

Lemans Classic

YOUR ESSENTIAL GUIDE 2018




6-7-8 | **20**
JULY | **18**

Welcome

Welcome to Le Mans Classic 2018

Travel Destinations is the UK's leading tour operator for the Le Mans Classic & the Le Mans 24 hours race. We are committed to 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 through our membership of ABTA, ATOL & AITO.

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

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

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

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

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

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

Details of each of these products will be included separately in your travel packs.

Our staff will be available at all the various locations to assist with check-in and help throughout the weekend.

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

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

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GET THE GENTLEMAN DRIVER STYLE



ON SALE IN THE
OFFICIAL STORES
ON THE CIRCUIT



Special Offer
Le Mans Classic 2018

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

*This special offer can not be combined with others promotions, valid on presentation of this voucher in the Le Mans 24 Hours official stores, from 6th to 8th of July 2018 included. Out of editions, miniature models and Porsche's collection.



Agence: S&CQ 2018 - Credits photos: ACCO / Alexis Tourneau

VOUCHER



Equipment check-list and must-take items

Below we have listed an 'equipment check-list' to try and help you remember those essential items to make your trip to Le Mans Classic as enjoyable and comfortable as possible. In addition, please take an open mind, a good sense of humour and a relaxed attitude to all that goes on around you! www.lemansrace.com

Important Items:

- Passport
- Channel crossing tickets
- General enclosure race tickets, paddock pass and grandstand access (one per person)
- Camping permit
- Car parking pass (only if you're not camping on-circuit)
- Driving licence and vehicle registration documents

- Vehicle/personal travel insurance and EHIC card
- GB badge/sticker (If no EU registration plate)
- Money (Euros and a credit card is best)
- Maps (Michelin 513 map of Normandy is useful)
- Mobile phone and car charger
- Camera and batteries/charger
- Rucksack to carry your daily requirements around with you
- Spare set of car keys
- Jump leads
- Breathalyser kit
- Breakdown cover
- High visibility vest
- Warning triangle
- Headlight deflectors
- Spare bulbs

Camping items:

- Tent
- Sleeping bag
- Airbed or sleeping mat
- Ear plugs/defenders
- Mallet and tent pegs (take spares)
- Appropriate clothing (it does rain sometimes and can also get very hot – be prepared for all weathers)
- Folding chairs and a table
- 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 Classic 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 there are a few obligatory items required by French law to be carried in the car:

- High visibility vest - one per passenger
- Warning triangle - should you break down
- Headlights deflectors - once across the Channel
- Spare light bulbs should also be carried

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.

Breathalysers/alcohol test (as of January 2013 the French government announced that the introduction of an €11 fine for

not carrying one has been postponed indefinitely, however, law still states that drivers of motor vehicles and motorcyclist must have an alcotest ready for use in their vehicle even though no penalty will be imposed if they cannot present one during a police road check)

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

Routes to the circuit from the Channel ports

On the following pages we have provided broad outlines of the quickest and easiest routes from the most common French ports to the circuit at Le Mans, which we hope you will find helpful.

Also listed is the approximate cost in Euros of the road tolls and the journey times.

Please note we still recommend that you take a good map with you!

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

Ferry Port	Total Distance km (m)	Road Tolls	Driving Times
Calais	440 (274)	€36.20	>4.5hrs
Dieppe	287 (178)	€28.00	>3.0hrs
Le Havre	257 (157)	€25.00	>2.5hrs
Caen	190 (118)	€16.10	>2.5hrs
Cherbourg	300 (186)	€16.10	>3.5hrs
Saint Malo	237 (147)	€11.30	>2.5hrs
Roscoff	380 (235)	€11.30	>4.5hrs
Zeebrugge	550 (345)	€35.20	>5.5hrs

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
- > Follow the instructions in the box

FROM LE HAVRE 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

> 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

- Stay on the N23 and take the exit towards Le Mans-Pontlieue - signposted Circuit Des 24 Heures
- At the roundabout, take the 3rd exit and follow signs for Tours/Chartres/Orléans
- Take the immediate 1st exit after about 200 metres
- At the traffic lights turn right (the main entrance is in front of you)
- The grandstands are now on your left hand side
- From the ferry terminal take the 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

> 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

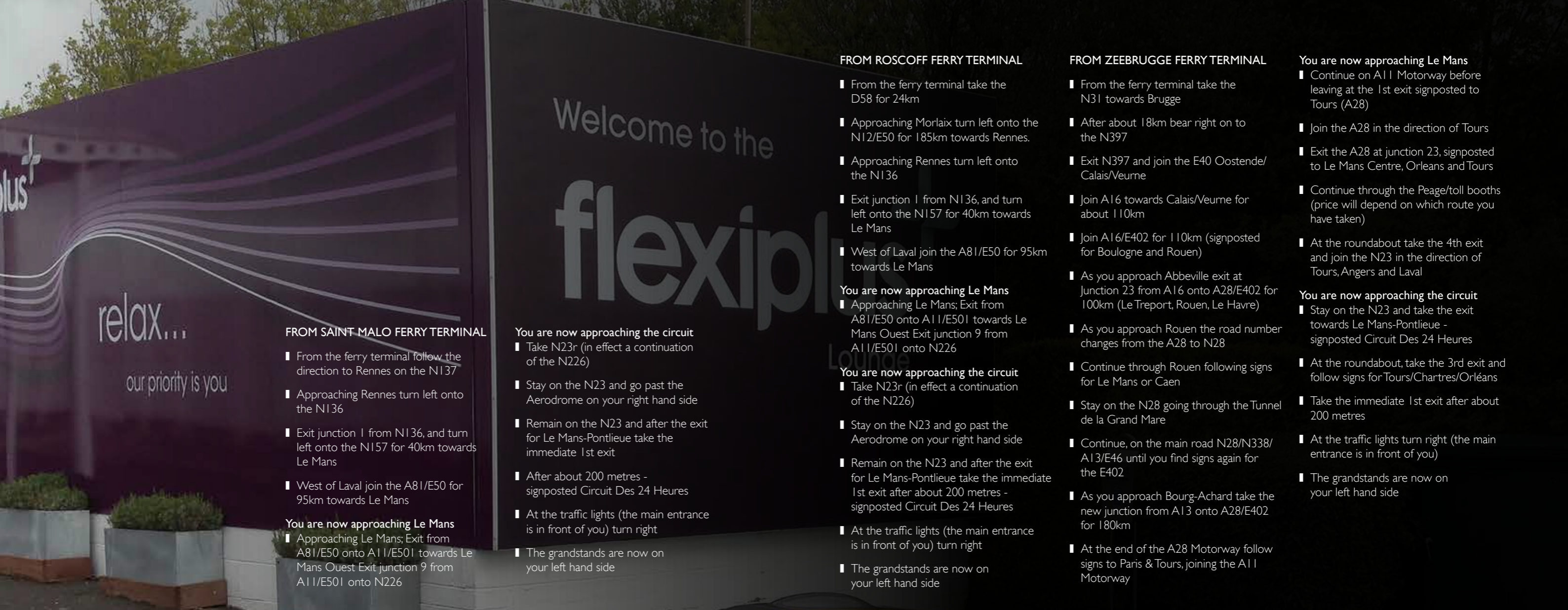
You are now approaching Le Mans

- 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 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



The paddock, car parking and track parade laps



TRAVEL DESTINATIONS CAR PARK

We are pleased to be able to offer an exclusive car park (permit required) within the Bugatti circuit to our guests arriving in classic and sports cars. The car park is located in the Parking Vert area indicated on the map below. All classic car parking will be signposted during the event.

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

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



TRACK PARADE LAPS

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

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

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

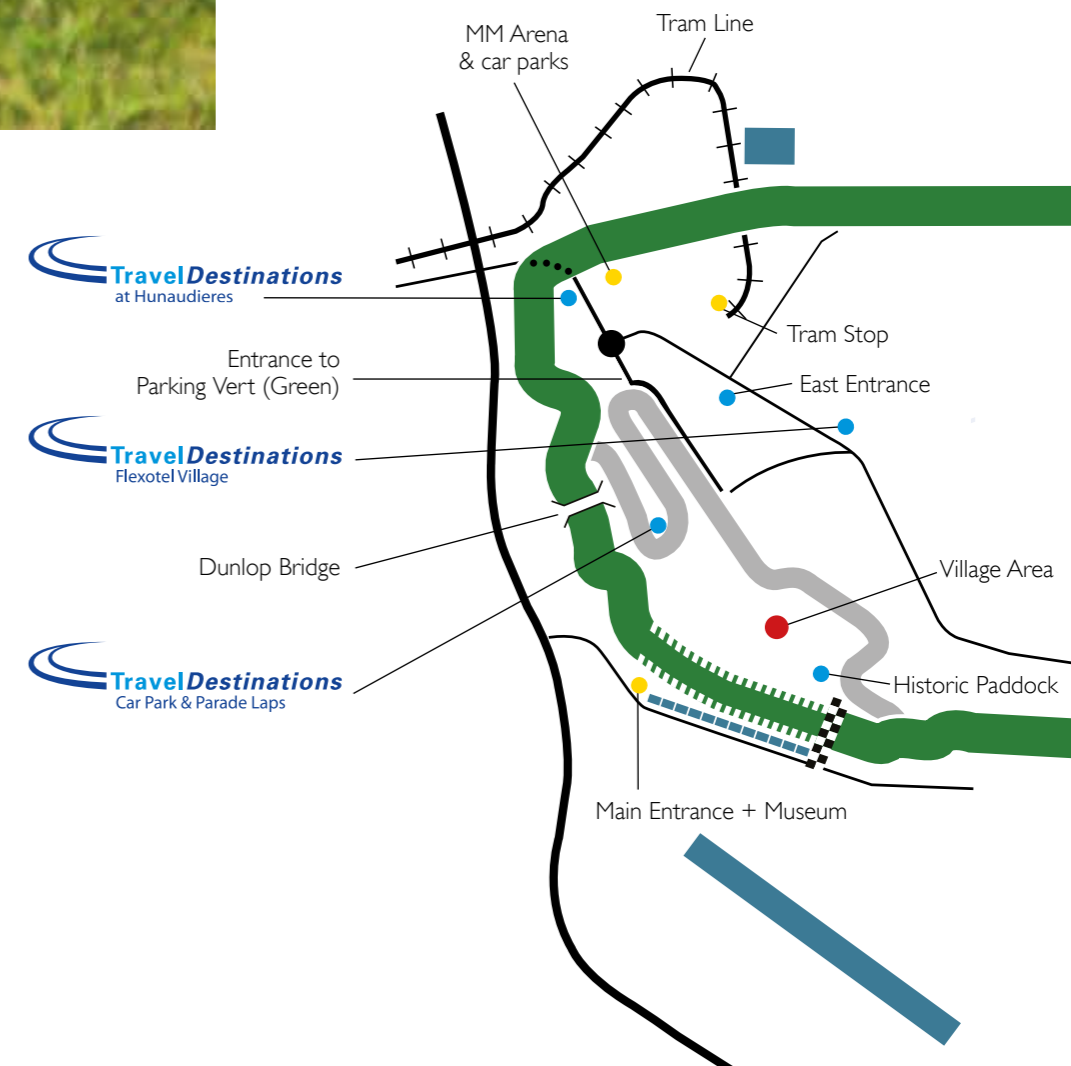
It is also very important to note that **helmets are mandatory** for the parade laps in 2018.

Vintage bus tour
Watch out for the Vintage buses on your laps.

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

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

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



Social Media



Join us over on:

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](https://www.instagram.com/traveldestinations.co.uk)

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

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

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

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

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



TRAVELLING BY TRAM
 The tram is the best way to travel in and out of the circuit it runs from 05.30hrs to 01.00hrs and takes around 20 minutes to Le Mans city centre (Republique).
 The best places to catch the tram is from either Antres Sud or Guetteloup (close to Tertre Rouge) the cost is €1.50 per journey.



Useful local information

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

LOCAL TAXIS

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

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 Guetteloupe, located close to Tertre Rouge corner.



Bars & Restaurants in Le Mans

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

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

CITY CENTRE BARS & RESTAURANTS:

Le Stan A jazz bar/lounge that opens till late, in the city centre. 2 Place de l'Eperon.

L'Endroit A small, chic bar with great music and a chilled atmosphere, in the city centre. 42 Rue des Ponts Neufs.

Taj Mahal The best Indian restaurant in town, in the city centre, just off the Place de la 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

Le Nez Rouge For a gastronomic experience in the Plantaganet/old town adjacent to the Cathedral, then head here. Booking advised. 107 Grande Rue, 72000 Le Mans Tél.: 02 43 24 27 26

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 Hunaudières A famous trackside family owned restaurant located directly on the Mulsanne straight serving regional and French cuisine. Although during the race this isn't the easiest place to get to we highly recommend it and reservations are advisable. Route de Tour 72230, Tel 02 43 84 98 14

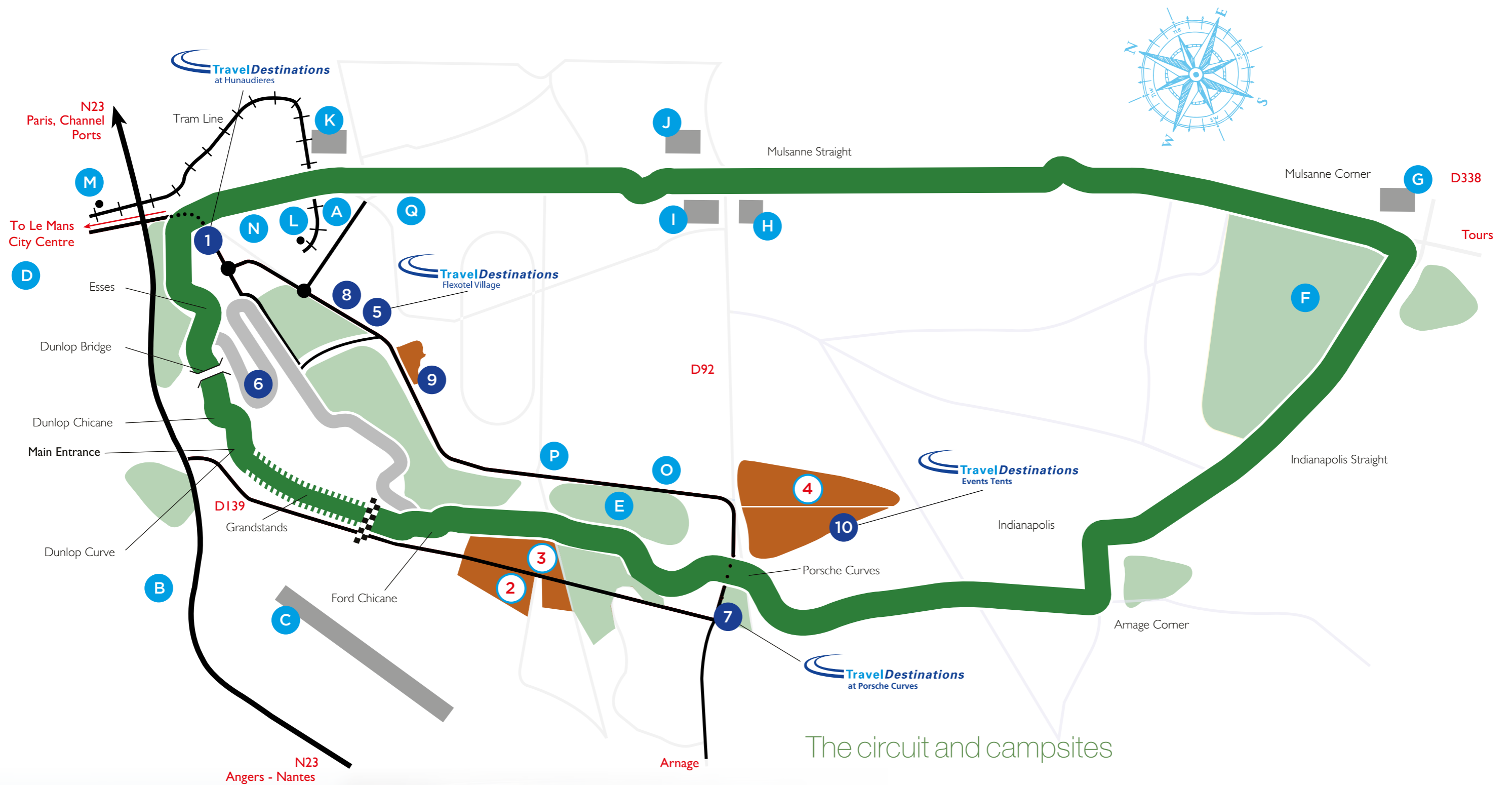
Restaurant du Midi A local restaurant located close to Chateau d'Eporce serving excellent local cuisine, lunch can be recommended. Domfront-en-Champagne 72240, Tel 02 43 205 603

Restaurant la Grange A traditional family run French brasserie, serving excellent French classics located just on the outskirts of Arnage village. 240 Route Nationale, 72230 Arnage, Tel 02 43 21 11 93

Auberge des Matfeux For a gastronomic experience on the outskirts of Arnage, this is definitely the place. You will need to book. You will also need to be prepared for the prices, worth the money though. 289 avenue Nationale 72230 Arnage Tél 02.43.21.10.71

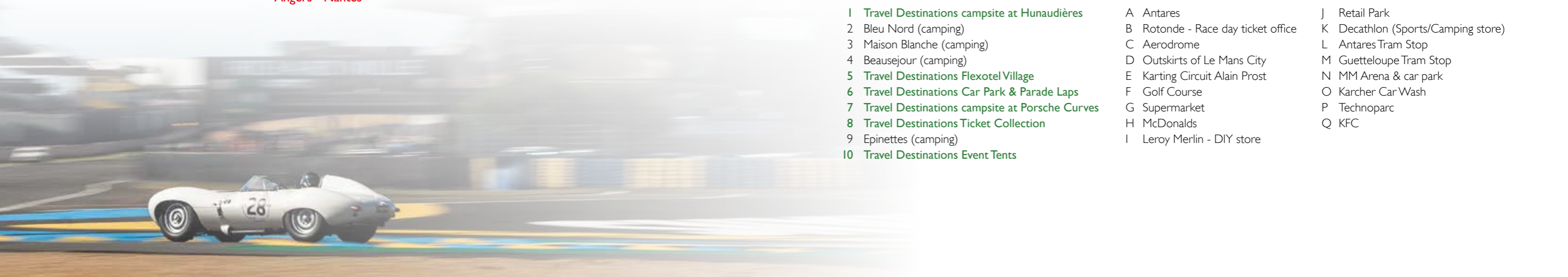
Le Pont Rouge Don't be put off by the location! This delightful restaurant is situated next to a rubbish tip. The good humoured Maitre D proposes a simple menu but the food and wine is extremely good. Chemin des Perrays, 72100, Le Mans Tel 02 43 85 05 87



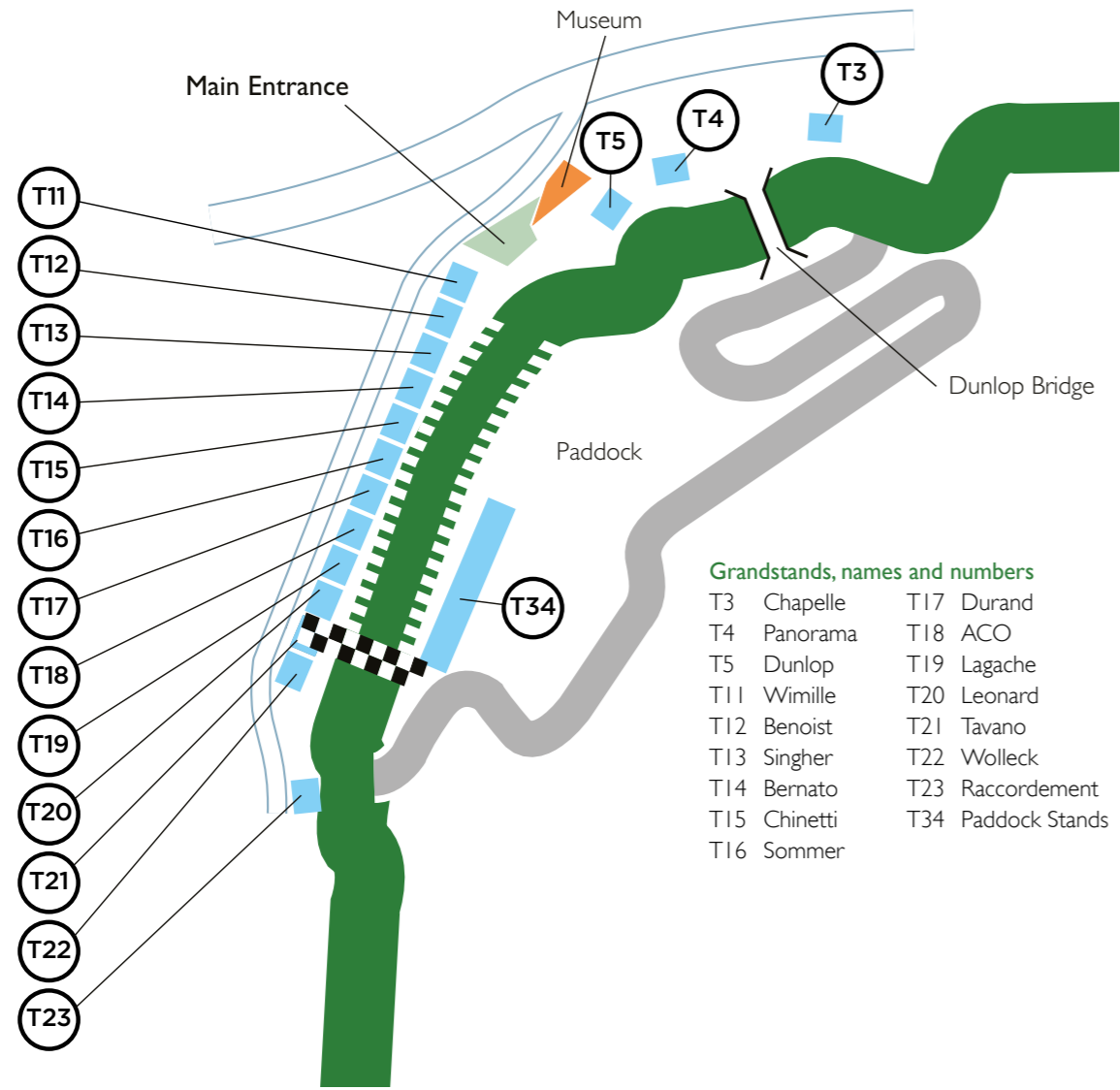


The circuit and campsites

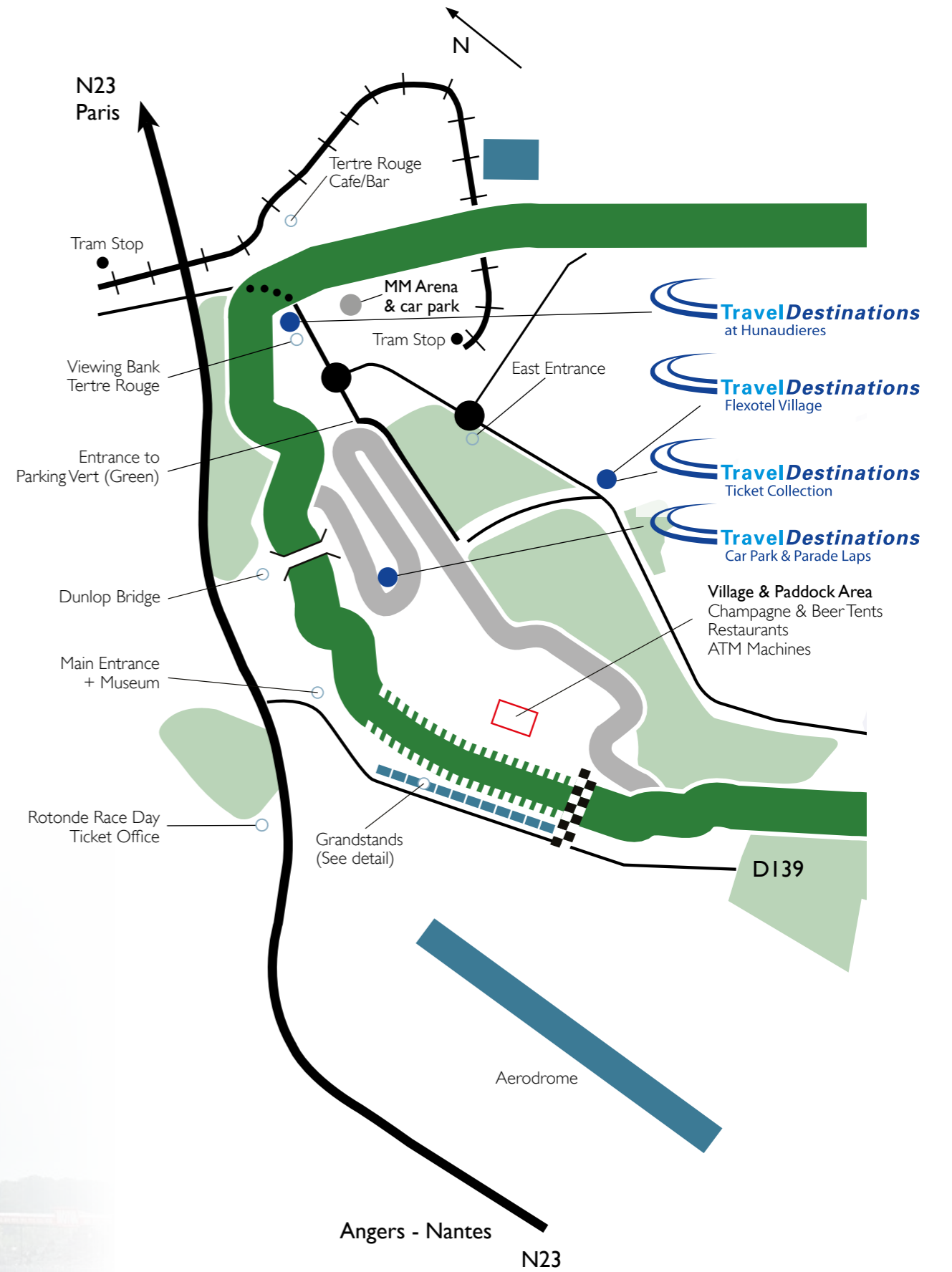
- | | | |
|--|------------------------------------|------------------------------------|
| 1 Travel Destinations campsite at Hunaudières | A Antares | J Retail Park |
| 2 Bleu Nord (camping) | B Rotonde - Race day ticket office | K Decathlon (Sports/Camping store) |
| 3 Maison Blanche (camping) | C Aerodrome | L Antares Tram Stop |
| 4 Beausejour (camping) | D Outskirts of Le Mans City | M Guetteloque Tram Stop |
| 5 Travel Destinations Flexotel Village | E Karting Circuit Alain Prost | N MM Arena & car park |
| 6 Travel Destinations Car Park & Parade Laps | F Golf Course | O Karcher Car Wash |
| 7 Travel Destinations campsite at Porsche Curves | G Supermarket | P Technoparc |
| 8 Travel Destinations Ticket Collection | H McDonalds | Q KFC |
| 9 Epinettes (camping) | I Leroy Merlin - DIY store | |
| 10 Travel Destinations Event Tents | | |



Grandstands



Points of Interest



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 Hunaudières 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 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

PLATEAU 1 / GRID 1 (1923 - 1939)

A throwback to the first Le Mans where Bentley battled Lagonda, Bugatti fought Alfa Romeo & Talbot were against Aston Martin. Make sure you are on the start finish straight to watch the traditional ears of corn start where the drivers literally leap into their cars. They

have no belts to worry about so assuming the car fires first time then they all roar off together. The ones to watch are the Talbot 105's which are really fast. Three of the four Talbot 105 team cars are all entered in their distinctive light green.

ALLARDET	FRA	SINGER Le Mans 1934
ARTHURS / BLAKENEY-EDWARDS	GBR / GBR	INVICTA HC Tourer 1929
ASHWORTH	GBR	ASTON MARTIN Ulster 1935
BALL / BALL	GBR / GBR	INVICTA "S" Type 1931
BALLY / LESEUR	FRA / FRA	BMW 328 Roadster 1939
BAUDON	FRA	ALFA ROMEO 8C 2300 Monza 1932
BAUDON / BAUDON	FRA / FRA	BUGATTI 35 1926
BEHR	FRA	BENTLEY 4.5i "Le Mans" 1926
BERT / BERT	BEL / BEL	BMW 328 Roadster 1937
BESSADE	FRA	DELAGE D6-70 SPECIAL 1936
BOULEAU / GUIGNARD / DELAUNAY	FRA / FRA / FRA	MG PA 1934
BRADLEY / BRADLEY	GBR / GBR	ASTON MARTIN Ulster 1935
BUGLER / BUGLER	GBR / GBR	LAGONDA LG 45 1937
BURNETT / BIRCH	GBR / GBR	TALBOT 105 1932
BURNETT / HALL / BLAKENEY-EDWARDS	GBR / GBR / GBR	TALBOT 105 BGH 21 1934
BURNETT / RUSTON	GBR / GBR	TALBOT 105 GOS2 1931
CASTELEIN / CASTELEIN	BEL / BEL	MERCEDES SSK 1928
CHAMBON / RONDONI / SICARI	FRA / FRA / FRA	BMW 328 Roadster 1939
CHAMPEROUX	FRA	BUGATTI 51 1931
CHANOINE / SCHYRR / PLAISANT	FRA / FRA / FRA	RILEY TT Sprite 1935
CHASE-GARDENER / ALLEN	GBR / GBR	ASTON MARTIN 2 Litres Speed 1937
COINTREAU	FRA	BUGATTI 51 1932
DARRACQ	FRA	BUGATTI 35 B 1928
DECLERCK	BEL	RILEY TT Sprite 1935
DETROYES	FRA	BUGATTI 44 1929
D'IETEREN / VUYST	BEL / BEL	ALFA ROMEO 8C 2300 Monza 1932
DUBRULLE / DUBRULLE / DUBRULLE	FRA / FRA / FRA	BUGATTI 39 1925
DUBSKY / STAMM	AUT / CHE	ASTON MARTIN 2 Litres Speed 1937
EMMERLING / UGO	DEU / GBR	RILEY Brooklands 1928
GHOSE	USA	ALFA ROMEO 8C 2300 Zagato 1932
GODDARD / GODDARD / SMITH	GBR / GBR / GBR	MORGAN 4/4 1939
GOODWIN	GBR	TALBOT 105 AYL2 1934
GRAIGNIC	FRA	BUGATTI 35 1925
GREWAL	USA	LORRAINE DIETRICH B 3/6 Sport 1925

HALUSA / HALUSA / VON DOENHOFF	AUT / AUT / DEU	ALFA ROMEO 8C 2300 Zagato 1932
HÜBNER	DEU	LAGONDA Rapier 1936
JULIEN / EGURREGUJY	FRA / FRA	MG PA 1935
KAPPELER / SCHORNO	CHE / CHE	ASTON MARTIN International 1930
KING / ST CLAIR TISDALL	GBR / GBR	MORGAN 4/4 1937
KUENZLE / TRABER	CHE / CHE	DELAHAYE 135 S 1937
KURTH	DEU	ALFA ROMEO 6C 1750 GS 1929
KYVALOVA	SVK	BENTLEY 4.5i Tourer 1928
LAFONT	FRA	BUGATTI 51 1931
LANTERNIER / LECOMTE DU NOÛY	FRA / FRA	ASTON MARTIN Mk II Ulster 1935
LAURENT-BELLUE	FRA	ASTON MARTIN International 1931
LEPISSIER / PAVIOT	FRA / FRA	BUGATTI 51 1929
LEWIS	GBR	LAGONDA V12 Le Mans 1939
LUNN	GBR	TALBOT 105 GOS3 1931
MELLINGER / GELMINI	FRA / ITA	ALFA ROMEO 6C 2300 B MM 1938
MIDDLETON / BLAKEMORE	GBR / GBR	ASTON MARTIN Speed Model 1936
MUELDER	DEU	BMW 328 Roadster 1938
MUTSCHLER / HAYWARD	DEU / GBR	ALVIS FWD 1928
NORTHAM / DAVIES	GBR / GBR	BENTLEY 4.5i Tourer 1928
OTTEN / HORBACH	DEU / DEU	BMW 328 Roadster 1939
OVERINGTON	GBR	BENTLEY 4.5i Blower 1929
OZANNE	GBR	ASTON MARTIN Speed Model 1938
PELLETT	GBR	TALBOT 105 GOS4 1931
PHILIPPE / MENUTEAU / VILETTE	FRA / FRA / FRA	RILEY MPH 1934
PRESTON	GBR	BUGATTI 50 1935
REAY SMITH	GBR	LAGONDA LG 45 1936
RICCI	FRA	BMW 328 Roadster 1938
RIVETT / MITCHELL	GBR / GBR	BMW 328 Roadster 1938
ROSSETTI / KUMMER	CHE / CHE	RILEY TT Sprite 1936
SARAZIN	FRA	BENTLEY 3 Litre Tourer 1926
SCHRAUWEN	BEL	SINGER LM 1936
SEBBA / COLE	GBR / GBR	MORGAN 4/4 1937
SPENCER	GBR	BUGATTI 35 B 1928
SWETE	GBR	INVICTA "S" Type 1931
TOURNEUR / PRILL	FRA / GBR	DELAHAYE 135 M Competition 1937
TRABER / TRENER	CHE / USA	TALBOT LAGO T26 Ex Monoplace Décalée 1939
WYBROW / WESTON / DOHERTY	GBR / GBR / GBR	CITROËN C4 Roadster 1932



PLATEAU 2 / GRID 2 (1949-1956)

This grid marks the post war era when technology improved with more advanced engines as well as more attention being paid to aerodynamics. Step forward the Jaguar D-Type, such an iconic sports car; it's slippery shape is so identifiable with Le Mans. The D-Type of course was the winner of the ill fated 1955 24 hours race.

ALDRIDGE / ALDRIDGE	GBR / GBR	AC ACE Bristol 1955
ASCENSION / ASCENSION	FRA / FRA	PANHARD Dyna X84 1949
BERARD / TAVANO	FRA / FRA	CALLISTA D 120 Ranelagh 1951
BERCHON	FRA	AUSTIN HEALEY 100/4 1956
BERG	SWE	JAGUAR Type C 1952
BERNBERG / UGO	GBR / GBR	COOPER T39 1955
BERT / BERT	BEL / BEL	JAGUAR Type C 1952
BLANCHARD / BLANCHARD	FRA / FRA	DEUTSCH-BONNET HBR 1954
BLANPAIN	BEL	AUSTIN HEALEY 100 M 1955
BLASCO / PEYRAUD / AGAUD	FRA / FRA / FRA	OSCA S 1500TN 1957
BOYER / MATHIEU	FRA / FRA	PORSCHE 550 Spyder 1955
BRESSON / LANTERNIER	FRA / FRA	AUSTIN HEALEY 100/4 1956
BROOKS	GBR	JAGUAR Type D 1956
CALLEJA / BOWE / BOWDEN	AUS / AUS / AUS	ALLARD J2X 1953
CLARK	SCO	COOPER T39 1955
COINTREAU	FRA	PANHARD Monopole 1956
COINTREAU	FRA	TALBOT T26 GS 1951
COURAUDON / GRANSART	FRA / FRA	PORSCHE 356 Pre A 1954
DA ROCHA / DA ROCHA	FRA / PRT	AUSTIN HEALEY 100/4 1955
de LACRETELLE	FRA	TRIUMPH TR2 1954
DE MIGUEL / QUIROGA / BERGEL	ESP / ESP / ESP	LANCIA Aurelia B 20 1953
DECLERCK / EMMERLING	BEL / DEU	FRAZER NASH Mille Miglia 1951
DESPLACES / BOIS	FRA / FRA	ASTON MARTIN DB2 1950
DRINKWATER	GBR	CADILLAC Series 61 "Le Monstre" (C) 1950
du BOUCHERON / du BOUCHERON / du BOUCHERON	FRA	FIAT 1500 Spéciale 1950
FOUQUET-HATEVILAIN / ROBIN	FRA / FRA	DEUTSCH-BONNET HBR 1958
FRANCIS / THOMPSON	CDN / CDN	ALLARD J2 1951
GANE / ZWOLINSKI	GBR / GBR	JOWETT Jupiter 1953
GASTALDI	ITA	HEALEY Elliott 1948
GAYRAUD	FRA	DEUTSCH-BONNET LM 1952
GOMM / MARC / JOHNS	CDN / GBR / GBR	JAGUAR XK 140 FHC 1955
GRANDIDIER	FRA	ASTON MARTIN DB2/4 1954
GUYOT-SIONNEST	FRA	AUSTIN HEALEY 100 S 1954
HARTOGS / HAARMANN	BRA / DEU	MERCEDES BENZ 300 SL 1955
HERREMAN DE MEURISSE / HERREMAN DE MEURISSE / HERREMAN DE MEURISSE	BEL	COOPER T39 1955
HOOD	GBR	AUSTIN HEALEY 100 S 1954
HUHTA	FIN	CADILLAC Series 61 1950

That winning car will be raced by it's owner Nigel Webb this year. Webb will also race his Jaguar C-Type. Watch out also for the achingly beautiful Maserati 250S and the very fast Fraser Nash Le Mans rep, peddled by the very quick Martin Stretton.

JOY	GBR	JAGUAR Type D 1955
KOENIG	DEU	AC ACE Bristol 1957
KRIKNOFF	CHE	LOTUS XI 1500 1956
KUNIE / YAMAMOTO	JPN / JPN	AUSTIN HEALEY 100 S 1954
LANGEWIESCHE / WERNER	DEU / DEU	LOTUS Mark IX 1955
LANLAUD / RIVET / VINCENS	FRA / FRA / FRA	DEUTSCH-BONNET HBR 53 1953
LARSSON / LARSSON / LARSSON	SWE / SWE / SWE	BORGWARD 1500 Le Mans 1953
LEMBO	FRA	ASTON MARTIN DB2/4 1953
MARTY	FRA	FRAZER NASH Le Mans Replica 1950
MCWILLIAM	GBR	KIEFT Climax 1100 1954
MESTROT / DA ROCHA	FRA / PRT	TRIUMPH TR2 1954
MONTEVERDE	BRA	JAGUAR Type D 1955
NOYER / DIERICK	FRA / FRA	TRIUMPH TR2 1955
NYBLAEUS	SWE	AUSTIN HEALEY 100 M 1955
OELSCHLAGEL / OELSCHLAGEL	AUT / AUT	MERCEDES BENZ 300 SL 1955
OSTMANN / MASS	DEU / DEU	PORSCHE 356 Speedster 1956
OTTEN / HORBACH	DEU / DEU	KIEFT Climax 1100 1954
PENILLARD / MOREL	FRA / FRA	PORSCHE 356 Pre A 1954
REEDTZ-THOTT	DNK	LOTUS XI 1500 1956
RETENMAIER	DEU	MASERATI 450 S 1957
RETENMAIER	DEU	MASERATI A6 GCS Barchetta 1954
RICHARDSON	GBR	AC ACE Bristol 1954
RÜEDE	CHE	CUNNINGHAM C4R 1953
SABATIE-GARAT / SABATIE-GARAT	FRA / FRA	JAGUAR XK 120 O.T.S 1951
SCHOCH	FRA	AUSTIN HEALEY 100 M 1956
SEBBA / COLE	GBR / GBR	MORGAN +4 1953
SUCARI	ARG	MASERATI A6 GCS Barchetta 1954
TANG	DEU	DKW Monza 1956
THOMAS	GBR	MG A 1955
TORDOFF	GBR	PORSCHE 356 Pre A 1954
TRABER / TRABER / TRENER	CHE / CHE / USA	FIAT 8V Zagato 1953
VELEBNY / KAFKA	CZE / CZE	SKODA Sport 1949
VERCOUTERE / STRETTON / GRAUS	FRA / GBR / USA	FRAZER NASH Targa Florio 1952
VERLIEFDEN / SCHRAUWEN	BEL / BEL	ASTON MARTIN DB2 1951
WARD / WARD	GBR / GBR	JAGUAR XK 120 1951
WEBB	GBR	JAGUAR Type C 1952
WEBB / YOUNG	GBR / GBR	JAGUAR Type D 1955
WILSON	GBR	MASERATI 250 S 1957

PLATEAU 3 / GRID 3 (1957 - 1961)

This grid is not short on beauties either – Jaguar E-Types, Ferrari 250 GTB's & Maserati Birdcage's. There are some real rarities too - notably the Ferrari 250 GT Breadvan, a one off based on a 250 SVB chassis. The Breadvan ran as high as 7th in the 1962 24 hours

AHLERS	GBR	MORGAN +4 Super Sport 1962
ALEXANDER / WILLMOTT	GBR / GBR	ASTON MARTIN DB4 GT 1960
BERNBERG / PAUL	GBR / GBR	DEEP SANDERSON 301 1961
BESSE	FRA	JAGUAR Type E 3.8L 1962
BIRKENSTOCK	DEU	PORSCHE 718 - RS61 1961
BLANPAIN	BEL	COOPER T49 Monaco 1959
BRADFIELD / EVANS	GBR / GBR	SUNBEAM Alpine 1961
BRANDENBURG / NICOLET	CHE / FRA	ALFA ROMEO Giulietta SZ 1962
CARON	FRA	AUSTIN HEALEY 3000 Mk I 1960
CARRISI / PAPAUX	CHE / CHE	ALFA ROMEO Giulietta SZ 1961
CLARK / FILLON	GBR / FRA	LOTUS Elite 1959
CLARK / WILLS	GBR / NZL	LOTUS XV 1958
COINTREAU	FRA	LOTUS XI 1100 1958
COTTINGHAM / SMITH	GBR / GBR	TOJEIRO-JAGUAR Mk II 1959
DE REGUERO	ESP	PORSCHE 356 A 1600 Speedster 1957
de SILVA	USA	LOTUS XI 1500 1958
DELEPLANQUE	FRA	TVR Grantura MK III 1963
DELISO / DE MIGUEL	ESP / ESP	ABARTH-SIMCA 1300 1961
DR. KOLLING / HOFFSUEMMER /	DEU	
LUDWIG	DEU / DEU	PORSCHE 356 A Speedster 1957
DUMOLIN	BEL	FERRARI 250 GT Berlinetta 1962
EMBERSON	GBR	MORGAN +4 Super Sport 1961
FIERRO / HART	ESP / GBR	MASERATI T61 Birdcage 1960
FISKEN	SCO	JAGUAR Type E 3.8L 1962
FRIEDRICHS	DEU	ASTON MARTIN DP 212 1961
GALANT / NEURRISSE	FRA / FRA	ALFA ROMEO Giulietta SZ 1962
GAYE	BEL	FERRARI 250 GT Berlinetta 1960
GELY / DUBOIS	FRA / FRA	JAGUAR Type E 3.8L 1961
GLEYZE / MONOT	FRA / FRA	CHEVROLET Corvette C1 1958
GODEFROY / DUPRAT	FRA / FRA	DEUTSCH-BONNET HBR5 1958
GOLD	USA	PORSCHE 356 A Speedster 1957
GORDON / FINBURGH	GBR / GBR	LOTUS Elite S2 1961
GRAVIER / THOULOUSE	FRA / FRA	ALFA ROMEO Giulietta SVZ 1957
HALL / MALONE	GBR / USA	LOTUS XV 1959
HALUSA / HALUSA	AUT / AUT	FERRARI 250 GT Breadvan 1961
HART / HART	NLD / NLD	LISTER Jaguar Costin 1959
HELLO	FRA	LOTUS Elite S2 1960
HOOD	GBR	LISTER Jaguar Knobbly 1958
JOY	GBR	FERRARI 250 GT Berlinetta 1960
JULLY / GOERTZ	FRA / FRA	LOTUS Elite 1961
KEATING / NASH	GBR / IRL	TVR Grantura MK III 1962
KING / ST CLAIR TISDALL	GBR / GBR	MORGAN +4 1961

race before a driveshaft failure caused its retirement. There are two Porsche 718 RS entered, a very pretty car that won its class twice at Le Mans in period. Look out for the Tojeiro Jaguar driven by Cottingham and Smith, two great drivers in a fast car.

KJALLGREN / NYQUIST	SWE / SWE	SAAB 93 B 1959
KOJIMA	JPN	ALFA ROMEO Giulietta SVZ 1957
KUNIE / MORI / MAKINO	JPN / JPN / JPN	LOTUS Elite 1960
LAGUERRE	FRA	CD Panhard 1963
LAUREAU / DURSEN / MOREAU /	FRA	DEUTSCH-BONNET HBR5 1960
LAUREAU	FRA / FRA / FRA /	
LEDUC / AROSTEGUY / DUBRANA /	FRA	TRIUMPH TR3 1957
LEDUC	FRA / FRA / FRA /	
MAHUL / VATELOT / VATELOT /	FRA	DEUTSCH-BONNET HBR Barquette 1957
ARRAÏS	FRA / FRA / FRA /	
MASSON / GARCIA	FRA / FRA	SUNBEAM Alpine 1961
MEIER	CHE	FERRARI 250 GT Berlinetta 1961
MONTEVERDE	BRA	LISTER Jaguar Costin 1959
MORGENSTERN / KLAES / LOCH	DEU / DEU / DEU	PORSCHE 356 A Coupé 1600 S 1957
MOYES	GBR	PORSCHE 356 A 1600 Speedster T2 1958
OLIVIER	FRA	MG A 1959
PERRUCHOT	FRA	LOTUS Elite 1960
REGENT	FRA	MORGAN +4 Super Sport 1962
RICCI / STOESSER	FRA / FRA	LISTER Jaguar Knobbly 1959
RICCI / STOESSER / ROSSIGNOL	FRA / FRA / FRA	LOTUS XI 1100 1958
ROCHER / GADAL	FRA / FRA	PEERLESS GT 1958
RUCHAUD / GURDJIAN	FRA / FRA	TRIUMPH TR4 1961
SCALISE / COLPANI	ARG / ITA	PORSCHE 718 - RS60 1960
SCHRAUWEN / GIJZEN	BEL / NLD	LISTER Jaguar Knobbly 1958
STEPHENS / STEPHENS	GBR / GBR	PORSCHE 356 A GT Speedster 1959
STREMINSKI / STREMINSKI	DEU / DEU	TOJEIRO Climax 1100 1958
STUCKY / CHOLLEY	CHE / FRA	CHEVROLET Corvette C1 1960
SUCARI	ARG	PORSCHE 356 A 1958
VAN DER KROFT	NLD	MORGAN +4 1959
Van THIEL / KENTGENS	NLD / NLD	MORGAN +4 Super Sport 1962
VANDYK / WILKS / ELLIS	GBR / GBR / GBR	MG A "Twin Cam" 1959
VERCOUTERE / STRETTON / GRAUS	FRA / GBR / USA	OSCA 1600 GT Zagato 1961
VISSER / LAMMERS / SINKE	NLD / NLD / NLD	AUSTIN HEALEY 3000 Mk 2 1962
VÖGELE	CHE	PORSCHE 718 - RS60 1960
VON OPPENHEIM / HUERTGEN /		
MIDDENDORF	DEU / DEU / DEU	OSCA MASERATI 2000 S 1959
WOOD / LOUWMAN	GBR / NLD	LOTUS XV 1959
ZANCHETTA / SAUD	ARG / ARG	CHEVROLET Corvette C1 1962

PLATEAU 4 / GRID 4 (1962 – 1961)

You will note the increase in American cars in this grid era. You have the brute force of the GT40's, Mustang's, Shelby Cobra's and Corvette's – So bring your earplugs for this race! We are not sure Ferrari can take the fight to Ford in this grid but arguably the Ferrari 275's and 250 LM win in the beauty stakes. Look out for the former

ADRIAANS	NLD	SHELBY Mustang 350 GT 1965
ASCENSION / BOLLE REDDAT	FRA / FRA	CD SP66 1966
BELTRAN ANDREU / COSTA / ORTELLI	ESP / ESP / MCO	PORSCHE 904 Carrera GTS 1964
BESSON	FRA	ALPINE RENAULT M 63B 1964
BINNINGTON / RYAN	GBR / GBR	MG B 1965
BIRCH / BURNETT / EVANS	GBR / GBR / GBR	ELVA GT 160 1964
BLAKENEY-EDWARDS	GBR	ISO A3/C Grifo Competizione 1965
BROOKS	GBR	ISO A3/C Grifo 1964
BUSSOLINI / BUSSOLINI	FRA / FRA	PORSCHE 904 Carrera GTS 1963
CARON	FRA	SHELBY Cobra 289 1963
CHAMBORD / PREVOT	BEL / FRA	ALPINE RENAULT A 110 1300S 1968
COLLAS	FRA	MG B 1964
de BEAUMONT	CHE	JAGUAR Type E 3.8L 1963
de VILLAUCOURT	FRA	JAGUAR Type E 3.8L 1963
DEE CROWNE / THOMAS	GBR / GBR	CHEVROLET Corvette C2 1964
DELISO / DE MIGUEL	ESP / ESP	BIZZARRINI 5300 GT 1971
DENAT / STAMP / ELLGAARD	CHE / DNK / DNK	PORSCHE 904 Carrera GTS 1964
DESPLACES / BOIS	FRA / FRA	FERRARI 275 GTB 1966
DONCIEUX	FRA	FORD GT40 MKII 1966
DUMOLIN	BEL	SHELBY Cobra 289 1964
FARLEY	USA	FORD GT40 MKI 1965
FATEMI DEU	PORSCHE	904 Carrera GTS 1964
FERRAO	PRT	FORD GT40 MKI 1965
FILLON / FILLON	FRA / FRA	LOTUS Elan 1965
FRANCE / FRANCE	FRA / FRA	SHELBY Cobra 289 1963
FROMM	DEU	BIZZARRINI 5300 GT 1965
GALANT / NEURRISSSE	FRA / FRA	SHELBY Cobra 289 1964
GIJZEN	NLD	FERRARI 275 GTB/4 1966
GODET / BERTHY	FRA / FRA	MG B 1965
GOETHE / HALL	DEU / GBR	FORD GT40 MKI 1965
HART / HART	NLD / NLD	FORD GT40 MKI 1965
HINDERER / HINDERER	CHE / DEU	SHELBY Cobra 289 1965
HITOSHI	JPN	ALPINE RENAULT M 63 1963
HUBER GUTIERREZ	CHE	SHELBY Cobra 289 1964
JOY	GBR	FERRARI 250 LM 1964
KINDE / LEMEILLE	FRA / FRA	MG B 1963
KOHLER	FRA	LOTUS Elan 1965
LAJOURNADE / AUBRY	FRA / FRA	JAGUAR Type E 3.8L 1962
LAUREAU / BAREAU / FREQUELIN / MOREAU	FRA/FRA/FRA/FRA	RENE BONNET Djet 1964

Prime Minister of France, Francois Fillon, driving a Lotus Elan. A fast car to watch will be the GT40 of father and son paring David and Olivier Hart, who were mighty in their Cobra in the 2017 TT race at Goodwood Revival. The events principle sponsor Richard Mille races his E-Type in this grid too.

LAURENT-BELLUE	FRA	LOTUS Elite S2 1962
LE BLANC / VAN LANSCHOT	NLD / NLD	AUSTIN HEALEY 3000 Mk 2 1962
LECOU	FRA	FORD GT40 MKII 1965
LECOURT / NARAC	FRA / FRA	SHELBY Cobra 289 1964
LEMOS	FRA	JAGUAR Type E 3.8L 1964
LIBENS	BEL	AUSTIN HEALEY 3000 Mk 2 1965
LINDEMANN	USA	JAGUAR Type E "49FXN" 1963
LYNN	GBR	FORD GT40 MKI 1965
MACEDO SILVA / MACEDO SILVA	PRT / PRT	FORD GT40 Roadster 1965
MARSH / LIND / ROYSON	GBR / SWE / SWE	MARCOS GT Volvo 1965
MCCULLOUGH / LONG	USA / USA	ALPINE RENAULT M 64 1964
MEADEN / TROMANS	GBR / MCO	FORD GT40 MKI 1965
MEIER / LIPS	CHE / CHE	SHELBY Mustang 350 GT 1965
MEINS	GBR	FORD GT40 MKI 1964
MELLINGER / GELMINI	FRA / ITA	ALFA ROMEO Giulia TZ 1965
MERLIN	FRA	SHELBY Cobra 289 1963
MILLE	FRA	JAGUAR Type E 3.8L 1963
MONNAY / FIRMENICH	CHE / CHE	SHELBY Cobra 289 1964
PINHEIRO DE LARA RESENDE / JAGUARIBE DE LARA RESENDE	BRA / BRA	ALFA ROMEO Giulia TZ 1965
PINK / FOX	GBR / GBR	LOTUS Elan 1965
RAPPANGE / CARESANI / RUSKA	NLD / NLD / NLD	PORSCHE 904 Carrera GTS 1963
RITTWEGER / HANCOCK	DEU / GBR	JAGUAR Type E Lightweight 1963
RIVET FUSIL / LE JEAN	FRA / FRA	JAGUAR Type E 3.8L 1963
ROCCHIETTA	FRA	MG B 1964
ROCHER	FRA	PORSCHE 906 Carrera 6 1966
SA CARNEIRO / CANNAS / SIMOES	PRT / PRT / PRT	PORSCHE 911 2.0L 1965
SCALISE / COLPANI	ARG / ITA	ALFA ROMEO Giulia TZ 1964
SCEMAMA / SCEMAMA	CHE / CHE	PORSCHE 911 2.0L 1965
SCHUMACHER / WERNER	DEU / DEU	MASERATI Tipo 63 Birdcage 1963
STEUER / STEUER / DE MIGUEL /	ESP	FERRARI 275 GTB 1964
DELISO	COL / COL / ESP /	
SUGAHARA	JPN	ABARTH 1300 OT 1965
TBC/TBC	ALPINE RENAULT	M 65 1965
TRABER / MUELDER	CHE / DEU	ISO A3/C 1965
TROMANS	MCO	LOTUS Elan 1964
VENTURA	ITA	PORSCHE 906 Carrera 6 1966
VERCOUTERE / RUPP	FRA / FRA	PORSCHE 911 2.0L 1966



PLATEAU 5 / GRID 5 (1966 – 1971)

Speeds start to get notably quicker in this race with the Le Mans sportscar shape we know today starting to be far more apparent. You can see this in the Chevrons, Lola T70's and Matra's – all purpose built for racing. However there are still some road car shapes to be found in 911's and Daytona Ferrari's, albeit on steroids!

BECKER	DEU	PORSCHE 910 1968
BELLETESTE / BELLETESTE	FRA / FRA	CHEVRON B21 FVC 1972
BELLETESTE / GADAI	FRA / FRA	LOLA T70 Mk III 1967
BESSON / DOUGNAC	FRA / FRA	ALPINE RENAULT A 220 1968
BIANCO / MAZZOLENI	ITA / ITA	CHEVRON B19 FVC 1971
BODEN	AUT	ALPINE RENAULT A 220 1969
BRANDENBURG / NICOLET	CHE / FRA	CHEVRON B8 BMW 1968
BROUTIN / DE LACHARRIERE / FORTIS	FRA / FRA / FRA	DE TOMASO Pantera Gr. IV 1972
BUSSOLINI / BUSSOLINI	FRA / FRA	PORSCHE 914/6 GT 1970
CREFCOEUR	BEL	CHEVRON B16 BMW 1970
DANCE	GBR	FORD Capri 2600 RS 1972
DENJEAN PIERRET / BERNARD	FRA / FRA	DE TOMASO Pantera Gr. IV 1972
D'IETEREN / BELL	BEL / GBR	PORSCHE 917 LH 1969
EMBERSON / WYKEHAM	GBR / GBR	CHEVRON B19 FVC 1971
FINK	DEU	PORSCHE 908/2 1969
FRANCE / FRANCE	FRA / FRA	LOLA T70 Mk III B 1969
GEMPERLE / SIEBENTHAL	CHE / CHE	CHEVRON B8 BMW 1969
GOETHE / HALL	DEU / GBR	LOLA T70 Mk III B 1969
GOODMAN	USA	CHEVROLET Corvette C3 1971
GRANT	BEL	HEALEY SR2 1968
GUENAT	CHE	MATRA MS 660 1971
HART	NLD	LOLA T70 Mk III B 1969
HAUTOT	FRA	FORD GT40 MKII 1968
HOTTINGUER	FRA	CHEVRON B16 FVC 1971
HUBER GUTIERREZ	CHE	CHEVROLET Corvette C3 1972
HÜRTGEN / ELLINGHORST / HUTTER	DEU / DEU / DEU	PORSCHE 911 T/R 1968
IVERSEN	DNK	PORSCHE 906 Carrera 6 1966
JACOB	DEU	LOLA T212 FVC 1971
JULLY / RIVOALLON	FRA / FRA	CHEVROLET Corvette C3 1971
KAUFFMAN	USA	FORD GT40 MKII 1966
LAMIRAULT	FRA	ALPINE RENAULT A 210 1967
LANGEWIESCHE / WERNER	DEU / DEU	LOLA T212 FVC 1971
LESTRADE / AVIRON-VIOLET	FRA / FRA	CHEVRON B8 BMW 1968
LIMMER	DEU	PORSCHE 917 1969
LINDBERG / BØJVAD	DNK / DNK	LOLA T 210 FVC 1970
LINDBERG / KOK	DNK / DNK	CHEVRON B8 BMW 1968
LOPEZ	ESP	LOLA T70 Mk III B 1969
LYNN	GBR	LOLA T70 Mk III B 1969

Perhaps one of the most famous pairings of all at Le Mans is Derek Bell and Porsche, well this year the two return as Bell is set to pilot a Porsche 917. The car is almost a semi works effort too with Norbert Singer the Porsche engineer who developed the very same car in period, back to run the car for Bell.

MAC ALLISTER / MAC ALLISTER	USA / USA	CHEVRON B19 FVC 1971
MARTIN / ALEX	AUT / GBR	CHEVRON B8 BMW 1967
MAURICE	FRA	PORSCHE 911 R 1967
MAVERICK	CHE	CHEVROLET Corvette C3 1971
MEINERS	ITA	CHEVRON B16 FVC 1970
MELLINGER / GELMINI	FRA / ITA	FERRARI 512 S 1970
MICHERON	FRA	HOWMET TX 1968
MILLE / MILLE	FRA / FRA	LOLA T212 FVC 1970
MILLE / TAVARES	FRA / PRT	LOLA T70 Mk III B 1969
MR JOHN OF B	FRA	LIGIER JS 3 DFV 1971
NICOLET	FRA	DUCKHAMS Ford 1972
PETERS	DEU	LOLA T210 FVC 1970
PINK	GBR	LOLA T210 FVC 1970
PIRES	BRA	PORSCHE 908/2 1969
POPONCINI	ITA	LOLA T212 FVC 1971
RITTWEGER / HANCOCK	DEU / GBR	ALFA ROMEO 33 TT-3 1971
RITTWEGER / HANCOCK	DEU / GBR	FERRARI 365 GTB/4 Gr. IV 1972
RODDARO	MCO	PORSCHE 917 1970
ROSCHMANN / ROSCHMANN	DEU / DEU	ALFA ROMEO Tipo 33-2 Daytona 1968
RUDOLPH	DEU	PORSCHE 910 1967
SA CARNEIRO / CANNAS / SIMOES	PRT / PRT / PRT	CHEVRON B16 FVC 1970
SALA	ITA	PORSCHE 906 Carrera 6 1966
SEILER	CHE	LOLA T70 Mk III 1968
SUZUKI	JPN	PORSCHE 906 Carrera 6 1966
TAKUZOU	JPN	PORSCHE 910 1967
TOLLEMER	FRA	ALPINE RENAULT A 210 1966
TOMLIN	GBR	LOLA T210 FVC 1970
TROUILLARD / RONDONI	FRA / FRA	PORSCHE 906 Carrera 6 1966
VAN RIET	BEL	LOLA T70 Mk III 1970
VAN RIET / GRIFNEE	BEL / BEL	CHEVRON B16 FVC 1969
VANDROMME / LAFFITE	FRA / FRA	LOLA T70 Mk III 1966
VÖGELE	CHE	PORSCHE 917 1969
VON DER LIECK / KELLENNERS	DEU / DEU	DE TOMASO Pantera Gr. IV 1971
VON OPPENHEIM / MIDDENDORF	DEU / DEU	ALPINE RENAULT A 210 1966
WARD	GBR	FORD GT40 MKII 1967
WATSON	SCO	CHEVRON B8 BMW 1968
ZAGO / ROUCOLLE	FRA / FRA	CHEVRON B16 FVC 1970

PLATEAU 6 / GRID 6 (1972 – 1981)

Here we have the really quick stuff, so much so this grid has a rolling start as oppose to the running start. Ensure you are trackside when they all blast off together at the start, it's quite something. Henri Pescarolo is driving an Inaltera with Julien Beltoise. Henri started a record 33 Le Mans 24 hour races and won four.

ALVERGNAS	FRA	FORD Gran Torino 1975
BARBOT	PRT	LOLA T280 DFV 1972
BECK	CHE	PORSCHE 911 Carrera RSR 3.0L 1974
BECK	CHE	PORSCHE 935 K3 1980
BECKER	DEU	PORSCHE 911 Carrera RSR 3.0L 1975
BELLETESTE / BELLETESTE	FRA / FRA	PORSCHE 911 Carrera RSR 3.0L 1974
BELMONDO / VANDROMME	FRA / FRA	PORSCHE 935 1981
BOITE / PARGAMIN	FRA / FRA	MOYNET LM 75 1975
BRADY	AUS	BMW 3.0 CSL 1973
BRUEHWILER	CHE	CHEVRON B21 BDG 1972
BRUNHES / DUMÉZ / LACRETELLE	FRA / FRA / FRA	RENAULT ALPINE A 310 V6 Gr.IV 1977
BÜSST / FREEMAN	GBR / GBR	CHEVRON B31 BDG 1975
CAPOR / NYSTROM / TORBJORN / WAHLUND	SWE / SWE / SWE / SWE /	PORSCHE 935 1978
CERON	FRA	CHEVROLET Monza 1976
CHASE-GARDENER	GBR	ASTON MARTIN DBS V8 1976
CHATEAUX / BAUDOIN	FRA / FRA	LOLA T290 FVC 1974
CROFTON	GBR	DATSUN 240 Z 1975
DA ROCHA	FRA	LOLA T298 BMW 1979
de LATRE DU BOSQUEAU	BEL	PORSCHE 911 Carrera RSR 3.0L 1974
de SADELEER / de SADELEER	CHE / CHE	BMW M1 Procar 1979
de SIEBENTHAL	CHE	PORSCHE 935 1978
DENAT	CHE	PORSCHE 911 Carrera RSR 3.0L 1974
D'IETEREN	BEL	PORSCHE 935 K3 1979
DUHAMEL	FRA	PORSCHE 934 1976
EGGIMANN	CHE	CHEETAH G 601 BDG 1976
FÖVÉNY / ZWEIFLER	AUT / DEU	OSELLA PA6 BMW 1978
GADAL	FRA PORSCHE	911 Carrera RS 3.0L 1974
GOETHE / HALL	DEU / GBR	MIRAGE Gr 7 1973
GUENAT	CHE	LOLA T286 DFV 1976
GUENAT	CHE	PORSCHE 935 1977
HAUPT	DEU	PORSCHE 911 Carrera RSR 3.0L 1974
HINDERER / HINDERER / ARNOUX	CHE / DEU / FRA	BMW M1 Procar 1979
HOTTINGUER	FRA	PORSCHE 930 Turbo 1976
JÉAN	FRA	FERRARI 512 BB LM 1979
KOHLER	FRA	OSELLA PA6 BMW 1978
LAFARGUE	FRA	LOLA T298 BMW 1979

He drove an Inaltera in 1976 with Jean-Pierre Beltoise, Julien's father. BMW fans are spoilt with the M1 Procar's as well the 3.0 CSL Batmobile's. Similarly the Porsche 911 RSR's and 935's look and sound fantastic on the Le Mans circuit.

LAFARGUE	FRA	LOLA T298 BMW 1979
LECOURT / NARAC	FRA / FRA	PORSCHE 911 Carrera RSR 3.0L 1974
LEGRAS	FRA	CHEVRON B21 BDG 1972
LEMOS / ROLLET	FRA / FRA	PORSCHE 930 Gr.IV 1979
LEROY-FLEURIOT	FRA	BMW 3.0 CSL 1975
LINDBERG	DNK	LOLA - DE CADENET T380 DFV 1975
LIQUIERE	CHE	TECMA 755 1975
LUCCHINI / PESCATORI	ITA / ITA	FERRARI 512 BB LM 1979
LUDWIG / SCHNITZLER	DEU / DEU	PORSCHE 930 Gr.IV 1978
MAC ALLISTER	USA	MIRAGE M6 1973
MARIS	FRA	PORSCHE 935 1979
MEIER	CHE	FERRARI 512 BB LM 1981
MERLIN	FRA	PORSCHE 935 K3 1977
MONTEIRO	PRT	LOLA T298 BMW 1979
MOREL	FRA	TOJ SC 206 1977
MR JOHN OF B	FRA	FERRARI 512 BB LM 1979
MURSALL / MURSALL	DEU / DEU	BMW 3.0 CSL 1975
PEAUGER / RUPP	FRA / FRA	PORSCHE 911 SC Gr.IV 1980
PENLAE	FRA	CHEVRON B36 BMW 1976
PERRIER / MICHERON	FRA / FRA	LOLA T600 1981
PESCAROLO / CHAMBON	FRA / FRA	INALTERA GT 1976
PIQUET	FRA	PORSCHE 911 Turbo 1975
RICHARDSON	GBR	LOLA T290 FVC 1972
RITTWEGER / HANCOCK	DEU / GBR	FERRARI 512 BB LM 1979
ROOCK / ALZEN / HÜRTGEN	DEU / DEU / DEU	PORSCHE 911 Carrera RSR 3.0L 1975
ROSSIAUD / LE JEAN	FRA / FRA	CHEVRON B36 BMW 1976
SCEMAMA	CHE	TOJ SC 304 1976
SCEMAMA / FORT	CHE / FRA	SAUBER C5 BMW 1976
SERPAGGI / PIGUET	FRA / FRA	RENAULT ALPINE A 443 1978
SINCLAIR	GBR	LOLA T292 BDG 1973
SINGER	HUN	PORSCHE 924 GTR 1981
SIRAGNA	CHE	PORSCHE 924 GTR 1981
SPIRGI / GIAUQUE	CHE / CHE	PORSCHE 930 Gr.IV 1978
TERRAIL / AEBERHARD	CHE / CHE	PORSCHE 911 Carrera RSR 3.0L 1974
TRABER / MUELDER	CHE / DEU	BMW M1 Procar 1979
TUMA / MASS / LAUBER	DEU / DEU / USA	PORSCHE 911 Carrera RSR 3.0L 1974
TURRIZIANI / DI FULVIO	ITA / ITA	OSELLA PA5 BMW 1977
WEINZIERL	DEU	BMW M1 Gr.V 1979
WERGINZ / JANITS / PANHAUSER	AUT / AUT / AUT	BMW 3.5 CSL 1972

Support grids

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

All support races are set to take place on the Saturday ahead of the six grids which start racing at 3pm that afternoon. Check the event schedule on page 38 of this guide.

You will also see the classic club cars take to the track on Saturday for their early morning parade laps.

The high-speed demonstration runs are being provided by Global Endurance Legends. This is a relatively new club, set up to bring owners of GT and Prototype race cars from the 90's through to 2010 together and take to the track at events such as the Le Mans Classic. This is an exclusive grid that you would only ever see at selected events through the year.

Here is a bit more about each grid:

PORSCHE CLASSIC RACE LE MANS

This is set to be a veritable feast of Porsche race cars through the ages all on one grid. Everything from 356's, the popular 2 litre SVW 911's through to beastly 356's and RSR's as well as 70's prototypes. This will be quite a sight.

'JAGUAR CLASSIC CHALLENGE'

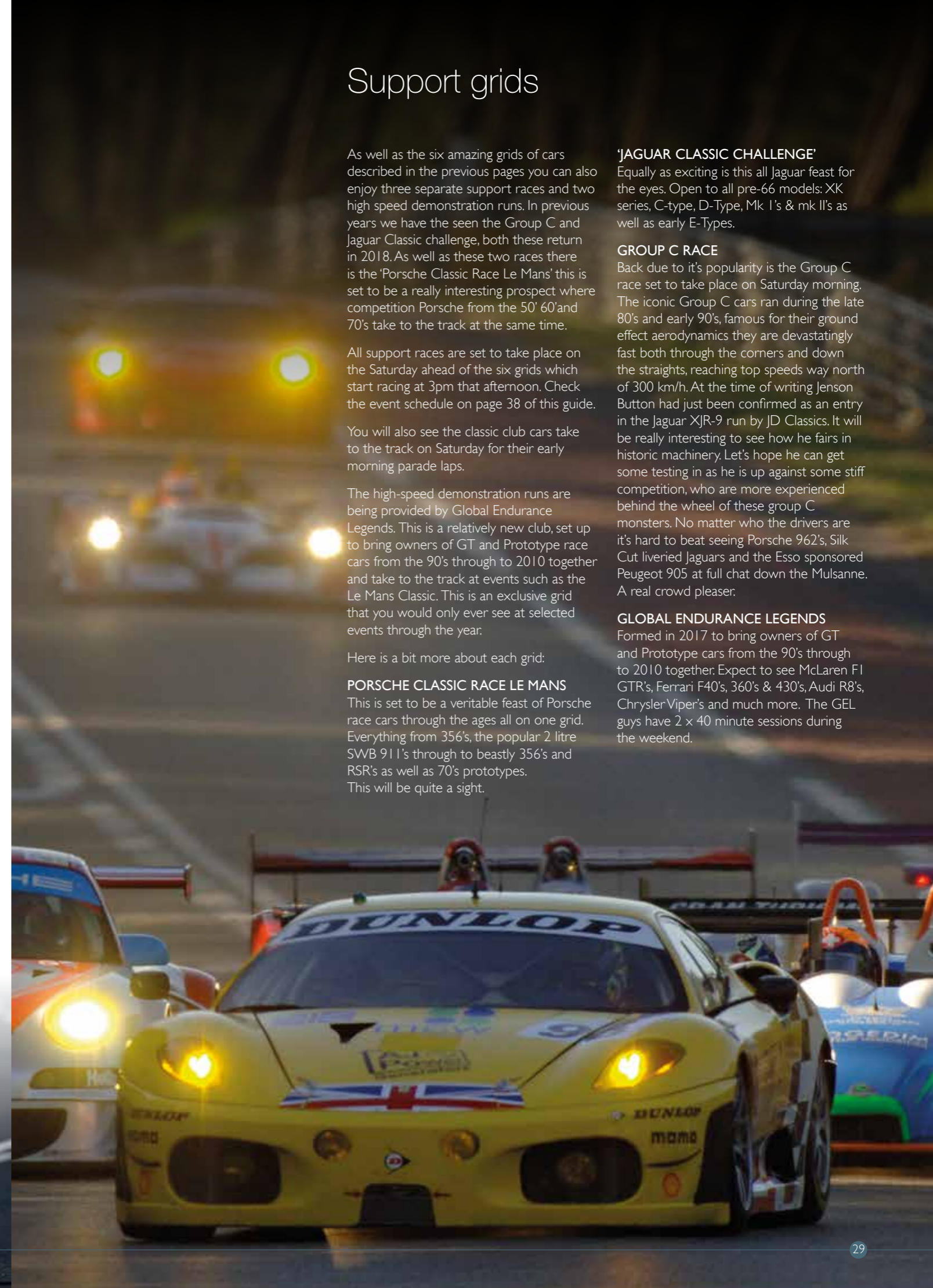
Equally as exciting is this all Jaguar feast for the eyes. Open to all pre-66 models: XK series, C-type, D-Type, Mk I's & Mk II's as well as early E-Types.

GROUP C RACE

Back due to it's popularity is the Group C race set to take place on Saturday morning. The iconic Group C cars ran during the late 80's and early 90's, famous for their ground effect aerodynamics they are devastatingly fast both through the corners and down the straights, reaching top speeds way north of 300 km/h. At the time of writing Jenson Button had just been confirmed as an entry in the Jaguar XJR-9 run by JD Classics. It will be really interesting to see how he fairs in historic machinery. Let's hope he can get some testing in as he is up against some stiff competition, who are more experienced behind the wheel of these group C monsters. No matter who the drivers are it's hard to beat seeing Porsche 962's, Silk Cut liveried Jaguars and the Esso sponsored Peugeot 905 at full chat down the Mulsanne. A real crowd pleaser.

GLOBAL ENDURANCE LEGENDS

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





Join Travel Destinations at the Concours of Elegance 31st August, 1st and 2nd September 2018

We have joined forces with the team at the Concours of Elegance, Hampton Court. Together we have arranged a great value package to enhance your visit to this fabulous event. All the essential elements are included - privileged parking close to the palace entrance, entry tickets to see some of the rarest cars in the world. Once you have had a chance to look around you are invited to have a glass of Champagne with us in a private enclosure surrounded by the concours cars.

The exclusive Travel Destinations package is being offered at the following prices:

Friday 31st August £70 per person

Saturday 1st & Sunday 2nd September £60 per person (£45 for senior citizens*)

What's included: Admission ticket | Travel Destinations parking | Glass of Champagne

We hope you can join us at this fabulous event, we will be there each day and look forward to seeing you.

To book your space give call us on 0844 873 0203

* Saturday and Sunday only



ON SALE NOW

Little Big Le Mans

Alongside the 500 full sized race cars entered at the Le Mans Classic you will also find 100 plus child sized race cars pop up at various points over the weekend. This is the 'Little Big Le Mans' challenge for children between the ages of 7 to 12 years old. At the beginning of the afternoon on the Saturday the scaled down cars and 'pilotes' will line up opposite the pit lane for the traditional Le Mans start of the

drivers running across to their cars and putting peddle to the metal. The cars are both mechanically and electrically powered and limited to 20 km/h. So they will have a somewhat shorter lap than the big boys and turn right after the Dunlop bridge to drive around the Bugatti circuit.

On Sunday the little 'uns take to their cars again for a parade around the Village area

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



Emergency telephone numbers

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

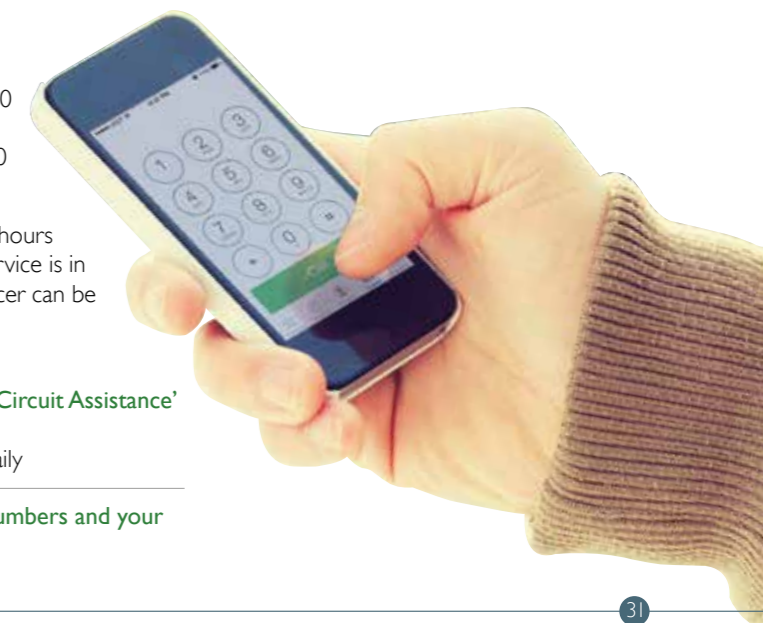
(local time)

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

08.30 Hrs - 20.00 Hrs Daily



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

Le Mans 24 Hours Previous Winners



Year	Car No.	Driver line up	Car	Year	Car No.	Driver line up	Car
2017	2	Timo Bernhard (GER) / Brendon Hartley (NZL) / Earl Bamber (NZL)	Porsche 919 Hybrid	1973	11	Gerard LARROUSSE (FRA) / Henri PESCAROLO (FRA)	Matra-Simca MS670B
2016	2	Romain Dumas (FRA) / Neel Jani (SUI) / Marc Lieb (GER)	Porsche 919 Hybrid	1972	15	Graham HILL (GBR) / Henri PESCAROLO (FRA)	Matra-Simca MS670
2015	19	Nico Hulkenberg (GER) / Earl Bamber (NZL) / Nick Tandy (GBR)	Porsche 919 Hybrid	1971	22	Gijs van LENNEP (HOL) / Helmut MARKO (AUT)	Porsche 917K
2014	2	Marcel FÄSSLER (GER) / André LOTTERER (GER) / Benoît TRÉLUYER (FRA)	Audi R18 e-tron quattro	1970	23	Richard ATTWOOD (GBR) / Hans HERMANN (GER)	Porsche 917K
2013	2	Tom KRISTENSEN (DEN) / Allan MCNISH (GBR) / Loïc DUVAL (FRA)	Audi R18 e-tron quattro	1969	6	Jacky ICKX (BEL) / Jackie OLIVER (GBR)	Ford GT40 MkI
2012	1	André LOTTERER (GER) / Marcel FASSLER (GER) / Benoît TRÉLUYER (GER)	Audi R18 e-tron quattro	1968	9	Lucien BIANCHI (BEL) / Pedro RODRIGUEZ (MEX)	Ford GT40 MkI
2011	2	André LOTTERER (GER) / Marcel FASSLER (GER) / Benoît TRÉLUYER (GER)	Audi R18 TDI	1967	1	A.J. FOYT Jr. (USA) / Dan GURNEY (USA)	Ford GT40 MkIV
2010	9	Mike ROCKENFELLER (GER) / Timo BERNHARD (GER) / Romain DUMAS (FRA)	Audi R15 TDI Plus Manufacturer	1966	2	Chris AMON (NZL) / Bruce McLAREN (NZL)	Ford GT40 MkII
2009	9	David BRABHAM (AUS) / Marc GENE (ESP) / Alexander WURZ (AUT)	Peugeot 908 Hdi-FAP	1965	21	Masten GREGORY (USA) / Jochen RINDT (AUT)	Ferrari 275LM
2008	2	Rinaldo CAPELLO (ITA) / Tom KRISTENSEN (DEN) / Allan MCNISH (GBR)	Audi R10 TDI	1964	20	Jean GUICHET (FRA) / Nino VACCARELLA (ITA)	Ferrari 275P
2007	1	Frank BIELA (GER) / Emanuele PIRRO (ITA) / Marco WERNER (GER)	Audi R10 TDI	1963	21	Lorenzo BANDINI (ITA) / Ludovico SCARFIOTTI (ITA)	Ferrari 250P
2006	8	Frank BIELA (GER) / Emanuele PIRRO (ITA) / Marco WERNER (GER)	Audi R10 TDI	1962	6	Olivier GENDEBIEN (BEL) / Phil HILL (USA)	Ferrari 330LM
2005	3	Tom KRISTENSEN (DEN) / J.J. LEHTO (FIN) / Marco WERNER (GER)	Audi R8	1961	10	Olivier GENDEBIEN (BEL) / Phil HILL (USA)	Ferrari 250TR 61
2004	5	Seiji ARA (JAP) / Rinaldo CAPELLO (ITA) / Tom KRISTENSEN (DEN)	Audi R8	1960	11	Paul FRERE (BEL) / Olivier GENDEBIEN (BEL)	Ferrari 250TR 59/60
2003	7	Rinaldo CAPELLO (ITA) / Tom KRISTENSEN (DEN) / Guy SMITH (GBR)	Bentley EXP Speed 8	1959	5	Roy SALVADORI (GBR) / Carroll SHELBY (USA)	Aston Martin DBR1
2002	1	Frank BIELA (GER) / Tom KRISTENSEN (DEN) / Emanuele PIRRO (ITA)	Audi R8	1958	14	Olivier GENDEBIEN (BEL) / Phil HILL (USA)	Ferrari 250TR
2001	1	Frank BIELA (GER) / Tom KRISTENSEN (DEN) / Emanuele PIRRO (ITA)	Audi R8	1957	3	Ivor BUEB (GBR) / Ron FLOCKHART (GBR)	Jaguar D-type
2000	8	Frank BIELA (GER) / Tom KRISTENSEN (DEN) / Emanuele PIRRO (ITA)	Audi R8	1956	4	Ron FLOCKHART (GBR) / Ninian SANDERSON (GBR)	Jaguar D-type
1999	15	Yannick DALMAS (FRA) / Pierluigi MARTINI (ITA) / Joachim WINKELHOCK (GER)	BMW V12 LMR	1955	6	Ivor BUEB (GBR) / Mike HAWTHORN (GBR)	Jaguar D-type
1998	26	Laurent AIELLO (FRA) / Allan MCNISH (GBR) / Stéphane ORTELLI (FRA)	Porsche 911 GT1-98	1954	4	Jose Froilan GONZALEZ (ARG) / Maurice TRINTIGNANT (FRA)	Ferrari 375 Plus
1997	7	Michele ALBORETO (ITA) / Stefan JOHANSSON (SWE) / Tom KRISTENSEN (DEN)	TVR Porsche WSC95	1953	18	Duncan HAMILTON (GBR) / Tony ROLT (GBR)	Jaguar C-type XK120C
1996	7	Davy JONES (USA) / Manuel REUTER (GER) / Alexander WURZ (AUT)	Joest Porsche WSC95	1952	21	Hermann LANG (GER) / Fritz RIESS (GER)	Mercedes-Benz 300SL
1995	59	Yannick DALMAS (FRA) / J.J. LEHTO (FIN) / Masanori SEKIYA (JAP) / McLaren	F1 GTR	1951	20	Peter WALKER (GBR) / Peter WHITEHEAD (GBR)	Jaguar C-type XK120C
1994	36	Mauro BALDI (ITA) / Yannick DALMAS (FRA) / Hurley HAYWOOD (USA)	Dauer Porsche 962LM	1950	5	Jean-Louis ROSIER (FRA) / Louis ROSIER (FRA)	Talbot-Lago T26C-GS
1993	3	Christophe BOUCHUT (FRA) / Geoff BRABHAM (AUS) / Eric HELARY (FRA)	Peugeot 905B	1949	22	Luigi CHINETTI (ITA) / Lord SELSDON (GBR)	Ferrari 166MM
1992	1	Mark BLUNDELL (GBR) / Yannick DALMAS (FRA) / Derek WARWICK (GBR)	Peugeot 905	1940 - 1948 No race due WWII & rebuilding work			
1991	55	Bertrand GACHOT (BEL) / Johnny HERBERT (GBR) / Volker WEIDLER (GER)	Mazda 787B	1939	1	Pierre VEYRON (FRA) / Jean-Pierre WIMILLE (FRA)	Bugatti T57C
1990	3	Martin BRUNDLE (GBR) / Price COBB (USA) / John NIELSEN (DEN)	Jaguar XJR-12	1938	15	Eugene CHABOUD (FRA) / Jean TREMOULET (FRA)	Delahaye 135 S
1989	63	Stanley DICKENS (SWE) / Jochen MASS (GER) / Manuel REUTER (GER)	Sauber Mercedes C9	1937	2	Robert BENOIST (FRA) / Jean-Pierre WIMILLE (FRA)	Bugatti T57G
1988	2	Johnny DUMFRIES (SCO) / Jan LAMMERS (HOL) / Andy WALLACE (GBR)	Jaguar XJR-9LM	1936 Race cancelled due to strike action			
1987	17	Derek BELL (GBR) / Al HOLBERT (USA) / Hans-Joachim STUCK (GER)	Porsche 962C	1935	4	Luis FONTES (ARG) / John HINDMARSH (GBR)	Lagonda M45R Rapide
1986	1	Derek BELL (GBR) / Al HOLBERT (USA) / Hans-Joachim STUCK (GER)	Porsche 962C	1934	9	Luigi CHINETTI (ITA) / Philippe ETANCELIN (FRA)	Alfa Romeo 8C-2300
1985	7	Paolo BARILLA (ITA) / Klaus LUDWIG (GER) / John "WINTER" (GER)	Porsche 956B	1933	11	Tazio NUVOLARI (ITA) / Raymond SOMMER (ITA)	Alfa Romeo 8C-2300
1984	7	Klaus LUDWIG (GER) / Henri PESCAROLO (FRA)	Porsche 956B	1932	8	Luigi CHINETTI (ITA) / Raymond SOMMER (FRA)	Alfa Romeo 8C-2300
1983	3	Hurley HAYWOOD (USA) / Al HOLBERT (USA) / Vern SCHUPPAN (AUS)	Porsche 956	1931	16	Tim BIRKIN (GBR) / Earl HOWE (GBR)	Alfa Romeo 8C-2300
1982	1	Derek BELL (GBR) / Jacky ICKX (BEL)	Porsche 956	1930	4	Woolf BARNATO (GBR) / Glen KIDSTON (GBR)	Bentley Speed 6
1981	11	Derek BELL (GBR) / Jacky ICKX (BEL)	Porsche 936/81	1929	1	Woolf BARNATO (GBR) / Tim BIRKIN (GBR)	Bentley Speed 6
1980	16	Jean-Pierre JAUSSAUD (FRA) / Jean RONDEAU (FRA)	Rondeau 379B - Ford	1928	4	Woolf BARNATO (GBR) / Bernard RUBIN (GBR)	Bentley 4 1/2 litre
1979	41	Klaus LUDWIG (GER) / Bill WHITTINGTON (USA) / Don WHITTINGTON (USA)	Porsche 935-K3	1927	3	John BENJAFIELD (GBR) / Sammy DAVIS (GBR)	Bentley 3-litre Sport
1978	2	Jean-Pierre JAUSSAUD (FRA) / Didier PIRONI (FRA)	Alpine A442B - Renault	1926	6	Robert BLOCH (FRA) / Andre ROSSIGNOL (FRA)	La Lorraine-Dietrich B3-6
1977	4	Jürgen BARTH (GER) / Hurley HAYWOOD (USA) / Jacky ICKX (BEL)	Porsche 936	1925	5	Gerard de COURCELLES (FRA) / Andre ROSSIGNOL (FRA)	La Lorraine-Dietrich B3-6
1976	20	Jacky ICKX (BEL) / Gijs van LENNEP (HOL)	Porsche 936	1924	8	Frank CLEMENT (GBR) / John DUFF (GBR)	Bentley 3-litre Sport
1975	11	Derek BELL (GBR) / Jacky ICKX (BEL)	Mirage GR8 - Ford	1923	9	Andre LAGACHE (FRA) / Rene LEONARD (FRA)	Chenard & Walcker Sport
1974	7	Gerard LARROUSSE (FRA) / Henri PESCAROLO (FRA)	Matra-Simca MS670B				

Le Mans Classic – The teams view 2018 *written by James Pitt*

Since its inception 2002, the biennial Le Mans Classic has become one of the most keenly anticipated events on the classic racing calendar for both spectators and teams. Some owners are so keen to enter this prestigious event, that they are prepared to ship their treasured cars and support crews half way across the world to take part. But getting an entry is not an easy matter. The number of people willing to stump up the 4,000 Euro entry deposit always exceeds the places available in each of the six grids, or Plateaux as the French call them. There is always an agonising wait for the teams to find out if their entries have been accepted, made worse by the fact that the confirmed entries are not all revealed at once. The first release of the entry list is at the start of January and contains the names of first fifty cars in each plateau that have been accepted. The remaining 25 grid slots are then released at the start of February. Whilst there is no such things as a guaranteed entry, cars raced at major events in period are more likely to be accepted, especially if they were originally raced at Le Mans. The organisers are also looking for variety and rarity in the cars they select, so that the grids are not dominated by one make or model. Some teams get famous racing drivers or celebrity to drive their cars. A quick scan of the entry list will reveal a whole host of ex-Le Mans drivers and well-known names. This gives the spectators a rare chance to see their childhood heroes competing in some of the finest sports cars ever built. Previous years

have seen Sir Stirling Moss, Dickie Attwood, Johnny Herbert and Rowan Atkinson taking part. And it's not just on track that you will find famous names from golden age of sports car racing. Keep an eye out whilst wondering around the paddocks and you could see the likes of legendary Jaguar chief test driver, Norman Dewis chatting to Basil Wales (Head of BMC Special Tuning in the 1960's).

Whilst many of the entries may look like the road going cars they are based on, most are highly tuned and beautifully crafted pieces of precision engineering built specifically for endurance racing. A good example of this is the car that I have helped run since the first Le Mans Classic. The 1965 works MGB, originally raced at Le Mans by rally ace Paddy Hopkirk and works BMC driver Andrew Hedges. Built by the BMC works Competitions Department at the Abingdon factory, as the sole works entry in the 1965 Le Mans. This race car may look like a standard MGB roadster, but its body panels were all hand made in aluminium and the 1800cc engine had almost twice the horse power of the ones fitted to road cars that rolled off the production line at that time. Its reliable 4 cylinder engine was enough to propel the car around the Le Mans circuit at an average speed of 99.9mph over 24 hours and finish 11th overall and 2nd in class. Since the early 1970's this famous car has been owned by legendary MG racer Barry Sidery-Smith, who has competed in every Le Mans classic

held so far. Sadly Barry Sidery-Smith passed away suddenly last year but his memory will live on, with his beloved MGB being raced at this year's event by his good friends Anthony Binnington and Chris Ryan.

Most classic motor races in the UK last less 30 minutes with drivers arriving, qualifying and racing on the same day. The Le Mans Classic is very different with teams arriving on the Thursday to set up, scrutineer, practice and qualify the cars prior to the weekends racing. Because at least one of the races for each plateau will be held at night, all the cars get two practice sessions. One in daylight and one at night. For many drivers this will be their first experience of night racing and it is a chance to acclimatise to the unique experience of driving flat out in almost pitch blackness, at speeds well in excess of 100mph, down the unlit Mulsanne Straight. The race format is quite simple, with the cars divided up into one of six "Plateaux" dependant on the era they originally ran in. Each Plateau then competes in a series of forty minute races held throughout a 24 hour period. This means that each car competes in three races. One in the morning, one in the afternoon and one at night. The age of the cars ranges from the 1930's up to the 1970's, with later cars also making an appearance in standalone demonstrations. For both teams and spectators alike, there simply is no comparison with any another event for sheer excitement and non-stop action. It is an unforgettable experience

to be on the pit wall at 4 O'clock in the morning as seventy-five classic race cars come thundering down the pit straight at full speed, throttles wide open and lights blazing. It literally makes the hairs on the back of your neck stand up and tingle. During each race the cars must come into the pits for a compulsory pit stop, during a twenty minute pit window. Understandably, most teams want the stop to take place approximately half way through the race, which leads to a very congested pitlane. Unlike F1 or the 24 hour Le Mans, teams are not given a dedicated pit garage. Instead pit crews jostle of position and hope that another car is not blocking the area they are waiting in, when their car comes into change drivers. Drivers have also been known to drive right passed their pit crew, if have had to move position in the pit lane. You need to remember that these are classic cars, without the aid of modern pit to driver radios. Teams communicate via a pit board waved over the wall each lap. And from personal experience I can tell you that a lot of drivers fail to even see their pit board, let alone read what's on it. It is not uncommon for drivers to miss the "IN" message and continue round for another lap or two before coming in. However, time penalties are issued for those cars who miss the pit window and pit too early or too late.

Whilst the 24 Hour Le Mans race gave up the traditional "Le Mans Start" after 1969, for safety reasons, the spectacle is recreated at the Le Mans Classic for the start of one

race for each Plateau. It is a wonderful sight to see the cars lined up along the pit wall, with their drivers waiting on the far side of the track. It may only be for fun but every driver wants to be the first to run across the track, jump into their car and pull away. All of which is accompanied by cheers and the support from a large and appreciative crowd.

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

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

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



Le Mans Classic – Timetable

FRIDAY 6 JULY 2018

Start	End	Category	Session
09:00 - 09:30		Parade Clubs	Club Session 1
09:35 - 10:05		Parade Clubs	Club Session 2
10:10 - 10:40		Parade Clubs	Club Session 3
10:45 - 11:15		Parade Clubs	Club Session 4
11:25 - 11:55		JAGUAR CLASSIC CHALLENGE	Qualifying
12:05 - 12:50		GROUP C RACING	Qualifying
13:00 - 13:30		PORSCHE CLASSIC RACE LE MANS	Qualifying
13:45 - 14:35		Grid 1	Qualifying
14:50 - 15:40		Grid 2	Qualifying
15:55 - 16:45		Grid 3	Qualifying
07:00 - 17:50		Grid 4	Qualifying
18:03 - 18:53		Grid 5	Qualifying
19:06 - 19:56		Grid 6	Qualifying
20:09 - 20:54		GROUP C RACING	Qualifying
21:09 - 21:44		PORSCHE CLASSIC RACE LE MANS	Qualifying
21:59 - 22:25		Global Endurance Legends	1st session
22:30 - 23:05		Grid 1	Free Practice
23:20 - 23:55		Grid 2	Free Practice
00:10 - 00:45		Grid 3	Free Practice
01:00 - 01:35		Grid 4	Free Practice
01:48 - 02:23		Grid 5	Free Practice
02:36 - 03:11		Grid 6	Free Practice

SATURDAY 7 JULY 2018

Start	End	Category	Session
08:00 - 08:30		Parade Clubs	Club Session 5
08:30 - 09:00		Parade Clubs	Club Session 6
09:05 - 09:35		Parade Clubs	Club Session 7
09:35 - 09:48		LE MANS HERITAGE CLUB	Parade
09:45 - 09:58		PARADE CONSTRUCTEUR	Parade
10:10 - 11:05		JAGUAR CLASSIC CHALLENGE	Race
11:30 - 12:15		GROUP C RACING	Race
12:20 - 12:30		VINTAGE BUS	Parade
13:15 - 13:28		PARADE CONSTRUCTEUR	Parade
13:28 - 13:58		Global Endurance Legends	2nd session
14:03 - 14:16		PARADE CONSTRUCTEUR	Parade
14:23 - 15:18		PORSCHE CLASSIC RACE LE MANS	Race
15:43 - 15:43		Little Big Mans	Le Mans style Start
16:00 - 16:00		Grid 1	Le Mans style Start - Race 1
17:36 - 17:36		Grid 2	Le Mans style Start - Race 1
19:12 - 19:12		Grid 3	Le Mans style Start - Race 1
20:45 - 21:28		Grid 4	Rolling start - Race 1
22:02 - 22:45		Grid 5	Rolling start - Race 1
23:19 - 00:02		Grid 6	Rolling start - Race 1

SUNDAY 8 JULY 2018

Start	End	Category	Session
00:35 - 01:18		Grid 1	Rolling start - Race 2
01:50 - 02:33		Grid 2	Rolling start - Race 2
03:05 - 03:48		Grid 3	Rolling start - Race 2
04:20 - 05:03		Grid 4	Rolling start - Race 2
05:35 - 06:18		Grid 5	Rolling start - Race 2
06:50 - 07:33		Grid 6	Rolling start - Race 2
08:05 - 08:48		Grid 1	Rolling start - Race 3
09:20 - 10:03		Grid 2	Rolling start - Race 3
10:35 - 11:18		Grid 3	Rolling start - Race 3
11:54 - 11:54		Grid 4	Le Mans Start
12:13 - 12:56		Grid 4	Rolling start - Race 3
13:13 - 13:28		PARADE CONSTRUCTEUR	Parade
14:00 - 14:43		Grid 5	Rolling start - Race 3
15:17 - 16:00		Grid 6	Rolling start - Race 3



Catch the Porters Two Jazz band at various points over the Le Mans Classic weekend.

THURSDAY 5TH JULY

Time	Location	duration
From 16.30	Flexotel	30 mins
From 18.00	Event tents	30 mins
From 19.30	Porsche curves	30 mins
From 21.00	Hunaudieres	30 mins

FRIDAY 6TH JULY

From 09.30	Travel Destinations Clubs parking, Bugatti circuit	30 mins
From 10.30	Travel Destinations Clubs parking, Bugatti circuit	30 mins
From 12.00	Hunaudieres	30 mins
From 13.50	Flexotel village	30 mins
From 15.00	Event tents	30 mins
From 16.30	Porsche curves	30 mins
From 19.00	Hunaudieres	30 mins
From 20.30	Flexotel village	30 mins
From 21.30	Porsche curves	30 mins
From 22.30	Hunaudieres	30 mins

SATURDAY 7TH JULY

Time	Location	duration
From 08.30	Travel Destinations Clubs parking, Bugatti circuit	30 mins
From 09.30	Travel Destinations Clubs parking, Bugatti circuit	30 mins
From 11.00	Flexotel village	30 mins
From 12.30	Event tents	30 mins
From 14.30	Porsche curves	30 mins
From 16.00	Hunaudieres	30 mins
From 17.30	Flexotel village	30 mins
From 19.00	Porsche curves	30 mins
From 20.30	Hunaudieres	30 mins
From 22.00	Flexotel village	30 mins

SUNDAY 8TH JULY

From 09.30	Travel Destinations Clubs parking, Bugatti circuit	30 mins
From 11.00	Event tents	30 mins
From 13.00	Porsche curves	30 mins
From 14.30	Hunaudieres	30 mins
From 16.00	Flexotel village	30 mins
From 17.30	Event tents	30 mins
From 19.00	Porsche curves	30 mins
From 20.30	Hunaudieres	30 mins
From 22.00	Flexotel village	30 mins

(Timings subject to change)



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2006 V12 VANQUISH S

Meteorite Silver with Obsidian Black interior. Features include satellite navigation, Bluetooth telephone preparation, heated front screen, full-grain leather interior and silver brake callipers. 19,500 miles. Supplied with 1-year Aston Martin Warranty.

£169,950



2010 DBS COUPE

Quantum Silver with Obsidian Black interior. Features include carbon fibre door trim and pulls, glass switchgear, semi-aniline leather and Bang & Olufsen BeoSound DBS Audio system. 6-speed Touchtronic II Automatic. 35,400 miles.

£105,000



2011 V8 VANTAGE COUPE

Onyx Black with Obsidian Black interior. Features include front and rear parking sensors, N400 sill design, clear rear lamps, heated seats, cruise control, full leather interior, cruise control and Piano Black fascia 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 fascia trim pack, and reversing camera. 6-speed manual. 15,000 miles.

£135,000



2015 VANQUISH COUPE

Onyx Black with Obsidian Black interior. Features include launch control, reversing camera, alarm upgrade, Shadow Bronze Jewellery Pack and heated and ventilated front seats. 8-speed Touchtronic III Automatic. 12,050 miles.

£133,950



2017 VANTAGE GT8

Volcano Red with Pure Black Alcantara interior. 500 miles. Features include optional lightweight carbon fibre seats, carbon fibre front splitter and diffuser, Track Mode, alarm upgrade and exposed carbon fibre valances. Sportshift II 7-speed transmission.

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Welwyn Garden City
Hertfordshire AL7 2AA

T. 0844 873 0203
F. 01707 330300
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