ADOPT THE OFFICIAL CLOTHING LINE

24h LE MANS®

SPECIAL OFFER*
24 Heures du Mans 2019

FREE SHIPPING on the online store

WITH THE CODE TRAVEL19

*B Special offer available from 15th June to 1st September 2019 included.

VOUCHER

BOUTIQUE.LEMANS.ORG

Agence - Crédits photos : ACO / David Piolé
Special offer available from 15th June to 1st September 2019 included.

FREE SHIPPING WITH THE CODE 24 Heures du Mans 2019 SPECIAL OFFER* VOUCHER BOUTIQUE.
Welcome

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 2020.

Have a great time at this year’s race.

From all the team at Travel Destinations
www.lemansrace.com
www.traveldestinations.co.uk
CONTENTS

Welcome 4
Equipment check-list 6
Before you leave 7
Routes to the circuit from the channel ports 8
Music & Entertainment 12
Jessops Academy photography workshops 14
Race week schedule 16
Radio Le Mans 19
Grandstand map 20
Points of interest map 21
Circuit & campsites map 22
Useful local information 24
Travelling by tram 25
Bars & restaurants in Le Mans 26
Dailysportscar 27
Where to watch 29
Teams & cars entry list 30
Time for a super finale 32
Previous winners 34
Emergency telephone numbers 38
Travel Destinations social media 39
The Great British Race Off 40
Equipment check-list and must-take items

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)
- 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

**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
- 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
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 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;3.0hrs</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**

1. From the ferry terminal take the exit road towards the A16/E402
2. Join A16/E402 for 110km (signposted for Boulogne and Rouen)
3. As you approach Abbeville exit at Junction 23 from A16 onto A28/E402 for 100km (Le Treport, Rouen, Le Havre)
4. As you approach Rouen the road number changes from the A28 to N28
5. Continue through Rouen following signs for Le Mans or Caen

> Follow the instructions in the box
FROM LE HAVRE FERRY TERMINAL
- From the ferry terminal follow Toutes Directions and Rouen.
- You are now on the D1065.
- At interchange keep left to follow blue Autoroute signs for Rouen also Pont de Normandie.
- When Autoroute splits take A29 for Caen/Rouen Nord/Pont de Normandie.
- At following interchange take A29 for Pont du Havre/Pont de Normandie/ Honfleur.
- Keep following signs for Pont de Normandie (you will also get first sign for Le Mans) cross over bridge.
- After the Peage cross over second bridge then exit A29 for Le Mans.
- Join A28 for Le Mans.
- At the end of the A28 Motorway follow signs to Paris and 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 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.

> 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 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 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.

> Follow the instructions in the box

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 A88 Motorway follow signs to Paris & Tours, joining the A11 Motorway.

> Follow the instructions in the box

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 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 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 N23r (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 N23r (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
- 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
Music & Entertainment

In addition to the action unfolding on the track, spectators can also enjoy various entertainment offerings throughout race week. Here are a few highlights:

**Monday 10th June, 18:00hrs – 18:30hrs**
In St Nicholas Square, in the city centre, the handprints of the victorious drivers from last year’s race are immortalised in bronze.

**Tuesday 11th June, 17:00hrs – 18:30hrs**
The pit lane is opened to the public, whilst all the drivers line up behind tables ready to add their signatures, to photos, t-shirts, posters and well almost anything really!

**Wednesday 12th June, 20:00hrs – 21:00hrs**
The first of the free music concerts at the Dunlop Bridge stage features French pop-folk duo Diva Faune.

**Thursday 13th June, 20:00hrs – 21:00hrs**
More music at the Dunlop Bridge stage, this time featuring Cock Robin. This American pop-rock band achieved success back in the eighties with singles such as “The promise you made.”

**Friday 14th June, 17:00hrs – 18:30hrs**
The Drivers Parade takes place in Le Mans town, where all the drivers are paraded around the town in open top vintage cars. Expect marching bands and supercars creating a carnival atmosphere.

**Saturday 15th June, 20:00hrs – late**
The headline music act at the Dunlop Bridge stage this year are Scottish rock band Franz Ferdinand. Well known hits such as “Take Me Out” will be interspersed with songs from their new album.
GO AND EXPERIENCE GT RACING AT THE BEST RACE TRACK IN THE WORLD!

Nürburgring 24 hours

Exclusive trackside camping
From £320.00 per person
21st – 24th May 2020

To book or for more information please call us now on

01707 329988
www.traveldestinations.co.uk
Jessops Academy
Photography Workshops

To help you get the best results with your track-side photography, Travel Destinations has teamed up with the expert trainers at Jessops Academy, to offer exclusive photography workshops during this year’s Le Mans 24 Hours.

WORKSHOP 1:
Camera set-up and control for motorsport photography (Saturday 11am – 12:30pm)
£75.00 per person

WORKSHOP 2:
Mastering movement, panning shots trackside and editorial shooting (Saturday 4pm – 7pm) £100 per person

WORKSHOP 3:
Dusk and evening light. Silhouettes and slow shutter work (Saturday 8pm – 11pm)
£100.00 per person

WORKSHOP 4:
Dawn and sunrise at Le Mans. Making the best of this perfect time of day for Le Mans photos (Sunday 4:30am – 7:30am)
£100.00 per person

WORKSHOP 5:
Reviewing images; Problem solving and post production editing (Sunday 11am – 12:30pm)
£75.00 per person

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

You can add any of the Jessops Academy workshops to your booking by calling Travel Destinations now on 01707 329988.

JESSOPS
academy
Panning is a phenomenally powerful technique for motorsport photography, but a difficult one to master. Panning will be more manageable when using a wider-angle lens as it will enable you to go slower. It will also help you to get more of the background and surrounding colour in your shots, for something a little different.
# 2019 Race Week Schedule

| Sunday 9th June | 14:30hrs – 19:00hrs | Administrative checks & scrutineering (Place de la Republique) |
| Monday 10th June | 10:00hrs – 18:00hrs | Administrative checks & scrutineering (Place de la Republique) |
|                | 18:00hrs – 18:30hrs | Winners handprints unveiled (Saint Nicolas Square) |
| Tuesday 11th June | 10:30hrs – 10:45hrs | Official drivers’ photo (Start/Finish Line) |
|                | 16:00hrs – 23:00hrs | R’Hunaudieres historic car display & fan event (Rauadin village) |
|                | 17:00hrs – 18:30hrs | Drivers’ autograph session (Pit Lane) |
| Wednesday 12th June | 10:00hrs – 15:00hrs | Pit walk (ticket required) |
|                | 16:00hrs – 20:00hrs | Le Mans 24 Hours: Free Practice Session |
|                | 20:00hrs – 21:30hrs | Free Concert: Diva Faune (Dunlop Stage) |
|                | 22:00hrs – 00:00hrs | Le Mans 24 Hours: Qualifying Practice Session |
| Thursday 13th June | 08:30hrs – 09:30hrs | Road to Le Mans: Free Practice 2 |
|                | 10:00hrs – 10:45hrs | Ferrari Challenge: Free Practice 1 |
|                | 11:25hrs – 12:10hrs | Ferrari Challenge: Free Practice 2 |
|                | 13:00hrs – 13:20hrs | Road to Le Mans: Qualifying Practice Session 1 |
|                | 13:35hrs – 13:55hrs | Road to Le Mans: Qualifying Practice Session 2 |
|                | 15:00hrs – 16:00hrs | Ferrari Challenge: Qualifying Practice |
|                | 17:30hrs – 18:25hrs | Road to Le Mans: Race 1 |
|                | 19:00hrs – 21:00hrs | 24 Hours of Le Mans: Qualifying Practice Session |
|                | 20:00hrs – 00:00hrs | 24 Hours of Le Mans: Qualifying Practice Session |
| Friday 14th June | 09:00hrs – 17:00hrs | Classic British Welcome fan event (St. Saturnin) |
|                | 10:00hrs – 20:00hrs | Open Pit Lane |
|                | 17:00hrs – 18:30hrs | Drivers Parade |
| Saturday 15th June | 09:00hrs – 09:45hrs | Le Mans 24 Hours: Warm-up |
|                | 10:15hrs – 11:00hrs | Ferrari Challenge: Race |
|                | 11:30hrs – 12:25hrs | Road to Le Mans: Race 2 |
|                | 15:00hrs – 16:00hrs | Le Mans 24 Hours: Race start |
|                | 20:00hrs – 00:00hrs | Free Concert: Franz Ferdinand (Dunlop Stage) |
| Sunday 16th June | 10:30hrs – 12:30hrs | Mass (La Chappelle) |
|                | 15:00hrs – 17:00hrs | Le Mans 24 Hours: Race finish |

16
POLE TO POLE EXTERIOR CAR CARE

BLAST
WASH
SEAL

PRESSURE WASH
WITH AUTOGLYM POLAR

autoglym polar
So much more than just Le Mans

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 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 Michelin Pilot Challenge in the USA on IMSA Radio.

Add to that the 24 Hours of Dubai, the Bathurst 12 Hours AND 6 hours, the Nurburging 24 Hours, and a full season of VLN 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 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, 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 Exhibition Centre
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
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 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 different cuisines 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.

Bars & Restaurants in Le Mans

CITY CENTRE BARS & RESTAURANTS:

TAJ MAHAL
The best Indian restaurant in town, in the city centre – just off the Place de la Republique.
20 Rue du Cornet.
Tel: +33 (0)2 43 24 54 87

LE GRENIER A SEL
A Michelin-starred restaurant in the city centre opposite Le Stan jazz bar.
26 Place de l’Eperon.
Tel: +33 (0)2 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.
Tel: +33 2 43 28 60 87

LA CHAMADE RESTAURANT
Traditional French cuisine located in the old town.
9 Rue Dorée 72000.
Le Vieux Mans.
Tel: +33 (0)2 43 28 22 96

LA VILLA
Stylish French restaurant in the Place de la Republique.
Tel: +33 (0)2 43 52 88 75

LA NEZ ROUGE
Head here for a gastronomic experience in the Plantagenet old town adjacent to the Cathedral.
107 Grand Rue 72000 Le Mans.
Tel: +33 (0)2 43 24 27 26

OUT OF TOWN RESTAURANTS:

RESTAURANT L’AUBERGE DE BAGATELLE
A Michelin-starred former country inn situated on the D134 to the east of Le Mans city. Reservations recommended.
489 Avenue Boilée, 72000 Le Mans.
Tel: +33 (0)2 43 85 25 73

CAFÉ DUTERETTE ROUGE
A famous trackside bar located on the outside of the circuit at the corner of Tertre Rouge and beginning of the Mulsanne straight.

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: +33 (0)2 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: +33 (0)2 43 20 56 03

AUBERGE DES MATFEUX
For a gastronomic experience on the outskirts of Arnage, this is definitely the place to be. Reservations recommended.
289 Avenue Nationale 72230 Arnage.
Tel: +33 (0)2 43 21 10 71

LE PONT ROUGE
The good humoured Maitre D proposes a simple menu but the food and wine are extremely good.
Chemin des Perrays 72100 Le Mans.
Tel: +33 (0)2 43 85 05 87
We think you’ll love Dailysportscar

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 a free to view daily fix online that will fit the bill.

Whilst they take their racing seriously there’s always a sense of fun too, bringing the lighter side of racing to the internet 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 international sportscar race coverage across the globe, Dailysportscar boasts a worldwide network of reporters and photographers dedicated to bringing news of the cars, teams, personalities and racing around the world.

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).
Experience a great selection of the world’s best Hi-Fi set in a converted Granary and Stables in the heart of the beautiful Bedfordshire countryside. Just off the A1(M) with plenty of free parking. We have 5 beautiful demo rooms in a relaxed setting so you can sit back, relax and make an informed no pressure sales decision that’s right for you.

paul@hifilounge.co.uk  www.hifilounge.co.uk  Tel: 01767 448 121
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. It is also very interesting to see the acceleration of all the different cars off the slowest corner on the track. The section between Mulsanne 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.

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 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 & Cars Entry List

<table>
<thead>
<tr>
<th>N°</th>
<th>LM P1 : 08 Cars</th>
<th>Nat</th>
<th>Car</th>
<th>Drivers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Rebellion Racing</td>
<td>CHE</td>
<td>Rebellion R13 - Gibson</td>
<td>Jani, Lotterer, Senna Jr</td>
</tr>
<tr>
<td>3</td>
<td>Rebellion Racing</td>
<td>CHE</td>
<td>Rebellion R13 - Gibson</td>
<td>Laurent, Berthon, Menezes</td>
</tr>
<tr>
<td>4</td>
<td>Bykoles Racing Team</td>
<td>AUT</td>
<td>Enso Clm P1/01 - Nismo</td>
<td>Dillmann</td>
</tr>
<tr>
<td>7</td>
<td>Toyota Gazoo Racing</td>
<td>JPN</td>
<td>Toyota TS050 - Hybrid</td>
<td>Conway, Kobayashi, Lopez</td>
</tr>
<tr>
<td>8</td>
<td>Toyota Gazoo Racing</td>
<td>JPN</td>
<td>Toyota TS050 - Hybrid</td>
<td>Buemi, Nakajima, Alonso</td>
</tr>
<tr>
<td>10</td>
<td>Dragonspeed **</td>
<td>USA</td>
<td>BR Engineering BR1- Gibson</td>
<td>Hedman, Hanley, Van Der Zande</td>
</tr>
<tr>
<td>11</td>
<td>SMP Racing</td>
<td>RUS</td>
<td>BR Engineering BR1- Aer</td>
<td>Petrov, Aleshin, Vandoorne</td>
</tr>
<tr>
<td>17</td>
<td>SMP Racing</td>
<td>RUS</td>
<td>BR Engineering BR1- Aer</td>
<td>Sarrazin, Orudzhev, Sirotkin</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>N°</th>
<th>LM P2 : 19 Cars</th>
<th>Nat</th>
<th>Car</th>
<th>Drivers</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td>High Class Racing</td>
<td>DNK</td>
<td>Oreca 07 – Gibson</td>
<td>Fjordbach, Andersen</td>
</tr>
<tr>
<td>22</td>
<td>United Autosports</td>
<td>USA</td>
<td>Ligier JSP217-Gibson</td>
<td>Hanson, Albuquerque, Di Resta</td>
</tr>
<tr>
<td>23</td>
<td>Panis Barthez Competition</td>
<td>FRA</td>
<td>Ligier JSP217- Gibson</td>
<td>Binder, Stevens, Canal</td>
</tr>
<tr>
<td>25</td>
<td>Algarve Pro Racing</td>
<td>USA</td>
<td>Oreca 07- Gibson</td>
<td>Patterson, Pizzitola, Falb</td>
</tr>
<tr>
<td>26</td>
<td>G-Drive Racing</td>
<td>RUS</td>
<td>Oreca 07- Gibson</td>
<td>Rusinov, van Uitert, Vergne</td>
</tr>
<tr>
<td>28</td>
<td>TDS Racing</td>
<td>FRA</td>
<td>Oreca 07- Gibson</td>
<td>Perrodo, Vaxiviere, Duval</td>
</tr>
<tr>
<td>29</td>
<td>Racing Team Nederland</td>
<td>NLD</td>
<td>Dallara P217- Gibson</td>
<td>Van Eerd, Van Der Garde, De Vries</td>
</tr>
<tr>
<td>30</td>
<td>Duqueine Engineering</td>
<td>FRA</td>
<td>Oreca 07 – Gibson</td>
<td>Dumas, Ragues, Jamin</td>
</tr>
<tr>
<td>31</td>
<td>Dragonspeed</td>
<td>USA</td>
<td>Oreca 07- Gibson</td>
<td>Gonzalez, Maldonado, Davidson</td>
</tr>
<tr>
<td>32</td>
<td>United Autosports</td>
<td>USA</td>
<td>Ligier JSP217-Gibson</td>
<td>Cullen, Brundle</td>
</tr>
<tr>
<td>34</td>
<td>Inter Europol Competition</td>
<td>POL</td>
<td>Ligier JSP217- Gibson</td>
<td>Smiechowski, Roussel, Clos</td>
</tr>
<tr>
<td>36</td>
<td>Signatech Alpine Matmut</td>
<td>FRA</td>
<td>Alpine A470 - Gibson</td>
<td>Lapierre, Negrao, Thiriet</td>
</tr>
<tr>
<td>37</td>
<td>Jackie Chan Dc Racing</td>
<td>CHN</td>
<td>Oreca 07- Gibson</td>
<td>Heinemeier, Hansson, King, Taylor</td>
</tr>
<tr>
<td>38</td>
<td>Jackie Chan Dc Racing</td>
<td>CHN</td>
<td>Oreca 07- Gibson</td>
<td>Tung, Richelmi, Aubry</td>
</tr>
<tr>
<td>39</td>
<td>Graff</td>
<td>FRA</td>
<td>Oreca 07- Gibson</td>
<td>Gommendy, Capillaire, Hirschi</td>
</tr>
<tr>
<td>43</td>
<td>RLR M Sport/Tower Events</td>
<td>GBR</td>
<td>Oreca 07- Gibson</td>
<td>Farano, Mami, Nato</td>
</tr>
<tr>
<td>47</td>
<td>Cetilar R.Villorba Corse</td>
<td>ITA</td>
<td>Dallara P217- Gibson</td>
<td>Lacorte, Belicchi, Sernagiotto</td>
</tr>
<tr>
<td>48</td>
<td>Idc Sport</td>
<td>FRA</td>
<td>Oreca 07- Gibson</td>
<td>Lafargue, Rojas, Chatin</td>
</tr>
<tr>
<td>49</td>
<td>Arc Bratislava</td>
<td>SVK</td>
<td>Ligier JSP217- Gibson</td>
<td>Konopka</td>
</tr>
<tr>
<td>50</td>
<td>Larbre Competition</td>
<td>FRA</td>
<td>Ligier JSP217- Gibson</td>
<td>Creed, Ricci</td>
</tr>
</tbody>
</table>
### LM GTE Pro : 17 Cars

<table>
<thead>
<tr>
<th>N°</th>
<th>Car</th>
<th>Drivers</th>
</tr>
</thead>
<tbody>
<tr>
<td>51</td>
<td>AF Corse ITA</td>
<td>Ferrari 488 GTE Evo</td>
</tr>
<tr>
<td>63</td>
<td>Corvette Racing USA</td>
<td>Chevrolet Corvette C7.R Magnussen, Garcia, Rockenfeller</td>
</tr>
<tr>
<td>64</td>
<td>Corvette Racing USA</td>
<td>Chevrolet Corvette C7.R Gavin, Milner, Fassler</td>
</tr>
<tr>
<td>66</td>
<td>Ford Chip Ganassi Team UK USA</td>
<td>Ford GT Mucke, Pla, Johnson</td>
</tr>
<tr>
<td>67</td>
<td>Ford Chip Ganassi Team UK USA</td>
<td>Ford GT Priault, Tincknell, Bomarito</td>
</tr>
<tr>
<td>68</td>
<td>Ford Chip Ganassi Team USA USA</td>
<td>Ford GT Hand, Muller, Bourdais</td>
</tr>
<tr>
<td>69</td>
<td>Ford Chip Ganassi Team USA USA</td>
<td>USA Ford GT Briscoe, Westbrook, Dixon</td>
</tr>
<tr>
<td>71</td>
<td>BMW Team Mtek DEU BMW M8 GTE</td>
<td>Catsburg</td>
</tr>
<tr>
<td>81</td>
<td>BMW Team Mtek DEU BMW M8 GTE</td>
<td>Farfus</td>
</tr>
<tr>
<td>89</td>
<td>Risi Competizione USA Ferrari 488 GTE Evo</td>
<td>Derani, Jarvis, Gounon</td>
</tr>
<tr>
<td>91</td>
<td>Porsche GT Team DEU Porsche 911 RSR</td>
<td>Lietz, Bruni, Makowiecki</td>
</tr>
<tr>
<td>92</td>
<td>Porsche GT Team DEU Porsche 911 RSR</td>
<td>Christensen, Estre, Vanthoor</td>
</tr>
<tr>
<td>94</td>
<td>Porsche GT Team USA Porsche 911 RSR</td>
<td>Muller, Jaminet, Olsen</td>
</tr>
<tr>
<td>95</td>
<td>Aston Martin Racing GBR Aston Martin Vantage AMR</td>
<td>Thiim, Sorensen, Turner</td>
</tr>
<tr>
<td>97</td>
<td>Aston Martin Racing GBR Aston Martin Vantage AMR</td>
<td>Martin, Lynn, Adam</td>
</tr>
</tbody>
</table>

### LM GTE Am : 17 Cars

<table>
<thead>
<tr>
<th>N°</th>
<th>Car</th>
<th>Drivers</th>
</tr>
</thead>
<tbody>
<tr>
<td>54</td>
<td>Spirit Of Race CHE</td>
<td>Ferrari 488 GTE Flohr, Castellacci, Fisichella</td>
</tr>
<tr>
<td>56</td>
<td>Team Project I DEU</td>
<td>Porsche 911 RSR Bergmeister, Lindsey, Perfetti</td>
</tr>
<tr>
<td>57</td>
<td>Car Guy Racing JPN</td>
<td>Ferrari 488 GTE Kimura, Cozzolino, Ledogar</td>
</tr>
<tr>
<td>60</td>
<td>Kessel Racing CHE</td>
<td>Ferrari 488 GTE Schiavoni</td>
</tr>
<tr>
<td>61</td>
<td>Clearwater Racing SGP</td>
<td>Ferrari 488 GTE Perez-Companc, Griffin, Cressoni</td>
</tr>
<tr>
<td>62</td>
<td>Weathertech Racing USA</td>
<td>Ferrari 488 GTE Macneil, Vilander, Smith</td>
</tr>
<tr>
<td>70</td>
<td>MR Racing JPN</td>
<td>Ferrari 488 GTE Ishikawa, Beretta, Cheever</td>
</tr>
<tr>
<td>77</td>
<td>Dempsey-Proton Racing DEU</td>
<td>Porsche 911 RSR Campbell</td>
</tr>
<tr>
<td>78</td>
<td>Proton Competition DEU</td>
<td>Porsche 911 RSR Prete, Prete, Abril</td>
</tr>
<tr>
<td>83</td>
<td>Kessel Racing CHE</td>
<td>Ferrari 488 GTE Gostner, Frey, Gatting</td>
</tr>
<tr>
<td>84</td>
<td>JMW Motorsport GBR</td>
<td>Ferrari 488 GTE Segal, Baptista, Lu</td>
</tr>
<tr>
<td>85</td>
<td>Keating Motorsport USA</td>
<td>Ford GT Keating, Bleekemolen, Fraga</td>
</tr>
<tr>
<td>86</td>
<td>Gulf Racing GBR</td>
<td>Porsche 911 RSR Wainwright, Barker</td>
</tr>
<tr>
<td>88</td>
<td>Dempsey-Proton Racing DEU</td>
<td>Porsche 911 RSR Hoshino, Roda, Cairoli</td>
</tr>
<tr>
<td>90</td>
<td>TF Sport Gbr</td>
<td>Aston Martin Vantage Yoluc, Eastwood</td>
</tr>
<tr>
<td>98</td>
<td>Aston Martin Racing GBR</td>
<td>Aston Martin Vantage Dalla Lana, Lamy, Lauda</td>
</tr>
<tr>
<td>99</td>
<td>Dempsey-Proton Racing DEU</td>
<td>Porsche 911 RSR Long, Krohn, Jonsson</td>
</tr>
</tbody>
</table>

*Team entry and driver details accurate at time of going to press.
The Waiting is over, it is now time for a ‘Super Finale’

After 62 hours of racing across seven rounds, the FIA WEC 2018/19 “Super Season” comes down to this; the finale at the 87th running of the Le Mans 24 Hours. This season has had everything; close racing, drama, controversy, stars in fast cars, new machinery, dominant performances and it will all end here in France. It is easy to overlook this week as the end of the current FIA World Endurance Championship season, as the Le Mans 24 Hours is an international mega-event and, in many ways, still stands alone. But many of the teams and drivers within the record 62-car field will be fighting not only for their places in the history of this great motor race, but for FIA WEC points and titles. Quite how the race will pan out with teams factoring in all important hauls of points, is a real unknown, but it can only add to the drama and intrigue that goes with each edition of the Grand Prix D’Endurance.

So just how has the ‘Super Season’ panned out, and what can we expect out of the title battles? Well it all started in May of 2018, at the 6 Hours of Spa Francorchamps, which was a race that, looking back, served as a real taste of what was to come. LMP1, understandably, has been dominated from the off by the sole remaining factory team in the class, Toyota Gazoo Racing. It’s pair of thoroughbred, near bullet-proof TS050 HYBRIDs, driven by six world-class drivers, this year including Fernando Alonso, have been winning convincingly. Aside from a slip up at Silverstone where both Toyotas were excluded post-race, it has been one-way traffic.

Now, the debate surrounding Toyota’s dominance has been somewhat all consuming throughout the season, but the reality is, that whatever the ACO and FIA do to balance the cars (and its efforts thus far have been far from perfect), the non-hybrid privateer cars are just not ready yet to go toe-to-toe with Toyota’s tried and tested, cutting edge machines. Rebellion, SMP DragonSpeed and ByKolles’ efforts haven’t been in vain, and at times the sheer determination from all parties has been nothing short of admirable, but they’d need a lot more development time and money to sniff wins regularly.

That’s not to say that Le Mans can’t throw up surprises, because it often does; just ask Toyota, which until last year had a history of spectacular blunders to its name. The 2018 Le Mans 24 Hours almost went ‘too’ smoothly for the Japanese marque, which in search of its first Le Mans win was able to take a controlled approach, with no other brands throwing huge resources at the event.

This year may prove to be different though, as the privateer cars have had a season’s worth of work completed on them, which will help in the reliability department. And it’s been a cocktail of fragility, along with costly driver errors, that have prevented some of the races from being competitive.

If a couple of the chasing pack can keep it clean, and Toyota hits any sort of trouble, then it’s game on, if not, it’ll be an inter-team battle between the No.7 and No.8 to decide which trio is crowned World Champions and Le Mans winners. The battle for third place therefore, will be the one to watch in the class.

The LMP2 category on the other hand has been far more entertaining on track, as Jackie Chan DC Racing and Signatech Alpine have been locked in a season-long battle for the title lead. As it stands it is advantage Alpine. For Alpine’s trio, consistency has kept them in it, Nicolas Lapierre, Andre Negrao and Pierre Thiriet won the class at Le Mans last year and have been on the podium at every other race.

JCDC’s No.38 crew of Gabriel Aubry, Stephane Richelmi and Ho-Pin Tung, meanwhile, trail by just four points after wins at season opener at Spa, Silverstone and Shanghai as well as a second-place finish at Fuji. The big blow came at Sebring, where they could only muster a sixth-place finish after a troubled race on the gruelling Floridian circuit. Can they bounce back here, and for one last time pull a win out of the bag and win the title? It’ll be a storyline well worth following.

Elsewhere in the full-season WEC LMP2 field, while there are no other contenders for the championship, there is the intrigue of DragonSpeed’s Pastor Maldonado and Anthony Davidson-led ORECA, which has finished on the podium the last three races and looks primed for a big result, and the new-look No.37 JCDC squad.

A mid-season driver crew change for the No.37 car has eliminated it from the title
race, but the addition of Briton Jordan King, American IMSA ace Ricky Taylor and super Gentlemen driver David Heinemeier Hansson to the field means further depth for the class. And it’s a class which oozes quality and now features 20 cars since the late surprise announcement that two extra garages will be built for the race.

For those of you trackside at the race it’s the GTE ranks though, that will provide much of the excitement and drama, and for good reason, both GTE Pro and Am are stacked with quality entries and are likely to play host to the closest racing.

GTE Pro this year has had its ups and downs, and its fair share of drama up and down the field, but it’s been Porsche that has led the way with consistency. The German marque, against such stiff competition has taken control of the Manufacturers and Drivers points battles thanks to its two screaming-mid-engined 911 RSRs taking wins at Le Mans, Fuji and Sebring, and further podiums at every round.

While the other teams have struggled to find any form, Porsche’s GT Team has been at times dominant, which is more than just impressive in a BoP-controlled formula. Michael Christensen and Kevin Estre in the team’s No.92 911 RSR have been the stars here, and head to the finale with a 36 point lead over their teammates in the No.91.

Le Mans is its own race though, and all the other factories will be gunning for glory. After a slow start to its life as the flagship model, Aston Martin will hope its Vantage AMRs can challenge for their first win at La Sarthe, as too will BMW with its M8 GTEs. The older Ford GTs and AF Corse-run Ferraris too will of course be in the mix here, and have to fight not only their full-season competition, but the annual slew of IMSA guest entries (including of course two thunderous Corvettes) that will also be throwing the kitchen sink at the race.

GTE Am on the other hand, is a tighter points battle after seven of the eight races this season. It’s been a rollercoaster in the pro-am division of GTE, with some of the best door-to-door action we’ve seen of any class, and a sprinkling of controversy to keep it all interesting.

It looked almost certain that the No.88 Dempsey Proton Racing Porsche was going to march to the title, after winning Le Mans and Silverstone last year and scoring well at Spa, but at Fuji, it all changed. A huge penalty was handed to the team for a data logger infraction in Japan, with WEC opting to dock the team all its points. This hammering of the reset button for the class vaulted WEC debutant Team Project 1 into the title lead. Its drivers Jorg Bergmeister, Patrick Lindsey and Egidio Perfetti have been strong all year, and as a trio getting stronger. They’ve shown consistency with four podiums and a win at Fuji. And even when the team had its backs against the wall at Sebring, after a huge fire in the pre-event test forced it to freight a spare car from Europe on short notice during race week, they still finished third.

Another big result here would seal it, but Spirit of Race and Aston Martin Racing will be keen to win big in France and bring the end of the season to a fitting crescendo, in amongst another big pack of 17 GTE Am cars for the 24 Hours.

LMP1 STANDINGS
1st. No.8 Toyota TS050 HYBRID – Fernando Alonso, Sebastien Buemi and Kazuki Nakajima: 160 points
2nd. No.7 Toyota TS050 HYBRID – Mike Conway, Kamui Kobayashi and Jose Maria Lopez: 129 points
3rd. No.3 Rebellion R-13 Gibson – Thomas Laurent, Gustavo Menezes and Mathias Beche: 99 points

LMP2 STANDINGS
1st. No.36 Signatech Alpine A460 – Nicolas Lapierre, Pierre Thiriet & Andre Negrao: 143 points
2nd. No.38 Jackie Chan DC Racing ORECA – Ho Pin Tung, Gabriel Aubry and Stephane Richelmi: 139 points

GTE PRO DRIVERS STANDINGS
1st. No.92 Porsche 911 RSR – Michael Christensen and Kevin Estre: 140 points
2nd. No.91 Porsche 911 RSR – Gianmaria Bruni, Richard Lietz: 104 points
3rd. No.51 AF Corse Ferrari 488 – James Calado, Alessandro Pier Guidi: 98.5 points

GTE PRO MANUFACTURER STANDINGS
1st. Porsche: 246 points
2nd. Ferrari: 153 points
3rd. Ford: 137 points

GTE AM DRIVERS STANDINGS
1st. No.56 Team Project 1 Porsche, Jorg Bergmeister, Patrick Lindsey and Egidio Perfetti: 130 points
2nd. No.54 Spirit of Race Ferrari, Thomas Flohr, Francesco Castellacci and Giancarlo Fisichella: 119 points
3rd. No.98 Aston Martin Racing Vantage, Paul Dalla Lana, Pedro Lamy and Mathias Lauda: 87 points
<table>
<thead>
<tr>
<th>Year</th>
<th>Car No.</th>
<th>Driver line up</th>
<th>Car</th>
</tr>
</thead>
<tbody>
<tr>
<td>2018</td>
<td>8</td>
<td>Sébastien Buemi (SUI) Kazuki Nakajima (JAP) Fernando Alonso (ESP)</td>
<td>Toyota TS050 Hybrid</td>
</tr>
<tr>
<td>2017</td>
<td>2</td>
<td>Timo Bernhard (GER) Brendon Hartley (NZL) Earl Bamber (NZL)</td>
<td>Porsche 919 Hybrid</td>
</tr>
<tr>
<td>2016</td>
<td>2</td>
<td>Romain Dumas (FRA) Neel Jani (SUI) Marc Lieb (GER)</td>
<td>Porsche 919 Hybrid</td>
</tr>
<tr>
<td>2015</td>
<td>19</td>
<td>Nico Hulkenberg (GER) Earl Bamber (NZL) Nick Tandy (GBR)</td>
<td>Audi R18 e-tron quattro</td>
</tr>
<tr>
<td>2014</td>
<td>2</td>
<td>Marcel FASSLER (GER) André LOTTERER (GER) Benoît TRELUYER (FRA)</td>
<td>Audi R18 e-tron quattro</td>
</tr>
<tr>
<td>2013</td>
<td>2</td>
<td>Tom KRISTENSEN (DEN) Allan McNISH (GBR) Loic DUVAL (FRA)</td>
<td>Audi R18 TDI Plus Manufacturer</td>
</tr>
<tr>
<td>2012</td>
<td>1</td>
<td>Andre LOTTERER (GER) / Marcel FASSLER (GER) / Benoît TRELUYER (FRA)</td>
<td>Audi R10 TDI</td>
</tr>
<tr>
<td>2011</td>
<td>2</td>
<td>Andre LOTTERER (GER) / Marcel FASSLER (GER) / Benoît TRELUYER (FRA)</td>
<td>Audi R10 TDI</td>
</tr>
<tr>
<td>2010</td>
<td>9</td>
<td>Mike ROCKENFELLER (GER) / Timo BERNHARD (GER) / Romain DUMAS (FRA)</td>
<td>Audi R10 TDI</td>
</tr>
<tr>
<td>2009</td>
<td>9</td>
<td>David BRABHAM (AUS) / Marc GENE (ESP) / Alexander WURZ (AUT)</td>
<td>Peugeot 908 Hdi-FAP</td>
</tr>
<tr>
<td>2008</td>
<td>2</td>
<td>Rinaldo CAPELLO (ITA) / Tom KRISTENSEN (DEN) / Allan McNISH (GBR)</td>
<td>Audi R10 TDI</td>
</tr>
<tr>
<td>2007</td>
<td>1</td>
<td>Frank BIELA (GER) / Emanuele PIRRO (ITA) / Marco WERNER (GER)</td>
<td>Audi R10 TDI</td>
</tr>
<tr>
<td>2006</td>
<td>8</td>
<td>Frank BIELA (GER) / Emanuele PIRRO (ITA) / Marco WERNER (GER)</td>
<td>Audi R10 TDI</td>
</tr>
<tr>
<td>2005</td>
<td>3</td>
<td>Tom KRISTENSEN (DEN) / J.J. LEHTO (FIN) / Marcus WERNER (GER)</td>
<td>Audi R8</td>
</tr>
<tr>
<td>2004</td>
<td>5</td>
<td>Stéphane Ortelli (FRA) / Rinaldo CAPELLO (ITA) / Tom KRISTENSEN (DEN)</td>
<td>Audi R8</td>
</tr>
<tr>
<td>2003</td>
<td>7</td>
<td>Rinaldo CAPELLO (ITA) / Steve JORGENSEN (USA) / Tom KRISTENSEN (DEN)</td>
<td>Bentley EXP Speed 8</td>
</tr>
<tr>
<td>2002</td>
<td>1</td>
<td>Frank BIELA (GER) / Tom KRISTENSEN (DEN) / Emanuele PIRRO (ITA)</td>
<td>Audi R8</td>
</tr>
<tr>
<td>2001</td>
<td>1</td>
<td>Frank BIELA (GER) / Tom KRISTENSEN (DEN) / Emanuele PIRRO (ITA)</td>
<td>Audi R8</td>
</tr>
<tr>
<td>2000</td>
<td>8</td>
<td>Frank BIELA (GER) / Tom KRISTENSEN (DEN) / Emanuele PIRRO (ITA)</td>
<td>Audi R8</td>
</tr>
<tr>
<td>1999</td>
<td>15</td>
<td>Yannick DALMAS (FRA) / Pierluigi MARTINI (ITA) / Joachim WINKELHOFF (GER)</td>
<td>BMW M3 LMH</td>
</tr>
<tr>
<td>1998</td>
<td>26</td>
<td>Laurent ALELLO (FRA) / Allan McNISH (GBR) / Stephane Ortelli (FRA)</td>
<td>Porsche 911 GT1-98</td>
</tr>
<tr>
<td>1997</td>
<td>7</td>
<td>Michele ALBORETO (ITA) / Stefan JOHANSSON (SWE) / Tom KRISTENSEN (DEN)</td>
<td>TWR Porsche WSC95</td>
</tr>
<tr>
<td>1996</td>
<td>7</td>
<td>Dario JONES (USA) / Manuel REUTER (GER) / Alexander WURZ (AUT)</td>
<td>Joost Porsche WSC95</td>
</tr>
<tr>
<td>1995</td>
<td>59</td>
<td>Yannick DALMAS (FRA) / J.J. LEHTO (FIN) / Maasani SEIKATA (JAP)</td>
<td>McLaren F1 GTR</td>
</tr>
<tr>
<td>1994</td>
<td>36</td>
<td>Mauro BALDI (ITA) / Yannick DALMAS (FRA) / Hurley HAYWOOD (USA)</td>
<td>Dauer Porsche 962LM</td>
</tr>
<tr>
<td>1993</td>
<td>3</td>
<td>Christophe BOUCHUT (FRA) / Geoff BRABHAM (AUS) / Eric HELARY (FRA)</td>
<td>Peugeot 905B</td>
</tr>
<tr>
<td>1992</td>
<td>4</td>
<td>Mark BLUNDELL (GBR) / Yannick DALMAS (FRA) / Derek WARWICK (GBR)</td>
<td>Peugeot 905</td>
</tr>
<tr>
<td>1991</td>
<td>55</td>
<td>Bertrand GACHOT (BEL) / Johnny HERBERT (GBR) / Volker WEIDLER (GER)</td>
<td>Mazda 787B</td>
</tr>
<tr>
<td>1990</td>
<td>3</td>
<td>Martin BRUNDLE (GBR) / Price COBB (USA) / John NIELSEN (DEN)</td>
<td>Jaguar XJR-12</td>
</tr>
<tr>
<td>1989</td>
<td>63</td>
<td>Stanley DICKENS (SWE) / Jochen MASS (GER) / Manuel REUTER (GER)</td>
<td>Sauber Mercedes C9</td>
</tr>
<tr>
<td>1988</td>
<td>2</td>
<td>Johnny DUMFRIES (SCO) / Jan LAMMERS (HOL) / Andy WALLACE (GBR)</td>
<td>Jaguar XJ-R3</td>
</tr>
<tr>
<td>1987</td>
<td>17</td>
<td>Derek BELL (GBR) / Al HOLBERT (USA) / Hans-Joachim STUCK (GER)</td>
<td>Porsche 956C</td>
</tr>
<tr>
<td>1986</td>
<td>1</td>
<td>Derek BELL (GBR) / Al HOLBERT (USA) / Hans-Joachim STUCK (GER)</td>
<td>Porsche 956C</td>
</tr>
<tr>
<td>1985</td>
<td>7</td>
<td>Paolo BARILLA (ITA) / Klaus LUDWIG (GER) / John &quot;WINTER&quot; (GER)</td>
<td>Porsche 956B</td>
</tr>
<tr>
<td>1984</td>
<td>7</td>
<td>Klaus LUDWIG (GER) / Henri PESCAROLO (FRA)</td>
<td>Porsche 956B</td>
</tr>
<tr>
<td>1983</td>
<td>3</td>
<td>Hurley HAYWOOD (USA) / Al HOLBERT (USA) / Vern SCHUPPAN (AUS)</td>
<td>Porsche 956</td>
</tr>
<tr>
<td>1982</td>
<td>1</td>
<td>Derek BELL (GBR) / Jacky ICKX (BEL)</td>
<td>Porsche 956</td>
</tr>
<tr>
<td>1981</td>
<td>11</td>
<td>Derek BELL (GBR) / Jacky ICKX (BEL)</td>
<td>Porsche 936/B1</td>
</tr>
<tr>
<td>1980</td>
<td>16</td>
<td>Jean-Pierre JASSAUD (FRA) / Jean RONDEAU (FRA)</td>
<td>Rondeau 379B - Ford</td>
</tr>
<tr>
<td>1979</td>
<td>41</td>
<td>Klaus LUDWIG (GER) / Bill WHITTINGTON (USA) / Don WHITTINGTON (USA)</td>
<td>Porsche 935-K3</td>
</tr>
<tr>
<td>1978</td>
<td>2</td>
<td>Jean-Pierre JASSAUD (FRA) / Didier PIRONI (FRA)</td>
<td>Alpine A442B - Renault</td>
</tr>
<tr>
<td>1977</td>
<td>4</td>
<td>Jurgen BARTH (GER) / Hurley HAYWOOD (USA) / Jacky ICKX (BEL)</td>
<td>Porsche 936</td>
</tr>
<tr>
<td>1976</td>
<td>20</td>
<td>Jacky ICKX (BEL) / Guy van Lennep (HOL)</td>
<td>Porsche 936</td>
</tr>
<tr>
<td>1975</td>
<td>11</td>
<td>Derek BELL (GBR) / Jacky ICKX (BEL)</td>
<td>Mirage GR8 - Ford</td>
</tr>
<tr>
<td>Year</td>
<td>Place</td>
<td>Drivers</td>
<td>Car</td>
</tr>
<tr>
<td>------</td>
<td>-------</td>
<td>----------------------------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>1974</td>
<td>7</td>
<td>Gerard LARROUSSE (FRA) / Henri PESCAROLO (FRA)</td>
<td>Matra-Simca MS670B</td>
</tr>
<tr>
<td>1973</td>
<td>11</td>
<td>Gerard LARROUSSE (FRA) / Henri PESCAROLO (FRA)</td>
<td>Matra-Simca MS670B</td>
</tr>
<tr>
<td>1972</td>
<td>15</td>
<td>Graham HILL (GBR) / Henri PESCAROLO (FRA)</td>
<td>Matra-Simca MS670B</td>
</tr>
<tr>
<td>1971</td>
<td>22</td>
<td>Gijs van LENNEP (HOL) / Helmut MARKO (AUT)</td>
<td>Porsche 917K</td>
</tr>
<tr>
<td>1970</td>
<td>23</td>
<td>Richard ATTWOOD (GBR) / Hans HERMANN (GER)</td>
<td>Porsche 917K</td>
</tr>
<tr>
<td>1969</td>
<td>6</td>
<td>Jacky ICKX (BEL) / Jackie OLIVER (GBR)</td>
<td>Ford GT40 MkI</td>
</tr>
<tr>
<td>1968</td>
<td>9</td>
<td>Lucien BIANCHI (BEL) / Pedro RODRIGUEZ (MEX)</td>
<td>Ford GT40 MkI</td>
</tr>
<tr>
<td>1967</td>
<td>1</td>
<td>A.J. FOYT Jr. (USA) / Dan GURNEY (USA)</td>
<td>Ford GT40 MkI</td>
</tr>
<tr>
<td>1966</td>
<td>2</td>
<td>Chris AMON (NZL) / Bruce MCLAREN (NZL)</td>
<td>Ford GT40 MkI</td>
</tr>
<tr>
<td>1965</td>
<td>21</td>
<td>Masten GREGORY (USA) / Jacken RINDT (AUS)</td>
<td>Ferrari 250LM</td>
</tr>
<tr>
<td>1964</td>
<td>20</td>
<td>Jean CHOPET (FRA) / Nino VACCARELLA (ITA)</td>
<td>Ferrari 275P</td>
</tr>
<tr>
<td>1963</td>
<td>21</td>
<td>Lorenzo BANDINI (ITA) / Ludovico SCARRIOTTI (ITA)</td>
<td>Ferrari 250P</td>
</tr>
<tr>
<td>1962</td>
<td>6</td>
<td>Olivier GENDEBIEN (BEL) / Phill HILL (USA)</td>
<td>Ferrari 330LM</td>
</tr>
<tr>
<td>1961</td>
<td>10</td>
<td>Olivier GENDEBIEN (BEL) / Phill HILL (USA)</td>
<td>Ferrari 250TR 61</td>
</tr>
<tr>
<td>1960</td>
<td>11</td>
<td>Paul FRESE (BEL) / Olivier GENDEBIEN (BEL)</td>
<td>Ferrari 250TR 5960</td>
</tr>
<tr>
<td>1959</td>
<td>5</td>
<td>Roy SALVADORI (GBR) / Carroll SHEPHERD (USA)</td>
<td>Aston Martin DB4 GT</td>
</tr>
<tr>
<td>1958</td>
<td>14</td>
<td>Olivier GENDEBIEN (BEL) / Phill HILL (USA)</td>
<td>Ferrari 250TR</td>
</tr>
<tr>
<td>1957</td>
<td>3</td>
<td>Ivor BUEB (GBR) / Ron FLOCKHART (GBR)</td>
<td>Jaguar D-type</td>
</tr>
<tr>
<td>1956</td>
<td>4</td>
<td>Ron FLOCKHART (GBR) / Ninian SANDERSON (GBR)</td>
<td>Jaguar D-type</td>
</tr>
<tr>
<td>1955</td>
<td>6</td>
<td>Ivor BUEB (GBR) / Mike HAWTHORN (GBR)</td>
<td>Jaguar D-type</td>
</tr>
<tr>
<td>1954</td>
<td>4</td>
<td>Jose Froilin GONZALEZ (ARG) / Maurice TRINTIGNANT (FRA)</td>
<td>Ferrari 375 Plus</td>
</tr>
<tr>
<td>1953</td>
<td>18</td>
<td>Duncan HAMILTON (GBR) / Tony ROLT (GBR)</td>
<td>Jaguar C-type XK120C</td>
</tr>
<tr>
<td>1952</td>
<td>21</td>
<td>Hermann LANG (GER) / Fritz RISS (GER)</td>
<td>Mercedes-Benz 300SL</td>
</tr>
<tr>
<td>1951</td>
<td>20</td>
<td>Peter WALKER (GBR) / Peter WHITEHEAD (GBR)</td>
<td>Jaguar C-type XK120C</td>
</tr>
<tr>
<td>1950</td>
<td>5</td>
<td>Jean-Louis ROSIER (FRA) / Louis ROSIER (FRA)</td>
<td>Talbot-Lago T26C-GS</td>
</tr>
<tr>
<td>1949</td>
<td>22</td>
<td>Luigi CHINETTI (ITA) / Lord SELSEY (GBR)</td>
<td>Ferrari 166MM</td>
</tr>
</tbody>
</table>

1940 - 1948 No race due WWII & rebuilding work
1939 | 1     | Pierre VEYRON (FRA) / Jean-Pierre WIMILLE (FRA) | Bugatti T37C       |
| 1938 | 15    | Eugene CHABOU (FRA) / Jean TREMOLEU (FRA) | Delahaye 135 S     |
| 1937 | 2     | Robert BENIST (FRA) / Jean-Pierre WIMILLE (FRA) | Bugatti T37G       |

1936 Race cancelled due to strike action
1935 | 4     | Luis FONTE (ARG) / John HINDBRAS (GBR) | Lagonda M45R Rapide |
| 1934 | 9     | Luigi CHINETTI (ITA) / Philippe ETANCELIN (FRA) | Alfa Romeo BC-2300 |
| 1933 | 11    | Tazio NUVOLARI (ITA) / Raymond SOMMER (ITA) | Alfa Romeo BC-2300 |
| 1932 | 8     | Luigi CHINETTI (ITA) / Raymond SOMMER (FRA) | Alfa Romeo BC-2300 |
| 1931 | 16    | Tim BIRKIN (GBR) / Earl HOWE (GBR) | Bentley Speed 6      |
| 1930 | 4     | Woolf BARNATO (GBR) / Glen KOSTON (GBR) | Bentley Speed 6      |
| 1929 | 5     | Woolf BARNATO (GBR) / Tim BIRKIN (GBR) | Bentley Speed 6      |
| 1928 | 4     | Woolf BARNATO (GBR) / Bernard RUBIN (GBR) | Bentley Speed 6      |
| 1927 | 3     | John BENJAFIELD (GBR) / Sammy DAVIS (GBR) | Bentley 4½ litre     |
| 1926 | 6     | Robert BLOCH (FRA) / Andre ROSSIGNOL (FRA) | Bentley 3-litre Sport |
| 1925 | 5     | Gerard de COURCELLES (FRA) / Andre ROSSIGNOL (FRA) | La Lorraine-Dietrich B3-6 |
| 1924 | 8     | Frank CLMENT (GBR) / John DUFF (GBR) | Bentley 3-litre Sport |
| 1923 | 9     | Andre LAGACHE (FRA) / Rene LEONARD (FRA) | Chenard & Walcker Sport |
At Aston Martin Works we've been passionate about Aston Martin ever since the first DB2/4 MkII sports car rolled off the original production line here at Newport Pagnell in 1955.

Six iconic decades later we have built up an unrivalled level of knowledge and experience to become an exemplar for the Aston Martin brand the world over.

Today, if you step into our new-car and Heritage showrooms or superbly equipped service centre, you'll still find that same unwavering passion for Aston Martin, a passion only matched by your own.

Exactly what you'd expect from over 60 years of passion, knowledge and experience.
At Aston Martin Works we've been passionate about Aston Martin ever since the first DB2/4 MkII sports car rolled off the original production line here at Newport Pagnell in 1955. Six iconic decades later we have built up an unrivalled level of knowledge and experience to become an exemplar for the Aston Martin brand the world over.

Today, if you step into our new-car and Heritage showrooms or superbly equipped service centre, you'll still find that same unwavering passion for Aston Martin, a passion only matched by your own. Exactly what you'd expect from over 60 years of passion, knowledge and experience.

VLN RACE TEAM HOSPITALITY AND HOT LAP EXPERIENCE

VLN Endurance Championship

Exclusive race team hospitality, behind the scenes driver tour and Nordschleife hot lap weekend
From £399.00 per person
25-27 October 2019

To book or for more information please call us now on 01707 329988

www.traveldestinations.co.uk
Emergency telephone numbers

**Le Mans Hospital**
+33 (0) 2 43 43 43 43
French emergency services dialling from mobile phones:
15 - Medical
17 - Police
18 - Fire

**European emergency services**
112 (equivalent to 999 in the UK)

**British Embassy - Paris**
35 rue du Faubourg St Honore
75383 Paris
Cedex 08
Tel: +33 (0) 1 44 51 31 00
Office hours: Mon - Fri: 09:30-13:00 /
14:30 - 18:00 (local time)

**British Consulate-General - Paris, France**
Consulate General
18bis rue d’Anjou
75008 Paris
Tel: +33 (0) 1 44 51 31 00
Office hours: Mon - Fri:
09:30 - 12:30 /14:30 - 16:30
(local time)

Outside normal working hours a consular Emergency Service is in operation and a duty officer can be contacted by telephoning +33 (0) 1 44 51 31 00

**Travel Destinations ‘On-Circuit Assistance’**
+44 (0)7827 444 397
08:00 - 20:00 (local time)
Wednesday to Sunday

Please also remember to bring your car and travel insurance helpline numbers and your European breakdown cover number (if appropriate).
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.
The Great British Race Off

While there is plenty to look forward to in each class for this year’s Le Mans 24 Hours, the GTE Pro category once again looks set to be the main attraction for the fans. With a 17-car field made up almost entirely of factory cars, and factory drivers, it has got variety and strength in depth.

One of the storylines to follow is the hoard of British talent among GTE Pro teams. In Pro there are six factory teams, and each of them have at least one British driver they hope can steer them to a famous victory in France.

Britain has been producing reams of GT talent over the past decade, and it is providing Blue Chip manufacturers with a selection of drivers that house the ability to serve as the back bone for a factory GTE effort in the WEC and IMSA. So just who is on the list and what can we expect from the 11+ ‘Brits’ that will do battle at Le Mans this year?

It is fitting to start with Aston Martin Racing, as it doesn’t get much more British than Prodrive’s factory supported team. AMR is looking to take a second win at Le Mans in three years. The last time it won was back in 2017 with the previous Vantage, and two British drivers who will be back again with the brand in 2019 for another crack. In fact, for the second Le Mans of the ‘Super Season’, it will again race with three British drivers, Alex Lynn and the aforementioned 2017 Le Mans winners, Jonny Adam and Darren Turner.

The Vantage AMR has had a strange first WEC season, winning at Shanghai last year and Spa last month, but struggling almost everywhere else. Balance of Performance can obviously help that cause come Le Mans itself, but the team has to assume that at some point it’s luck will improve? The main issue has been tyre degradation, with the cars tending to fade away as each race wears on. But this team knows how to win races, and up against teams with greater resources. As a package, the turbo-powered Vantage is strong, and the car itself is very reliable. If its pace over long stints can be unlocked then its home-grown talent can score a win.

For Lynn, who has a Sebring 12 Hours overall win to his name, he has a strong duo of Belgian ace Maxime Martin and Scotsman Jonny Adam to back him up, and heads to Le Mans fresh from his first WEC class win at Spa. Adam hasn’t been a full season driver this year in Pro, and instead has been racing in GTE Am with TF Sport. This week will offer him a chance to remind everyone of just how competitive he can be racing amongst the sea of works drivers. It’s a similar story for Turner, who is slowly taking on a more developmental role for the brand behind the scenes. Despite him missing much of the season, he is a reliable hand who has the most experience of AMR’s crew at Le Mans and is a good fit alongside Danes Nicki Thiim and Marco Sorensen.

Corvette Racing’s line-up, which is a group of ultra-experienced veterans, also features a long-standing British name (and a longtime sparring partner of Turner’s) in Oliver Gavin. The five-time winner is eager for a sixth title, as he has been without a Le Mans win since 2015, which is notable when you consider his successes racing with the GM brand in recent years across the pond in IMSA, winning a title, and races at Daytona, Sebring and Long Beach. In the team’s No.64 C7.R he’ll race with long-time partner Tommy Milner and ex-Audi LMP1 man Marcel Fassler, for what looks be the team’s final season with the C7.R. They’ll be ultra-motivated to take a ninth class win in the race and send off the V8-powered beast with one last hurrah in Europe.

It is astonishing to think that AF Corse’s two British talents are also now veterans of sportscar racing, as both Sam Bird and James Calado have nine starts between them in the race heading into the 2019 edition. Ferrari has been unlucky in the WEC this term, with just one win at Silverstone to their name. They’ll be looking for a change of fortunes in France for the final race of the season.
Calado have a Le Mans win in their years of racing for Ferrari, but they have proven to be unbelievably quick when it matters most. Their in-built single-seater mentality can shine through from their GP2 days, and that could prove to be invaluable for a race like this. There's no time to be cautious at Le Mans anymore, with cars now near-bullet proof, driving standards the best they’ve ever been and safety car periods so scarce.

As an added bonus Oliver Jarvis will also join the field in a Ferrari for what will be his first ever GTE start. Sportscar fans will know him well from his time racing with Audi in LMP1 and his current tenure in IMSA with Mazda. But he isn’t associated with GT racing. He does however have experience in the field, lest we forget he was a Bentley GT3 factory driver for a time. His tenure spent racing Continental GT3s in events like the Bathurst 12 Hour and Spa 24 Hours will come in handy here. He’ll join forces with Pipo Derani and Jules Gounon in an intriguing return entry from the fabled private America outfit Risi Competizione this year. While Risi doesn't have the resources or numbers to match the big factories, it is always in the mix, and as recently as 2016 almost won Pro racing against the might of the Ford programme in its first year. Can it pull off something special again this year and recapture its old form when it was winning big races regularly with the 430?

Like Aston Martin and Ferrari, there are UK-born racers driving Fords too, with the dynamic duo of Andy Priaulx and Harry Tincknell driving in the WEC-entered Ganassi Team UK No.67 GT, and Richard Westbrook travelling over to race in one of the guest-entered IMSA cars. Priaulx and Tincknell are at different ends of their careers, but Tincks in particular has come of age in the past couple of seasons, as shown by his ability to attract the likes of Mazda Team Joest and Ford factory drives. He compliments the experience of Gurneyman Priaulx, who has World Touring Car titles to his names in addition to a smorgasbord of big sportscar wins in the Sebring 12 Hours and Nurburgring 24 Hours.

That leaves just Porsche and BMW. Just one British peddler will race with Porsche, and that’s former Le Mans winner Nick Tandy, who travels to Le Mans with the CORE Autosport-run GTLM outfit that races in IMSA full time. A fan of NASCAR-style door-to-door racing, Tandy is always a strong hand to play. His fortunes in the GT ranks at Le Mans haven’t quite matched his LMP1 success with the German marque back in 2015 but that’s not to say that he can’t fight for the win here. In fact, his brand, Porsche, should be considered favourites in this pack at present, after such a strong WEC campaign with the 911 RSR, the two full-season cars far ahead in the title race.

CORE has just one Le Mans start with its personnel at Le Mans, and that was last year, but it has proven time and time again racing on home soil in the USA that it’s among the most professional outfits in sportscars. A big result is certainly possible for Tandy, who has won the past two Sebring 12 Hours with the Stuttgart marque.

BMW is the oddity here. The M8 programme in IMSA is finally hitting its stride, after a huge win at Daytona back in January, but the WEC effort run by DTM stalwart MTEK has struggled to find any sort of form. A string of poor results all season long aside from a well-earned second place at Sebring have done little to fill those in and around the effort with confidence. With no backup from its RLL counterparts in IMSA at Le Mans, the two WEC M8s will do battle alone, and likely with yet another shuffled driver line-up.

Clashes and experimentation have seen BMW change its driver crews at every WEC race during the ‘Super Season.’ While each driver that’s been a part of its campaign has been either a talented up-and-comer or household name, the winning formula hasn’t been found yet. Whatever BMW decides is best for its second run at La Sarthe with the M8, it’ll only add to what is a stellar field, that within it, is housing somewhat of a ‘British driver Civil War.’
Through the night

the passion of motorsport

Pop up exhibition during
Le Mans 24 Hours 2019

Photographs by Lara Platman

Friday Night: Flexotel Village from 4.00pm

Saturday breakfast: Porsche Curves from 7.30am

Sunday breakfast: Flexotel Village from 7.30am

Lara will be selling photographs and catalogues from the exhibition along with explaining how she captured the photographs. Lara is also happy to provide top tips of how to get the best from your camera over the weekend at Le Mans.

www.photofeature.co.uk

Twitter: @photofeature
Witness the first IMSA race of the year at the famous Daytona International Speedway in Florida. Join us track-side as prototypes and GT cars take to the iconic banking.

Prices available from £695.00 per person (based on 2 people sharing a double/twin room)

Places are limited so call us now on 01707 329988 to book your place

www.traveldestinations.co.uk
Travel Destinations Limited
5 Weltech Centre
Ridgeway
Welwyn Garden City
Hertfordshire AL7 2AA
T. 01707 329988
F. 01707 330300
E. info@traveldestinations.co.uk
W. www.traveldestinations.co.uk
www.lemansrace.com
www.sixhoursofspa.co.uk
www.twitter.com/lemansrace
www.twitter.com/TravelDest
www.facebook.com/TravelDestinationsLtd

ABTA No W597X