1997 7 Michele Alboreto (ITA) / Stefan Johansson (SWE) / Tom Kristensen (DEN) / TWR Porsche WSC95
1996 7 Davy Jones (USA) / Manuel Reuter (GER) / Alexander Wurz (AUT) / Joest Porsche WSC95
1995 59 Yannick Dalmas (FRA) / J.J. Lehto (FIN) / Masanori Sekiya (JAP) / McLaren F1 GTR
1994 36 Mauro Baldi (ITA) / Yannick Dalmas (FRA) / Hurley Haywood (USA) / Dauer Porsche 962LM
1993 3 Christophe Bouchut (FRA) / Geoff Brabham (AUS) / Eric Helary (FRA) / Peugeot 905B
1992 1 Mark Blundell (GBR) / Yannick Dalmas (FRA) / Derek Warwick (GBR) / Peugeot 905
1991 55 Bertrand Gachot (BEL) / Johnny Herbert (GBR) / Volker Weidler (GER) / Mazda 787B
1990 3 Martin Brundle (GBR) / Price Cobb (USA) / John Nielsen (DEN) / Jaguar XJR-12
1989 63 Stanley Dickens (SWE) / Jochen Mass (GER) / Manuel Reuter (GER) / Sauber Mercedes C9
1988 2 Johnny Dumfries (SCO) / Jan Lammers (HOL) / Andy Wallace (GBR) / Jaguar XJR-9LM
1987 17 Derek Bell (GBR) / Al Holbert (USA) / Hans-Joachim Stuck (GER) / Porsche 962C
1986 1 Derek Bell (GBR) / Al Holbert (USA) / Hans-Joachim Stuck (GER) / Porsche 962C
1985 7 Paolo Barilla (ITA) / Klaus Ludwig (GER) / John “Winter” (GER) / Porsche 956B
1984 7 Klaus Ludwig (GER) / Henri Pescarolo (FRA) / Porsche 956B
1983 3 Hurley Haywood (USA) / Al Holbert (USA) / Vern Schuppan (AUS) / Porsche 956
1982 1 Derek Bell (GBR) / Jackie Ickx (BEL) / Porsche 956
1981 11 Derek Bell (GBR) / Jackie Ickx (BEL) / Porsche 936/81
1980 16 Jean-Pierre Jaussaud (FRA) / Jean Rondeau (FRA) / Rondeau 379B - Ford
1979 41 Klaus Ludwig (GER) / Bill Whittington (USA) / Don Whittington (USA) / Porsche 935-K3
1978 2 Jean-Pierre Jaussaud (FRA) / Didier Pironi (FRA) / Alpine A442B - Renault
1977 4 Jurgen Barth (GER) / Hurley Haywood (USA) / Jackie Ickx (BEL) / Porsche 936
1976 20 Jackie Ickx (BEL) / Gijs van Lennep (HOL) / Porsche 936
1975 11 Derek Bell (GBR) / Jackie Ickx (BEL) / Mirage GRB - Ford
<table>
<thead>
<tr>
<th>Year</th>
<th>Position</th>
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<tbody>
<tr>
<td>1974</td>
<td>7</td>
<td>Gerard Larrousse (FRA) / Henri Pescarolo (FRA)</td>
<td>Matra-Simca MS670B</td>
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<tr>
<td>1973</td>
<td>11</td>
<td>Gerard Larrousse (FRA) / Henri Pescarolo (FRA)</td>
<td>Matra-Simca MS670B</td>
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<tr>
<td>1972</td>
<td>15</td>
<td>Graham Hill (GBR) / Henri Pescarolo (FRA)</td>
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<td>1971</td>
<td>22</td>
<td>Gijs van Lennep (HOL) / Helmut Marko (AUT)</td>
<td>Porsche 917K</td>
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<td>1970</td>
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<td>Richard Attwood (GBR) / Hans Herrmann (GER)</td>
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<td>1969</td>
<td>6</td>
<td>Jacky Ickx (BEL) / Jackie Oliver (GBR)</td>
<td>Ford GT40</td>
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<td>Lucien Bianchi (BEL) / Pedro Rodriguez (MEX)</td>
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<td>Ford GT Mk4</td>
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<td>21</td>
<td>Masten Gregory (USA) / Jochen Rindt (AUT)</td>
<td>Ferrari 275LM</td>
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<td>Jean Guichet (FRA) / Nino Vaccarella (ITA)</td>
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<td>Lorenzo Bandini (ITA) / Ludovico Scarfiotti (ITA)</td>
<td>Ferrari 250P</td>
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<td>1960</td>
<td>5</td>
<td>Paul Frere (BEL) / Olivier Gendebien (BEL)</td>
<td>Ferrari 250TR 59/60</td>
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<td>5</td>
<td>Roy Salvadori (GBR) / Carroll Shelby (USA)</td>
<td>Aston Martin DBR1</td>
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<td>Ferrari 250TR</td>
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<td>Jaguar D-type</td>
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<td>Jaguar D-type</td>
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<tr>
<td>1954</td>
<td>2</td>
<td>Jose Froilan Gonzalez (ARG) / Maurice Trintignant (FRA)</td>
<td>Ferrari 375 Plus</td>
</tr>
</tbody>
</table>
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**2003 DB7 VANTAGE VOLANTE**
Soleil Silver with Parchment Interior. A two-owner example and one of the very best DB7s on the market presented in an exceptional condition. An ideal concours entrant. 8,000 miles. Supplied with a 1 year Aston Martin Warranty.
£79,970

**2006 V8 VANTAGE COUPE**
 Torch Red with Obsidian Black interior. Features include optional heated front seats, 7-spoke 18" alloy wheels, satellite navigation and Xenon headlights including Power Wash. 6-speed manual. 33,400 miles.
£39,950

**2006 V12 VANQUISH S**
 Météorite Silver with Obsidian Black interior. Features include satellite navigation, Bluetooth telephone preparation, heated front seats, full-grain leather interior and rear brake callipers. 19,505 miles. Supplied with a 1 year Aston Martin Warranty.
£169,950

**2010 DBS COUPE**
 Quantum Silver with Obsidian Black interior. Features include carbon fibre door trims and pulls, glass switchgear, semi-aniline leather and Bang & Olufsen BeoSound DBS Audio system. 8-speed Touchtronic III Automatic. 55,400 miles.
£105,000

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**2011 V8 VANTAGE COUPE**
Onyx Black with Obsidian Black interior. Features include front and rear parking sensors, NAIHO exhaust, heated seats, cruise control, full leather interior, cruise control and Piano Black facia trim. 6-speed manual. 19,500 miles.
£52,950

**2013 V12 VANTAGE ROADSTER**
Morning Frost White with Spicy Red interior. Optional features include Aston Martin Works V12 Front Grille, red-tinted carbon fibre exterior, carbon interior door panels, and reversing camera. 6-speed manual. 35,000 miles.
£135,000

**2015 VANQUISH COUPE**
Onyx Black with Obsidian Black interior. Features include launch control, reversing camera, alarm upgrade and exposed carbon fibre centre console. 8-speed Touchtronic III Automatic. 12,050 miles.
£133,950

**2017 VANTAGE GT8**
Volcano Red with Pure Black Alcantara interior. 660 miles. Features include optional lightweight carbon fibre seats, carbon fibre front splitter and diffuser, Trade Mode, alarm upgrade and exposed carbon fibre valances. Sportshift II 7-speed transmission.
£225,000

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While the 2018 Le Mans 24 Hours may be packed with storylines, across all four classes, this year’s GTE Pro class looks like it will be the one to watch. It may not have the glamour of the LMP1 field, which features the likes of Fernando Alonso on his ‘triple crown run’ and Jenson Button making his LMP debut, or the sheer numbers that LMP2 has, but it does have 17 factory entries of the highest quality, with a slew of world-class drivers.

Manufacturers are taking the GTE Pro class increasingly seriously, and that’s evident in the size of some of these efforts. Porsche and Ford are bringing four cars each to Le Mans and Ferrari is bringing three, while Aston Martin and BMW are debuting their new cars and Corvette is putting a huge amount of resources into the final run for its hugely popular C.7R.

It’s near impossible to call a winner, even this close to the big race with so many cars and no weak driver crews. This really is, the most stacked GTE Pro field we’ve ever seen. The question is, who has the edge?

Back for a third year, with a quartet of cars, Ford would like to think it has as good a chance as any. After dominating the field during its debut year in 2016, somewhat controversially, and finishing a surprise second in 2017 after the chaotic ending to the race, the ‘Blue Oval’ is back for a third crack at winning on the hallowed French ground.

It’s incredible to think that the GT is the second oldest car in the field at this point, only the C7 in its current form has a longer history. It still looks arguably the most modern of the six cars in the class, and just keeps on earning silverware wherever it goes. Once again Chip Ganassi’s UK team will join forces with the US outfit at Le Mans, creating what is one of the strongest GT crews in the world.

The car’s ability is obviously a major factor, but a big part of Ford’s successes stem from the perfect blend of experienced drivers such as three-time World Touring Car Champion Andy Priaux and multiple Champ Car winner Sebastien Bourdais, as well as younger talent like Billy Johnson and former LMP2 Le Mans class winner Harry Tincknell. There’s no weak link in the team’s 12-driver stable, and the car continues to be almost bullet proof.

If the Balance of Performance is as solid as it was last year, and all the marques are in with a shout, expect Ford to be right there, and ready to take a second Le Mans win.

Porsche on the other hand, is searching for its first Le Mans class win since 2013 in GTE Pro, a result which the brand feels is long overdue, especially considering the successes at the top end of the field in LMP1 in recent years.

The current 911 RSR though, is an absolute monster, which is ready to win, and win now. And if Porsche can break through, it may prove to be a very popular with fans, as the mid-engined, four-litre, flat-six the car houses is a screamer. And with four entered in Pro and a further 13 in Am, you may need ear plugs, especially when spectating from the pit straight for when a group of them pass by!

To boost its chances of a win, it’s added two additional cars from its IMSA WeatherTech SportsCar Championship programme to its Le Mans attack, which bolsters its already spectacular driver line up from the WEC, with the likes of overall Le Mans winners Nick Tandy, Earl Bamber, Romain Dumas and Timo Bernhard.

AF Corse meanwhile, has adopted a similar strategy to Porsche, but instead just adding one extra Ferrari 488 GTE. All three running with the 2018 Evo kit. Ferrari is another brand starved of Le Mans wins in recent years, its last coming in 2014. It will be hoping that its championship-winning form from last year’s WEC campaign carries over into this year’s race, which is coincidentally the second round of the 2018/19 season.

Corvette Racing, the last of the brands using tried and tested machinery, has its trusty pair of IMSA C7.Rs entered. In what will be the swan-song for the car, Pratt and Miller’s experienced outfit will be gunning for its ninth class win at Le Mans this year, and, as you’d expect, it has a real chance.

The past couple of seasons, the C7.R has won races and titles in the USA, but fallen short on French soil. In 2016, the team were unable to unlock the pace of the car due to the BoP situation and last year, a titanic battle in the final laps with the winning Aston Martin ended in tears, with the leading ‘Vette limping across the line after multiple offs and tyre troubles when Aston Martin Racing’s Jonny Adam made his move.

This time round, they’ll hope it can be different, and send the car – which has become a real fan favourite – off in style before the new model arrives in 2019. Don’t count them out!

So that leaves BMW and Aston Martin, two brands that have a long, storied history in sportscar racing. Both head to Le Mans with high expectations this year, and new cars that during their pre-season development work already look like race winners.

BMW’s M8 may well have the advantage off the bat, after running at both the Rolex 24 and Sebring prior to Le Mans with its parallel IMSA programme.

Battle of the Brands
The car, which sounds great in the flesh, and is built like a tank, is likely to capture the imagination of the fans trackside.

The brand, which let’s not forget hasn’t had a big result at Le Mans since the turn of this century, comes with an experienced team running its factory operation – MTEK – and a set of drivers more than capable of going toe-to-toe with the GTE Pro regulars. In amongst its crew, watch out for DTM champion Martin Tomczyk and Spa 24 Hours winners Alex Sims and Philipp Eng; they know how to win big races.

In a class like this though, a driver is only as good as its car. But BMW has ensured that the M8 was put to the test, with multiple runs at a variety of circuits, and in a variety of conditions. So far it appears to be both reliable and fast, almost winning at Sebring in only its second race start. While it remains to be seen whether the Bavarian brand this early in its programme can take a big win against such stiff competition, they certainly can’t be counted out.

It’s much the same story for Aston Martin Racing, which starts 2018 with far more factory support from Aston Martin and a brand new, stunning-looking Vantage.

The new Vantage, replacing the previous model which remarkably, raced for 13 years, helps usher in the new era for the brand in motorsport. Aerodynamically it’s far more aggressive, the new turbo-charged Mercedes engine is touted as a revelation in drivability terms and just about every other system in the car is new and upgraded too. The driver crew, has seen a re-fresh also, with former BMW driver Maxime Martin, and all round rapid Britain Alex Lynn joining the team.

Prodrive, the company running the AMR operation, has done everything possible to ensure that the new car can out swinging, and thus, embarked on its biggest and most ambitious testing programme before the WEC season started. The new Vantage has completed multiple 30-hour tests, and has been reported by the team as reliable. That, and the fact that it is running with bespoke Michelin tyres this year, as part of a wider automotive partnership, AMR feels they should be able fight with the rest of the field throughout the season, and crucially at its first Le Mans with the car.

While there may well be some new car niggles during race week, the early signs are incredibly positive. Aston Martin Racing, really is pushing forward, with its sights set on a fourth GT win at La Sarthe. They really do want to make the tens of thousands of British fans trackside, feel patriotic on Sunday afternoon.

Whatever happens at the 86th running of the Le Mans 24 Hours, it’s sure to be a memorable one. Just make sure you keep tabs on GTE Pro throughout, because it’s set to be a 24-hour fist fight, unlike anything we’ve seen before.
Notes & Autographs
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