

24h

LE MANS®

21-22 AUGUST 2021

PRESS KIT



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THE CHAIRS**



**THE FIA WORLD
ENDURANCE
CHAMPIONSHIP**



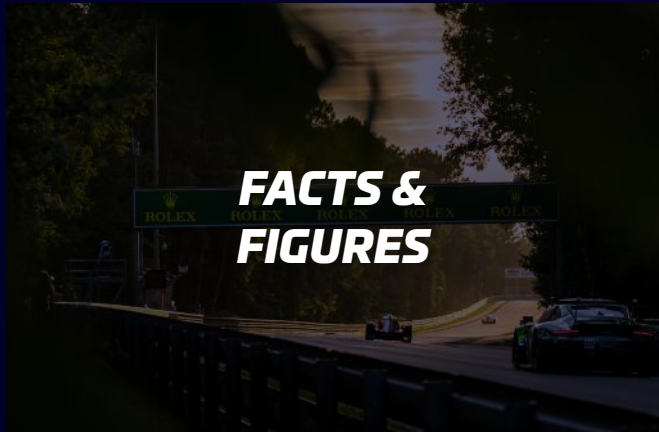
**THE 2021 24 HOURS
OF LE MANS**



**GUESTS OF
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THE 2021 POSTER



OUR PARTNERS



CONTACTS

Pierre Fillon • Jean Todt • Frédéric Lequien

A WORD FROM PIERRE FILLON

PRESIDENT OF THE AUTOMOBILE CLUB DE L'OUEST

TOGETHER AGAIN

The past few months have been exceptionally difficult for everyone around the world. Endurance racing, like motorsport as a whole, has not been spared by the crisis we have endured, together.

Together, we have adapted and demonstrated considerable flexibility when organising our events. For the FIA World Endurance Championship, reshuffled several times, and the 2020 24 Hours of Le Mans, held behind closed doors last September, we followed one guiding principle: maintaining our races wherever we could.

Together, we rose to the many logistical, human and financial challenges to keep Endurance alive. It was absolutely necessary for us to maintain as many events as possible for the teams, whose resilience I must applaud here. When dealing with the situation, those teams demonstrated a sense of solidarity and mutual support that truly reflects the values of endurance racing.

Together, we worked towards our common future. A future full of promise, particularly well embodied in our convergence with IMSA. We worked hand in hand with the manufacturers and governing bodies to come to a historical agreement and I would like to offer them my heartfelt thanks. The manufacturers dreamt of competing in the world's greatest endurance races with the same car, and now they can.

And we will be together again to cheer on the 186 heroes who will form the starting grid at the 24 Hours of Le Mans at 16:00 on 21 August.

To all the competitors, all our loyal partners, to the media who spotlight our discipline, and to everyone involved in the event – have a great race!

To the fans, who we have missed so much over the past few months, I truly hope you enjoy coming together again at the 24 Hours of Le Mans.



Pierre Fillon • **Jean Todt** • Frédéric Lequien

A WORD FROM JEAN TODT

JEAN TODT, FIA PRESIDENT

Today, the 24 Hours of Le Mans is the climax of the FIA World Endurance Championship season and arguably the greatest endurance race ever.

Motor sport is a constant evolution; however, the years go by and the status of this great race as one of the ultimate challenges in the sport remains undisputable. Owing to its long and illustrious history of pushing man and machine beyond their limits, Le Mans is undoubtedly one of the crown jewels of motor sport and I'm proud that it's an important part of FIA-sanctioned championships.

Fans are obviously an integral part of this great event and the fact that many of them will be back this year is simply fantastic.

On the sporting side, this season's edition of the FIA WEC marks the debut of the eagerly awaited

Hypercar category. The new concept is as an excellent platform that allows the manufacturers to be creative, innovative and to maintain the character of their respective brands, and all of that while avoiding cost escalation.

Above all, it's reassuring to witness the interest the introduction of this category has caused. It will be great to watch Le Mans Hypercar machinery competing for the overall glory at this year's edition of Le Mans. Equally, the 2021 grid is rich in quality all the way through, and the competition promises to be intense.

I am very much looking forward this year's 24-hour spectacle at Le Mans and I'd like to wish all the competitors the best of luck.

Yours sincerely,



Photo : © Louis MONNIER (ACO)

A WORD FROM FRÉDÉRIC LEQUIEN

FRÉDÉRIC LEQUIEN, FIA WEC CEO

WELCOME / 2021 24 HOURS OF LE MANS

The 24 Hours of Le Mans is one of the greatest spectacles on earth, which will also form round four of the 2021 FIA World Endurance Championship.

What's even more special this year is the return of fans – albeit in limited numbers – who have been so greatly missed. We're also very happy to be able to have increased media presence onsite too.

We welcomed spectators at our previous WEC race in Monza, Italy, last month and it was really special to unite once again to celebrate the thrill of endurance racing.

This year, Le Mans will be even more poignant as it's the first time that the all-new Hypercar will visit La Sarthe. We can't wait to show our new top-tier category to the fans and for those who will be watching from home, we are certain that the action will be as exhilarating as ever before.

We have a total of 33 full-time WEC entrants who will be competing at Le Mans and with 50 World Championship points on offer, this event can prove pivotal in helping to determine who our next World Champions will be. On behalf of everyone at the WEC, we wish our teams, drivers and competitors a successful race week. And finally to our loyal fans, a very warm welcome back – we have missed you!



2021 FIA WEC calendar

• Current standings

2021 FIA WEC CALENDAR

The 89th 24 Hours of Le Mans is the fourth of six rounds in the 2021 FIA World Endurance Championship.

2021

- 1 **26-27 APRIL:** Prologue – Spa-Francorchamps *Belgium*
- 2 **1 MAY:** Total 6 Hours of Spa-Francorchamps *Belgium*
- 3 **13 JUNE:** 8 Hours of Portimão *Portugal*
- 4 **18 JULY:** 6 Hours of Monza *Italy*
- 5 **21-22 AUGUST:** 89th 24 Hours of Le Mans *France*
- 6 **30 OCTOBER:** 6 Hours of Bahrain *Bahrain*
- 7 **6 NOVEMBER:** 8 Hours of Bahrain *Bahrain*



AS IT STANDS IN THE CHAMPIONSHIP



The 24 Hours of Le Mans kicks off the second half of the 2021 FIA World Endurance Championship season. Toyota Gazoo Racing, Ferrari, United Autosport USA, Realteam Racing and Cetilar Racing top the class standings

CURRENT CHAMPIONSHIP STANDINGS:

POINTS AWARDED AT THE 24 HOURS OF LE MANS (ONLY)

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

One point will be allocated to all cars classified lower than 10th place in the general classification for the race.

An extra point is awarded for pole position.

ENTRY LIST

An outstanding field of **62 cars** will line up on the grid for the 89th 24 Hours of Le Mans: 5 Hypercar class, 25 LMP2 prototypes, 8 LMGTE Pro and 23 LMGTE Am contenders and one Innovative Car.

5

HYPERCAR

25

LMP2

8

LMGTE Pro

23

LMGTE Am

1

INNOVATIVE CAR

Entry list

Race categories

Hypercar is here!

The ones to watch

Support races

Timetable

Where to watch

The venue

ENTRY LIST

N°	HYPERCAR	NAT	CAR	DRIVERS		
7	TOYOTA GAZOO RACING	JPN	TOYOTA GR010 - HYBRID	MIKE CONWAY (GBR)	KAMUI KOBAYASHI (JPN)	JOSE MARIA LOPEZ (ARG)
8	TOYOTA GAZOO RACING	JPN	TOYOTA GR010 - HYBRID	SÉBASTIEN BUEMI (CHE)	KAZUKI NAKAJIMA (JPN)	BRENDON HARTLEY (NZL)
36	ALPINE ELF MATMUT	FRA	ALPINE A480 - GIBSON	ANDRÉ NEGRÃO (BRA)	NICOLAS LAPIERRE (FRA)	MATTHIEU VAXIVIERE (FRA)
708	GLICKENHAUS RACING	USA	GLICKENHAUS 007 LMH	LUIS FELIPE DERANI (BRA)	FRANCK MAILLEUX (FRA)	OLIVIER PLA (FRA)
709	GLICKENHAUS RACING	USA	GLICKENHAUS 007 LMH	RYAN BRISCOE (AUS)	RICHARD WESTBROOK (GBR)	ROMAIN DUMAS (FRA)

N°	LM P2	NAT	CAR	DRIVERS		
1	RICHARD MILLE RACING TEAM	FRA	ORECA 07 - GIBSON	TATIANA CALDERON (COL)	SOPHIA FLOERSCH (DEU)	BEITSKE VISSER (NLD)
17	IDEC SPORT	FRA	ORECA 07 - GIBSON	DWIGHT MERRIMAN (USA)	KYLE TILLEY (GBR)	RYAN DALZIEL (GBR)
20	HIGH CLASS RACING	DNK	ORECA 07 - GIBSON	DENNIS ANDERSEN (DNK)	RICKY TAYLOR (USA)	MARCO SØRENSEN (DNK)
21	DRAGONSPEED USA	USA	ORECA 07 - GIBSON	HENRIK HEDMAN (SWE)	BEN HANLEY (GBR)	JUAN PABLO MONTOYA (COL)
22	UNITED AUTOSPORTS USA	GBR	ORECA 07 - GIBSON	PHILIP HANSON (GBR)	FABIO SCHERER (CHE)	FILIPE ALBUQUERQUE (PRT)
23	UNITED AUTOSPORTS	GBR	ORECA 07 - GIBSON	PAUL DI RESTA (GBR)	ALEX LYNN (GBR)	WAYNE BOYD (GBR)
24	PR1 MOTORSPORTS MATHIASSEN	USA	ORECA 07 - GIBSON	PATRICK KELLY (USA)	GABRIEL AUBRY (FRA)	SIMON TRUMMER (CHE)
25	G-DRIVE RACING	RAF	AURUS 01 - GIBSON	JOHN FALB (USA)	ROBERTO MERHI (ESP)	RUI ANDRADE (PRT)
26	G-DRIVE RACING	RAF	AURUS 01 - GIBSON	ROMAN RUSINOV (RAF)	FRANCO COLAPINTO (ARG)	NYCK DE VRIES (NLD)
28	JOTA	GBR	ORECA 07 - GIBSON	SEAN GELAE (IDN)	STOFFEL VANDOORNE (BEL)	TOM BLOMQVIST (GBR)
29	RACING TEAM NEDERLAND	NLD	ORECA 07 - GIBSON	FRITS VAN EERD (NLD)	GIEDO VAN DER GARDE (NLD)	JOB VAN UITERT (NLD)
30	DUQUEINE TEAM	FRA	ORECA 07 - GIBSON	RENÉ BINDER (AUT)	GUILLERMO ROJAS (MEX)*	TRISTAN GOMMENDY (FRA)
31	TEAM WRT	BEL	ORECA 07 - GIBSON	ROBIN FRIJNS (NLD)	FERDINAND HABSBURG (AUT)	CHARLES MILES (FRA)
32	UNITED AUTOSPORTS	GBR	ORECA 07 - GIBSON	NICOLAS JAMIN (FRA)	JONATHAN ABERDEIN (ZAF)	MANUEL MALDONADO (VEN)
34	INTER EUROPOL COMPETITION	POL	ORECA 07 - GIBSON	JAKUB SMIECHOWSKI (POL)	RENGER VAN DEZ ZANDE (NLD)	ALEX BRUNDLE (GBR)
38	JOTA	GBR	ORECA 07 - GIBSON	ROBERTO GONZALEZ (MEX)	ANTONIO FELIX DA COSTA (PRT)	ANTHONY DAVIDSON (GBR)
39	SO24-DIROB BY GRAFF	FRA	ORECA 07 - GIBSON	VINCENT CAPILLAIRE (FRA)	ARNOLD ROBIN (FRA)	MAXIME ROBIN (FRA)
41	TEAM WRT	BEL	ORECA 07 - GIBSON	ROBERT KUBICA (POL)	LOUIS DELÉTRAZ (CHE)	YIFEI YE (CHN)
44	ARC BRATISLAVA	SVK	LIGIER JSP217 - GIBSON	MIROSLAV KONOPKA (SVK)	OLIVER WEBB (GBR)	MATEJ KONOPKA (SVK)
48	IDEC SPORT	FRA	ORECA 07 - GIBSON	PAUL LAFARGUE (FRA)	PAUL-LOUP CHATIN (FRA)	PATRICK PILET (FRA)
49	HIGH CLASS RACING	DNK	ORECA 07 - GIBSON	ANDERS FJORDBACH (DNK)	JAN MAGNUSSEN (DNK)	KEVIN MAGNUSSEN (DNK)
65	PANIS RACING	FRA	ORECA 07 - GIBSON	JULIEN CANAL (FRA)	WILL STEVENS (GBR)	JAMES ALLEN (AUS)
70	REALTEAM RACING	CHE	ORECA 07 - GIBSON	ESTEBAN GARCIA (CHE)	LOIC DUVAL (FRA)	NORMAN NATO (FRA)
74	RACING TEAM INDIA EURASIA	IND	LIGIER JSP217 - GIBSON	JAMES WINSLOW (GBR)	JOHN CORBETT (AUS)	TOM CLOET (BEL)
82	RISI COMPETIZIONE	USA	ORECA 07 - GIBSON	RYAN CULLEN (GBR)	OLIVER JARVIS (GBR)	FELIPE NASR (BRA)

N°	INNOVATIVE CAR	NAT	CAR	DRIVERS		
84	ASSOCIATION SRT41	FRA	ORECA 07 - GIBSON	TAKUMA AOKI (JPN)	NIGEL BAILLY (BEL)	MATTHIEU LAHAYE (FRA)*

N°	LM GTE Pro	NAT	CAR	DRIVERS		
51	AF CORSE	ITA	FERRARI 488 GTE EVO	ALESSANDRO PIER GUIDI (ITA)	JAMES CALADO (GBR)	CÔME LEDOGAR (FRA)
52	AF CORSE	ITA	FERRARI 488 GTE EVO	DANIEL SERRA (BRA)	MIGUEL MOLINA (ESP)	SAM BIRD (GBR)*
63	CORVETTE RACING	USA	CHEVROLET CORVETTE C8.R	ANTONIO GARCIA (ESP)	JORDAN TAYLOR (USA)	NICKY CATSBURG (NLD)
64	CORVETTE RACING	USA	CHEVROLET CORVETTE C8.R	TOMMY MILNER (USA)	NICHOLAS TANDY (GBR)	ALEXANDER SIMS (GBR)
72	HUB AUTO RACING	TPE	PORSCHE 911 RSR - 19	DRIES VANTHOOR (BEL)	ALVARO PARENTE (PRT)	MAXIME MARTIN (BEL)
79	WEATHERTECH RACING	USA	PORSCHE 911 RSR - 19	COOPER MACNEIL (USA)	EARL BAMBER (NZL)	LAURENS VANTHOOR (BEL)
91	PORSCHE GT TEAM	DEU	PORSCHE 911 RSR - 19	GIANMARIA BRUNI (ITA)	RICHARD LIETZ (AUT)	FREDERIC MAKOWIECKI (FRA)
92	PORSCHE GT TEAM	DEU	PORSCHE 911 RSR - 19	KEVIN ESTRE (FRA)	NEEL JANI (CHE)	MICHAEL CHRISTENSEN (DNK)

N°	LM gte am	NAT	CAR	DRIVERS		
18	ABSOLUTE RACING	CHN	PORSCHE 911 RSR - 19	ANDREW HARYANTO (IDN)	ALESSIO PICARIELLO (BEL)	MARCO SEEFRIED (DEU)
33	TF SPORT	GBR	ASTON MARTIN VANTAGE AMR	BEN KEATING (USA)	DYLAN PEREIRA (LUX)	FELIPE FRAGA (BRA)
46	TEAM PROJECT 1	DEU	PORSCHE 911 RSR - 19	DENNIS OLSEN (NOR)	ANDERS BUCHARDT (NOR)	ROBERT FOLEY (USA)*
47	CETILAR RACING	ITA	FERRARI 488 GTE EVO	ROBERTO LACORTE (ITA)	GIORGIO SERNAGIOTTO (ITA)	ANTONIO FUOCO (ITA)
54	AF CORSE	ITA	FERRARI 488 GTE EVO	THOMAS FLOHR (CHE)	GIANCARLO FISICHELLA (ITA)	FRANCESCO CASTELLACCI (ITA)
55	SPIRIT OF RACE	CHE	FERRARI 488 GTE EVO	DUNCAN CAMERON (GBR)	DAVID PEREL (ZAF)	MATTHEW GRIFFIN (IRL)
56	TEAM PROJECT 1	DEU	PORSCHE 911 RSR - 19	EGIDIO PERFETTI (NOR)	MATTEO CAIROLI (ITA)	RICCARDO PERA (ITA)
57	KESSEL RACING	CHE	FERRARI 488 GTE EVO	TAKESHI KIMURA (JPN)	SCOTT ANDREWS (AUS)	MIKKEL JENSEN (DNK)
60	IRON LYNX	ITA	FERRARI 488 GTE EVO	CLAUDIO SCHIAVONI (ITA)	PAOLO RUBERTI (ITA)	RAFFAELE GIAMMARIA (ITA)
66	JMW MOTORSPORT	GBR	FERRARI 488 GTE EVO	THOMAS NEUBAUER (FRA)	RODRIGO SALES (USA)	JODY FANNIN (GBR)
69	HERBERTH MOTORSPORT	DEU	PORSCHE 911 RSR - 19	ROBERT RENAUER (DEU)	RALF BOHN (DEU)	ROLF INEICHEN (CHE)
71	INCEPTION RACING	GBR	FERRARI 488 GTE EVO	BRENDAN IRIBE (USA)	OLLIE MILLROY (GBR)	BEN BARNICOAT (GBR)
77	DEMPSEY-PROTON RACING	DEU	PORSCHE 911 RSR - 19	CHRISTIAN RIED (DEU)	JAXON EVANS (NZL)	MATT CAMPBELL (AUS)
80	IRON LYNX	ITA	FERRARI 488 GTE EVO	MATTEO CRESSONI (ITA)	RINO MASTRONARDI (ITA)	CALLUM ILOTT (GBR)
83	AF CORSE	ITA	FERRARI 488 GTE EVO	FRANÇOIS PERRODO (FRA)	NICKLAS NIELSEN (DNK)	ALESSIO ROVERA (ITA)
85	IRON LYNX	ITA	FERRARI 488 GTE EVO	RAHEL FREY (CHE)	SARAH BOVY (BEL)	MICHELLE GATTING (DNK)
86	GR RACING	GBR	PORSCHE 911 RSR - 19	MICHAEL WAINWRIGHT (GBR)	BENJAMIN BARKER (GBR)	TOM GAMBLE (GBR)
88	DEMPSEY-PROTON RACING	DEU	PORSCHE 911 RSR - 19	JULIEN ANDLAUER (FRA)	DOMINIQUE BASTIEN (USA)	LANCE ARNOLD (DEU)
95	TF SPORT	GBR	ASTON MARTIN VANTAGE AMR	JOHN HARTSHORNE (GBR)	OLIVER HANCOCK (GBR)	ROSS GUNN (GBR)
98	ASTON MARTIN RACING	GBR	ASTON MARTIN VANTAGE AMR	PAUL DALLA LANA (CAN)	NICKI THIMM (DNK)	MARCOS GOMES (BRA)
99	PROTON COMPETITION	DEU	PORSCHE 911 RSR - 19	HARRY TINCINNELL (GBR)*	VUTTHIKORN INTHRAPHUVASAK (THA)	FLORIAN LATORRE (FRA)
388	RINALDI RACING	DEU	FERRARI 488 GTE EVO	PIERRE EHRET (DEU)	CHRISTIAN HOOK (DEU)	JEROEN BLEEKEMOLEN (NLD)
777	D'STATION RACING	JPN	ASTON MARTIN VANTAGE AMR	SATOSHI HOSHINO (JPN)	TOMONOBU FUJII (JPN)	ANDREW WATSON (GBR)

RACE CATEGORIES

Five classes are competing in this year's 24 Hours of Le Mans: Hypercar, LMP2, LMGTE Pro, LMGTE Am and Innovative Car. Check out the technical features of each one below.

HYPERCAR IS HERE!

**PROTOTYPES OR CARS
BASED ON STREET-LEGAL VEHICLES**

Hypercars are hitting the track in the 2021 FIA World Endurance Championship, including the 24 Hours of Le Mans. These new machines will race at the highest level of the Endurance discipline and compete for overall victory. In 2021, it will involve Toyota Gazoo Racing, Scuderia Cameron Glickenhaus and Alpine (with a technically modified non-hybrid LMP1). Peugeot Sport will join the action in 2022 while Porsche, Ferrari and Audi have already made a commitment for 2023.



THE ONES TO WATCH

**HYPER
CAR****2021**

→ TOYOTA
→ GLICKENHAUS
→ ALPINE

2022

→ PEUGEOT
→ BYKOLLES

2023

→ PORSCHE
→ FERRARI
→ AUDI



The 89th 24 Hours of Le Mans heralds the arrival of **HYPERCARS**, taking the top class of endurance racing to new heights. They will need to deliver in terms of both reliability and speed on the track as they embark on the most mechanically challenging race there is.

Three teams will be racing in the new class: Toyota Gazoo Racing, Glickenhaus Racing and Alpine Elf Matmut Team. The inherent uncertainty of the 24 Hours of Le Mans means that all three are in with a chance of winning.

TOYOTA is the current holder of the 24 Hours of Le Mans title and has won it three times in a row. On 15 January 2021, the Japanese manufacturer unveiled the GR010 Hybrid on which it is pinning its hopes of victory at Le Mans and in the FIA WEC championship. The Hypercar has been developed over the past 20 months in partnership with hybrid electric powertrain experts at the Higashi-Fuji Technical Center in Japan and engineers in Cologne, Germany. Its technical credentials include a powerful four-wheel drive hybrid powertrain with a twin-turbocharged 3.5-litre V6 engine that delivers 680 horsepower to the rear wheels and a 272-hp generator on the front axle. It looks similar to the GR Super Sport Hypercar presented at last year's 24 Hours of Le Mans. In terms of drivers, Toyota Gazoo Racing is opting for stability and experience with the same line-ups as last year in its ninth FIA WEC season. Mike Conway, Kamui Kobayashi and José María López will be driving the #7, with Sébastien Buemi, Kazuki Nakajima and Brendon Hartley sharing the wheel of the #8 Dutchman Nyck de Vries maintains his place as test and reserve driver.

The GR010 Hybrid has already got off to a great start in the Hypercar class, having won the Total 6 Hours of Spa-Francorchamps, the 8 Hours of Portimão and the 6 Hours of Monza.

THE ONES TO WATCH

GLICKENHAUS is the highly-specialised American marque of former film producer and businessman James Glickenhaus. The team earned its stripes in the SPX class at the 24 Hours of Nürburgring. "We decided to take part in the FIA WEC and the 24 Hours of Le Mans to demonstrate that a niche manufacturer can make a high-tech product," said Glickenhaus, owner and manager of Scuderia Cameron Glickenhaus. And so the 007 LMH was born: a non-hybrid Hypercar with a 3.5-litre twin-turbo V8 designed by French race engine experts Pipo Moteurs.

Determined to get it right, Glickenhaus enlisted the services of Joest Racing, a big-league player in endurance circles with 16 overall wins at the 24 Hours of Le Mans to their name. Joest Racing will provide Glickenhaus with the people, logistical support and equipment required to compete at the highest echelons of endurance racing.

The 007 LMH was built by Podium Advanced Engineering with whom Glickenhaus partnered to develop the car.

Glickenhaus is putting experienced talent at the wheel of the two cars, with drivers including Ryan Briscoe (aged 38, five starts at the 24 Hours of Le Mans), Pipo Derani (27, five starts), Romain Dumas (43, 20 starts including two overall wins), Franck Mailleux (35, three starts), Olivier Pla (39, 13 starts) and Richard Westbrook (45, 10 starts).



THE ONES TO WATCH

ALPINE is taking the leap into the top level in 2021 with a Hypercar entry. Their A480 will sport the number 36 that has seen the French manufacturer win the 24 Hours of Le Mans LMP2 class three times in the last five years. This year's entry is an LMP1 NH which has been altered to meet the 2021 Hypercar criteria.



Photo: © François Flamand

The outfit can count on its expert operating team and three talented drivers to cause a stir on the circuit. At the wheel are Nicolas Lapierre (aged 36, 13 starts in the 24 Hours of Le Mans) and André Negrão (28, four starts), both of whom have a successful track record with Alpine, and Matthieu Vaxiviere (26, four starts). "We have chosen drivers who are a good fit in terms of experience and have personalities that will gel well to ensure strong team cohesion whatever happens," said Philippe Sinault, team manager of Alpine Elf Matmut.



Photo: © François Flamand

THE ONES TO WATCH



Photo: © ARTHUR CHOPIN (ACD)

With an outstanding field of 25 cars, the **LMP2** class title at the 2021 Le Mans 24 Hours is clearly up for grabs.

UNITED AUTOSPORTS stormed their way through 2020, winning the 24 Hours of Le Mans, the FIA Endurance Trophy for Teams and for Drivers, and the European Le Mans Series, landing five invitations as a result. The team co-founded by Zak Brown and Richard Dean will field three Oreca 07-Gibson cars, already earmarked as favourites.

While there is no disputing that United Autosports are on a winning streak, competition in the LMP2 class remains fierce. It is the class with the highest number of likely contenders. All the teams are chomping at the bit and steeled with top-tier drivers with their eye on the prize. JOTA, G-Drive Racing, Racing Team Nederland, Team WRT, Realteam Racing, Panis Racing, Duqueine Team, Idec Sport and DragonSpeed are all primed to give United Autosports a run for their money. And they have ramped up their chances by adding some of the fastest names on the circuit to their ranks. JOTA, for instance, has recruited former McLaren Formula One driver Stoffel Vandoorne. Swiss team Realteam Racing will be putting Loïc Duval at the wheel of their Oreca 07-Gibson: Duval won 24 Hours of Le Mans with Audi in 2013 and has been hired by Peugeot for its Hypercar project. Team WRT has built up an enviable list of high-calibre drivers for the European Le Mans Series and the FIA WEC championship, including former F1 driver Robert Kubica, Louis Deletraz, who came 4th in the 24 Hours of Le Mans with Rebellion Racing in 2020, and Ferdinand Habsburg, who won the Asian Le Mans Series 2021 with G-Drive Racing. And then there's the Richard Mille Racing Team's all-female line-up who are back for their second endurance season and set to pack a punch with the support of Signatech's expert mechanics.

THE ONES TO WATCH

A fantastic three-way battle is shaping up between Ferrari, Porsche and Chevrolet Corvette. The three big names will be waging war for every second of the 24 hours. As always in this class, it will be a tight race. Porsche holds a numerical advantage with four machines up against two each from Ferrari and Chevrolet Corvette, but the chances of victory are the same all round.

AF Corse will once again be Ferrari's official representative. There will be two 488 GTE Evos on the grid: Alessandro Pier Guidi, James Calado and Côme Ledogar will be in the #51, while the #52 sister car will have Daniel Serra, Miguel Molina and Davide Rigon at the wheel. AF Corse will be looking for a repeat of its 2019 success when the #51 car driven by Calado, Pier Guidi and Serra edged out two Porsches. Last year, the Italian outfit put in a splendid performance to take second place in class, one-and-a-half minutes behind the winning Aston Martin.

PORSCHE will field four 911 RSR-19s to take on AF Corse and Corvette Racing. Two of them are entered by the Porsche GT Team with Gianmaria Bruni, Ricard Lietz and Frédéric Makowiecki at the wheel of the #91 car, and Kévin Estre, Neel Jani (outright winner at Le Mans in 2016) and Michael Christensen in the #92. The third car will be fielded by American team WeatherTech Racing and the fourth by HubAuto Racing. Victory would take Porsche's total to 108 class wins at Le Mans.

With three manufacturers represented, the **LMGTE Pro** class will be one of the main attractions of the 89th 24 Hours of Le Mans. It's not the number of cars that determine the level of a class, quite the contrary in fact.

After missing last year's race due to the pandemic, Corvette Racing returns to the 24 Hours of Le Mans for the 21st time. It's the first time at Le Mans for the new C8.R which has a rear mid-engine unlike its front-engined predecessors. With no fewer than ten class wins under its belt with its C5.R, C6.R and C7.R, Corvette Racing is a serious contender for the top step of the podium. Antonio García, Jordan Taylor and Nicky Catsburg will share driving duties in the #63 car, while Tommy Milner, Nick Tandy and Alexander Sims will team up in the #64.



THE ONES TO WATCH

LMGTE Am gives gentlemen drivers the chance to race on an equal footing alongside pros such as Giancarlo Fisichella, Felipe Fraga, Patrick Long, Julien Andlauer, and Andrea Piccini. This year there are 11 Ferrari 488 GTE Evos, eight Porsche 911 RSR-19s and four Aston Martin Vantage AMRs. Teams will be hoping to thwart British team TF Sport, who won last year with an Aston Martin. This year again, Iron Lynx's #85 Ferrari 488 GTE Evo will be driven by a trio of female drivers. **Rahel Frey, Sarah Bovy and Michelle Gatting have been announced for this car.** AF Corse's #83 Ferrari that won the FIA Endurance Trophies for LMGTE Am Teams and Drivers last year will be intent on holding its ground. François Perrodo and Nicklas Nielsen will team up with Alessio Rovera to share the driving.

Frédéric Sausset, the first quadruple amputee driver to have competed in and finished the 24 Hours of Le Mans in 2016 is back again in the **INNOVATIVE CAR** category. His team, Association SRT41, will field an Oreca 07-Gibson in a bid to make history once again. The car will be driven by Takuma Aoki and Nigel Bailly, both of whom have a disability. The crew is completed by François Hériau who has always been a keen supporter of SRT41's initiative to normalise disability in society. He also brings his experience gained at the wheel of the Oreca 07 in recent seasons with Team Ultimate.

With 23 competitors, the **LMGTE Am** class goes from strength to strength.



Entry list

Race categories

Hypercar is here!

The ones to watch

Support races

Timetable

Where to watch

The venue

ENJOY THE HIGHLIGHTS OF THE 2020 24 HOURS OF LE MANS

24h
HIGHLIGHT
All Race



03:47 / 10:00



SUPPORT RACES

ROAD TO LE MANS

Introduced by the ACO in 2016, Road to Le Mans paves the way to the world's greatest endurance race, providing drivers and teams with precious experience as they work their way through the feeder series. This year, Road To Le Mans is the fourth of six rounds in the Michelin Le Mans Cup. The format of the Le Mans leg is different from the other races in the series, with the LMP3 and GT3 competitors taking part in two 55-minute races (13 laps). The races take place on the Friday and Saturday just before the 24 Hours of Le Mans. The first-ever Road To Le Mans was won by Thomas Laurent back in 2016. This year, 50 cars will be competing.



Photo: © ARNAUD CORNILLEAU (ACO)

Four support races round out the 89th 24 Hours of Le Mans bill: Road To Le Mans, Endurance Racing Legends, Porsche Sprint Challenge France and the Fun Cup. They will all be gracing the 13.626 kilometres of the iconic 24 Hours of Le Mans circuit.

ENDURANCE RACING LEGENDS

First introduced in 2019, this race features 76 cars that spectators love to see: GTs and prototypes from the Nineties and Noughties.

The series is primarily aimed at amateur drivers eager to enjoy a spin in models such as the Ferrari F40 LM, McLaren F1 GTR, Porsche 911 GT1, Toyota GT-One, Chrysler Viper GTS-R, Audi R8 LMP and Bentley Speed 8. The rise of Endurance Racing Legends is a nod to Peter Auto, the organiser who contributed considerably to the cars' history on the racetrack in the 1990s with BPR (Barth-Peter-Ratel) and in the 2000s with the Le Mans Series.

PORSCHE SPRINT CHALLENGE FRANCE

This new championship introduced by Porsche Club Motorsport France gives gentlemen drivers a taste of an elite racing experience. This race is the lowest stratum of the Porsche Motorsport pyramid in France. And while it may sit below the Porsche Carrera Cup France, it is no less important. The ethos behind the Porsche Sprint Challenge France is to provide a level playing field for those with a passion for Porsches. It features Porsche 911 GT3 Cup Types 911 and 997, and the Porsche 911 GT3 R, and promises some great battles and impressive performances.

FUN CUP

Amateur drivers get their share of endurance action on the 24 Hours of Le Mans racetrack as the Fun Cup is staged for the very first time! The five-hour race will be held from 15:30 to 20:30 on Friday 20 August. One hundred Beetles will be on the grid, the largest field ever seen at Le Mans!

[Entry list](#)[Race categories](#)[Hypercar is here!](#)[The ones to watch](#)[Support races](#)[Timetable](#)[Where to watch](#)[The venue](#)

TIMETABLE

FRIDAY 13 AUGUST**09 : 00 – 18 : 00** Scrutineering**SATURDAY 14 AUGUST****09 : 00 – 13 : 00** Scrutineering**18 : 00** bTeam Managers' and Drivers' Briefing**19 : 00** Chief Marshals' Briefing**SUNDAY 15 AUGUST****09 : 00 – 13 : 00** Test Day – Free Practice 1**14 : 00 – 19 : 00** Test Day – Free Practice 2**TUESDAY 17 AUGUST****16 : 00** 24 Hours of Le Mans Official Photo**WEDNESDAY 18 AUGUST****08 : 30 – 09 : 30** Fun Cup Free Practice 1**10 : 30 – 11 : 30** Road To Le Mans Free Practice 1**12 : 00 – 13 : 00** Fun Cup Free Practice 2**14 : 00 – 17 : 00** 24 Hours of Le Mans Free Practice 1**17 : 30 – 18 : 15** Fun Cup Qualifying**19 : 00 – 20 : 00** 24 Hours of Le Mans Qualifying**20 : 30 – 21 : 30** Road To Le Mans Free Practice 2**22 : 00 – 00 : 00** 24 Hours of Le Mans Free Practice 2**THURSDAY 19 AUGUST****09 : 00 – 09 : 45** Porsche Sprint Challenge France Free Practice 1**10 : 40 – 11 : 00** Road To Le Mans Qualifying 1**11 : 15 – 11 : 35** Road To Le Mans Qualifying 2**12 : 25 – 13 : 10** Endurance Racing Legends Free Practice**14 : 00 – 17 : 00** 24 Hours of Le Mans Free Practice**18 : 00 – 18 : 45** Endurance Racing Legends Qualifying**19 : 30 – 20 : 25** Road To Le Mans Race 1**21 : 00 – 21 : 30** 24 Hours of Le Mans Hyperpole**21 : 45 – 21 : 55** Hyperpole Ceremony**22 : 00 – 00 : 00** 24 Hours of Le Mans Free Practice**VENDREDI 20 AOÛT****09 : 00 – 09 : 45** Porsche Sprint Challenge France Free Practice 2**10 : 30 – 11 : 15** Endurance Racing Legends Race 1**11 : 00** Press conference ACO**13 : 00 – 15 : 00** 24 Hours of Le Mans Pit Walk**13 : 00** Endurance Racing Legends Podium**15 : 00 – 15 : 30** Fun Cup Start Procedure**15 : 30 – 20 : 30** Fun Cup Race**SATURDAY 21 AUGUST****09 : 00 – 09 : 45** Porsche Sprint Challenge France Race**10 : 15 – 11 : 00** Endurance Racing Legends Race 2**11 : 30 – 11 : 45** 24 Hours of Le Mans Warm-Up**12 : 15 – 13 : 10** Road To Le Mans Race 2**13 : 25 – 13 : 40** Parades, Track Events, Hot Laps**13 : 45 – 14 : 00** Pit Lane Open, Grid Formation**14 : 00 – 15 : 00** Grid Walk**14 : 45 – 15 : 05** Officials' Lap**15 : 30** Official Ceremony**15 : 51** Start of the Formation Lap**16 : 00** Start of the 89th 24 Hours of Le Mans**SUNDAY 22 AUGUST****16 : 00** Finish of the 89th 24 Hours of Le Mans,
Podium Ceremony and Press Conferences

WHERE TO WATCH THE RACE

Keep track of what's going on at the 24 Hours of Le Mans – the fourth round of the 2021 FIA World Endurance Championship season – on television, on social media or via the FIA WEC app. Don't miss a minute of the action!

ON TV

**ON THE FIA WEC
OFFICIAL APP**

LIVE TIMING

ON SOCIAL MEDIA

la chaine **L'ÉQUIPE**

French TV channel L'Equipe is now the official broadcaster for the 24 Hours of Le Mans.

The race will be broadcast live on the L'Equipe channel starting at 13:30 on **SATURDAY 21 AUGUST** until 18:45, then again from 21:10 to 02:00.

Coverage will continue on **SUNDAY** from 06:00 to 17:30

International coverage will be provided on Eurosport Pan Europe, Germany and UK, as well as by TV2 Denmark, ORF, Viasat and RTL Netherlands, among others. Further afield, see Fox Latin for South America, Motortrend for the whole race in the USA, and Velocity and Discovery in Canada. Full coverage via J Sports in Japan and Tencent in China.

See the full broadcasting schedule.

★EUROSPORT 2

The whole race will also be broadcast live on Eurosport.

→ On **WEDNESDAY 18 AUGUST**, Qualifying will be on from 18:45 to 20:10 and Free Practice 2 will be shown from 21:50 to 00:10.

→ On **THURSDAY 19 AUGUST**, viewers will be able to watch Free Practice 3 from 13:50 to 17:10, Hyperpole from 20:50 to 21:45 and Free Practice 4 from 21:45 to 00:10.

→ On **SATURDAY 21 AUGUST**, the warm-up will be televised from 09:15 to 10:00. There will then be live coverage of the entire 24-hour race



WHERE TO WATCH THE RACE

Keep track of what's going on at the 24 Hours of Le Mans – the fourth round of the 2021 FIA World Endurance Championship season – on television, on social media or via the FIA WEC app. Don't miss a minute of the action!

ON TV

ON THE FIA WEC OFFICIAL APP



LIVE TIMING

ON SOCIAL MEDIA

The FIA World Endurance Championship app has been designed to bring what the fans want, instantly. With this free app, they can keep abreast of FIA WEC news and see the standings, circuits, teams, drivers, schedules, calendar, photos, videos, interviews, highlights, race results and the championship's social media directly on their iPhone, iPad and iPod Touch.

They can also purchase a **Premium Season Pack** and watch every FIA WEC race live. They will also get real-time results, exclusive content with onboard cameras and customisable functionality to follow their favourite teams and/or drivers. The Season Pack also includes full replays of each race.

All content on the FIA WEC® official app is available in English and French and the menu in English, French, Japanese, Chinese, Italian, Portuguese, Spanish and Arabic.



WHERE TO WATCH THE RACE

Keep track of what's going on at the 24 Hours of Le Mans – the fourth round of the 2021 FIA World Endurance Championship season – on television, on social media or via the FIA WEC app. Don't miss a minute of the action!

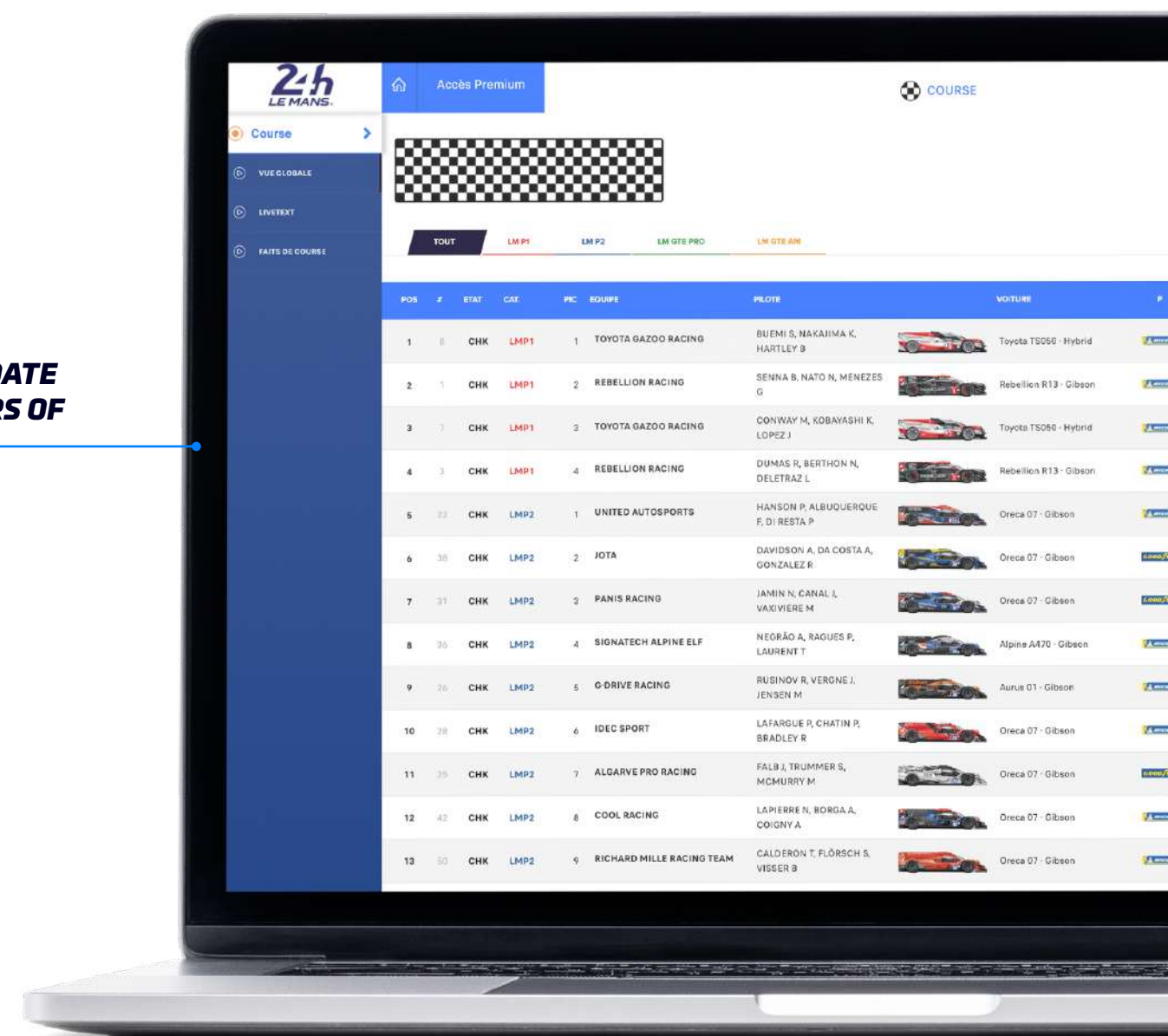
ON TV

**ON THE FIA WEC
OFFICIAL APP**

LIVE TIMING

**ON SOCIAL
MEDIA**

**LIVE TIMING GIVES THE LAP TIMES AND UP-TO-DATE
STANDINGS FOR EVERY CAR IN THE 2021 24 HOURS OF
LE MANS FIELD.**



WHERE TO WATCH THE RACE

Keep track of what's going on at the 24 Hours of Le Mans – the fourth round of the 2021 FIA World Endurance Championship season – on television, on social media or via the FIA WEC app. Don't miss a minute of the action!

ON TV

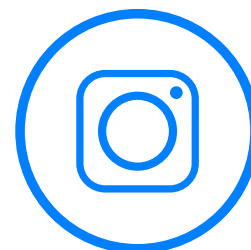
ON THE FIA WEC OFFICIAL APP

LIVE TIMING

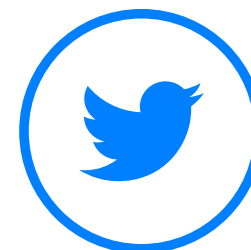
ON SOCIAL MEDIA



24 Heures du Mans



@24heuresdumans



@24hoursoflemans et
@24heuresdumans



24 Heures du Mans



24 Heures du Mans
FIA WEC App

The official hashtag for the race is

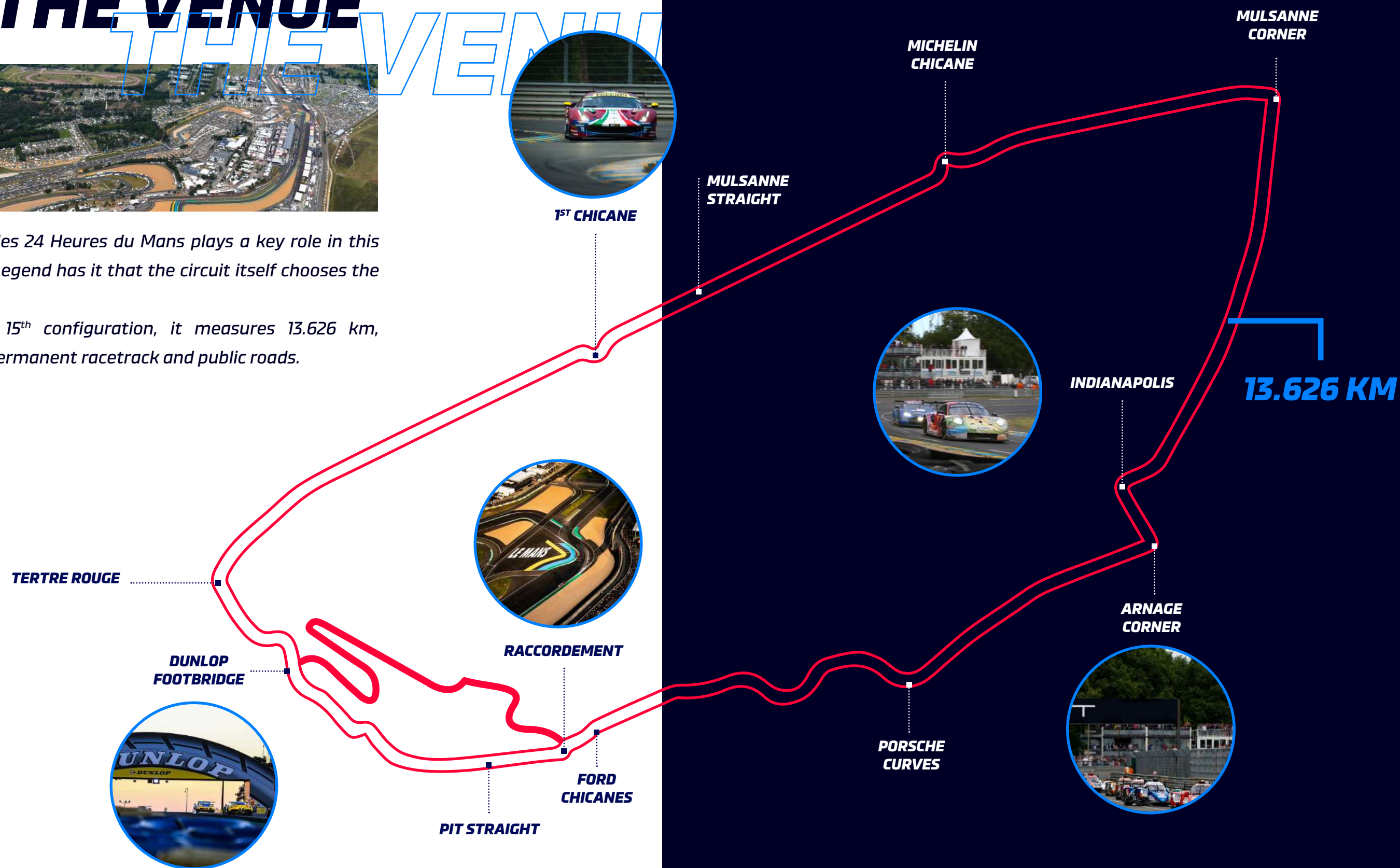
#LEMANS24

THE VENUE



The Circuit des 24 Heures du Mans plays a key role in this iconic race. Legend has it that the circuit itself chooses the winner.

Now in its 15th configuration, it measures 13.626 km, combining permanent racetrack and public roads.



JOHN ELKANN, OFFICIAL STARTER OF 2021 24 HOURS OF LE MANS

The official starter of the 89th 24 Hours of Le Mans will be John Elkann, chairman of Ferrari. He will lower the French flag at 16:00 on 21 August to unleash the pack of 62 cars

In February, the Italian marque confirmed that it will return to the top tier of endurance racing in 2023 with a Le Mans Hypercar programme.

Ferrari, endurance and the 24 Hours of Le Mans share a long and glorious history. The Maranello-based carmaker has taken overall victory at the French classic nine times, its last win dating back to 1965 after an epic showdown with Ford.

Pierre Fillon, President of the Automobile Club de l'Ouest: *I'd like to thank John Elkann for his commitment to this year's 24 Hours of Le Mans. Given the all-round jubilation witnessed when Ferrari announced its return, it is particularly fitting that he should start the race. Having manufacturers as prestigious as Ferrari join the Hypercar class signals a glittering future for endurance racing. I'm extremely honoured that John Elkann will be starting*

the 24 Hours of Le Mans this year as we welcome fans back to the circuit.

John Elkann, Chairman of Ferrari: *To wave the flag that starts the 24 Hours of Le Mans, one of the world's iconic motor races, is a truly exceptional privilege and one filled with emotion for me. Le Mans is much more than a challenge of mechanical endurance. It is a unique space in time that recalls some of the greatest racing rivalries of the past, and creates new tales and legends every year it is run. Ferrari's history, that also binds us to these 24 hours, is one of passion, excitement and success at Le Mans that began in 1949. But above all, it is a story of innovation, technological daring and dramatic sporting challenge at the very highest level. All of which also explains our recent decision to bring Ferrari back to the Hypercar class and to Le Mans in 2023. This year's eagerly awaited race welcomes back the fans whose presence is so fundamental to its magic. I would like to thank the Automobile Club de l'Ouest for its incredible work and of course for this exceptional privilege of starting the 24 Hours of 2021.*



JOHN ELKANN, OFFICIAL STARTER OF 2021 24 HOURS OF LE MANS



An illustrious list of personalities from many spheres have taken on this prestigious role. They include:

2020	<i>Carlos Tavares</i>
2019	<i>HSH Princess Charlene of Monaco</i>
2018	<i>Rafael Nadal</i>
2017	<i>Chase Carey</i>
2016	<i>Brad Pitt</i>
2015	<i>William Clay Ford, Jr</i>
2014	<i>Fernando Alonso</i>
2013	<i>Jim France</i>
2011	<i>Jean Todt</i>
2003	<i>Don Panoz</i>
2001	<i>Luc Besson</i>
2000	<i>Jacky Ickx</i>
1996	<i>Alain Delon</i>
1992	<i>HSH Prince Albert of Monaco</i>
1982	<i>Luigi Chinetti</i>
1978	<i>Raymond Poulidor</i>
1972	<i>Georges Pompidou</i>
1970	<i>Dr Ferry Porsche</i>
1966	<i>Henry Ford II</i>

DEREK BELL, GRAND MARSHAL OF THE 2021 24 HOURS OF LE MANS

Five-time winner Derek Bell will follow in the footsteps of Emanuele Pirro as Grand Marshal at the 89th 24 Hours of Le Mans. He will lead out the 62 cars on the formation lap ahead of the 16:00 start on 21 August.

Born on 31 October 1941 in Pinner, Middlesex, Bell is rightly considered one of the most versatile and popular drivers of his time. He marked the history of the 24 Hours of Le Mans with Mirage, Renault-Alpine and Porsche. Whether at the wheel of a Mirage GR8-Ford, a Renault-Alpine A442 or a Porsche 936, 956 or 962C, he was always one of the fastest and most reliable drivers on the circuit. He won the 24 Hours of Le Mans in **1975, 1981, 1982, 1986 and 1987**. He was also twice World Sportscar Champion in **1985 and '86**. Bell began his career with Lotus in 1964 and won his first Formula Three race at Goodwood in 1966. After

several promising performances in Formula Two the following year, catching the eye of Enzo Ferrari, he joined the Ferrari F2 team in **1968** and made his Formula One début in the International Gold Cup at Oulton Park. He then competed in his first Formula One Grand Prix at Monza in a third Ferrari, joining team-mates Jacky Ickx and Chris Amon on the grid, and subsequently stood in for Ickx at the United States Grand Prix. After a few Formula Two races with Ferrari in **1969**, Bell appeared at the Formula One British Grand Prix in a four-wheel-drive McLaren M9A. At the end of the year, he contested one Formula Two Grand Prix for Frank Williams before signing up for Tom Wheatcroft for the **1970** season, taking the wheel of a Brabham BT30. He won in Barcelona and picked up several podium places to finish the European Formula Two championship season as runner-up behind Clay Regazzoni.



DEREK BELL, GRAND MARSHAL OF THE 2021 24 HOURS OF LE MANS

This was the year he made his Le Mans début in a Ferrari 512S shared with Ronnie Peterson (DNF). Despite making the odd Formula One appearance with Surtees and Martini Racing over the following years, Bell focused increasingly on sportscar racing after joining John Wyer's outfit for the 1971 International Championship for Makes season in which he helped Porsche to the title. In **1972**, he signed up for Tecno in Formula One but results were disappointing. He met with greater success with Wyer's Mirages in sportscar races.

He won his first Le Mans 24 Hours in **1975** at the wheel of a Gulf Racing Mirage GR8-Ford shared with Ickx. Bell switched to Renault-Alpine for the 1977 and 1978 races but had to retire on both occasions. He returned to winning ways when he partnered Ickx in **1981 and '82** in a works Porsche 936. Over the following years, Bell scored more victories in the 956 and 962 than any other driver.

He picked up another two successive Le Mans wins for Porsche in **1986 and '87** when teamed with Hans-Joachim Stuck and Al Holbert in the 962C. He also won the World Endurance Championship with Stuck in **1985** and alone in **1986**. In addition to his Le Mans success, Bell also won the 24 Hours of Daytona three times in four years (1986, 1987, 1989). He was awarded the MBE in **1986** for services to motorsport.

Bell continued to race until the mid-1990s, finishing third at Le Mans in **1995** in a McLaren shared with his son, Justin, and Andy Wallace. His 26th and final appearance at the 24 Hours of Le Mans came in **1996**. He is still involved in motor racing, taking part in historic events, and also tests road cars for Bentley.

On Saturday 21 August, Bell will take the wheel of the pace car to lead the 62 entries through the formation lap of the 89th 24 Hours of Le Mans.



DEREK BELL, GRAND MARSHAL OF THE 2021 24 HOURS OF LE MANS



Derek Bell: *I am extremely honoured to be invited to be Grand Marshal at the Worlds greatest race, having raced at Le Mans 26 times in 27 years plus spending many weeks whilst assisting on the Le Mans movie with Steve McQueen in 1970. I believe the best memory of my life was to lead the 1995 race with my son, Justin, and of course Andy Wallace in the Harrods McLaren and finish in 3rd position on Fathers Day; to stand on the podium with my son was truly unique. Le Mans has become my second home, its always a thrill to attend the event, having such a history there with so many great teammates. Thank you, Le Mans.*

Pierre Fillon, President of the Automobile Club de l'Ouest: *It is a tremendous honour to welcome Derek Bell back to Le Mans. Derek marked the history of the 24 Hours, and motorsport generally. As one of the five most successful drivers at the 24 Hours of Le Mans ever, he is part of a select breed. With this year's race*

being more eagerly awaited than ever, we could not dream of a better person to lead out the 62 cars on 21 August. I would like to thank Derek for agreeing to fulfil this prestigious role.

The 24 Hours of Le Mans Grand Marshal is always a former driver:

2013
2014
2015
2016
2017
2018
2019
2020

Henri Pescarolo
Allan McNish
Tom Kristensen
Alexander Wurz
Mark Webber
Jacky Ickx
Hurley Haywood
Emanuele Pirro

PHILIPPE SINAULT

SPIRIT OF LE MANS 2021

The Spirit of Le Mans Trophy honours the men and women who embody the values of endurance racing: involvement, commitment, teamwork and sporting endeavour. The recipient of the 2021 award is Philippe Sinault, Team Manager of Alpine Elf Matmut, entered this year in the Hypercar class and ever-present in the discipline since 2009.

The Spirit of Le Mans Trophy honours the men and women who embody the values of endurance racing: involvement, commitment, teamwork and sporting endeavour. The recipient of the 2021 award is Philippe Sinault, Team Manager of Alpine Elf Matmut, entered this year in the Hypercar class and ever-present in the discipline since 2009.

Sinault, founder of the Signatech team, summarises his view of motor racing and success thus: *"An individual, anonymous approach never results in victory. Winning requires hard team work and effective communication."* Sinault is now living his dream at the head of a structure that is preparing to celebrate its 30th anniversary. He has brought on board around 40 highly motivated people to pull in the same direction. Although Sinault started out as a driver, he soon took the wheel of a new human adventure. Signatech has since established itself as a talented operational team commanding widespread respect in endurance circles.



Photo : © François Flamand

PHILIPPE SINAULT

SPIRIT OF LE MANS 2021



Since 2009, the names Signatech and Alpine have been inextricably linked in the discipline. Together, they have won the LMP2 class at the 24 Hours of Le Mans three times in the last five years. This year marks a new step in their partnership. The French manufacturer has decided to enter the Hypercar class, the new top tier in the FIA WEC including the 24 Hours of Le Mans.

Alpine and Signatech will challenge Toyota Gazoo Racing and Glickenhaus Racing for outright victory at this year's race on 21-22 August. Sinault will receive the Spirit of Le Mans Trophy at the French classic, following in the footsteps of Amato Ferrari of AF Corse, the 2020 winner.

Philippe Sinault, Team Manager of Alpine Elf Matmut: *I am extremely proud that I have been nominated as 2021 Spirit of Le Mans. It's a fabulous acknowledgement for the 55-year-old child that I am!*

I should say 'We have been nominated' as I must share this award with my entire team and our partners. Spirit of Le Mans means sharing human and sporting values. Philosophical values even. What really makes me proud is having managed to create and pass on strong, shared emotions that so often lay the foundations for success. It's a huge honour – thank you!

Awarded by the Automobile Club de l'Ouest and sponsor Rolex, the Spirit of Le Mans Trophy is a token of appreciation of a driver or team manager whose attitude and sporting results help promote the 24 Hours of Le Mans and endurance racing.

ENGAGEMANS

CSR



ENGAGEMANS – COMMITTED TO THE FUTURxE

In 2021, the ACO is looking to take its sustainable development strategy to the next level and has mapped out its commitments according to three guiding principles:



**ENGAGEMANS
FOR THE PLANET**



**ENGAGEMANS
FOR ALL**



**ENGAGEMANS FOR
A RESPONSIBLE
ECONOMY**

The strategy, unveiled at a [press conference](#) on 25 June, has the ideal vehicle in the 24 Hours of Le Mans where several actions are being implemented.

Since 1906, the ACO has built its development on robust commitments and solidarity, with innovation placed firmly at the heart of its concerns.

They include the installation of two hydrogen-powered zero-carbon generators. One of the E0 Dev generators will power the big screen in the Fan Zone, for example. The ACO is, of course, [particularly involved](#) in the promotion of hydrogen as a fuel source.

ACO SUSTAINABLE ENDURANCE AWARD, PRESENTED BY DHL

In keeping with its tradition of encouraging innovative technologies at the 24 Hours of Le Mans, the ACO has taken on a leading role in the promotion of sustainable mobility. This year, it is introducing a prize to reward competitors for their commitment to social and environmental responsibility, especially those making notable year-on-year progress.

**FULL INFORMATION ON THE ACO'S CSR STRATEGY
CAN BE FOUND IN**

EngageMans – Committed to the future

• Mission H24

• Disability in motorsport

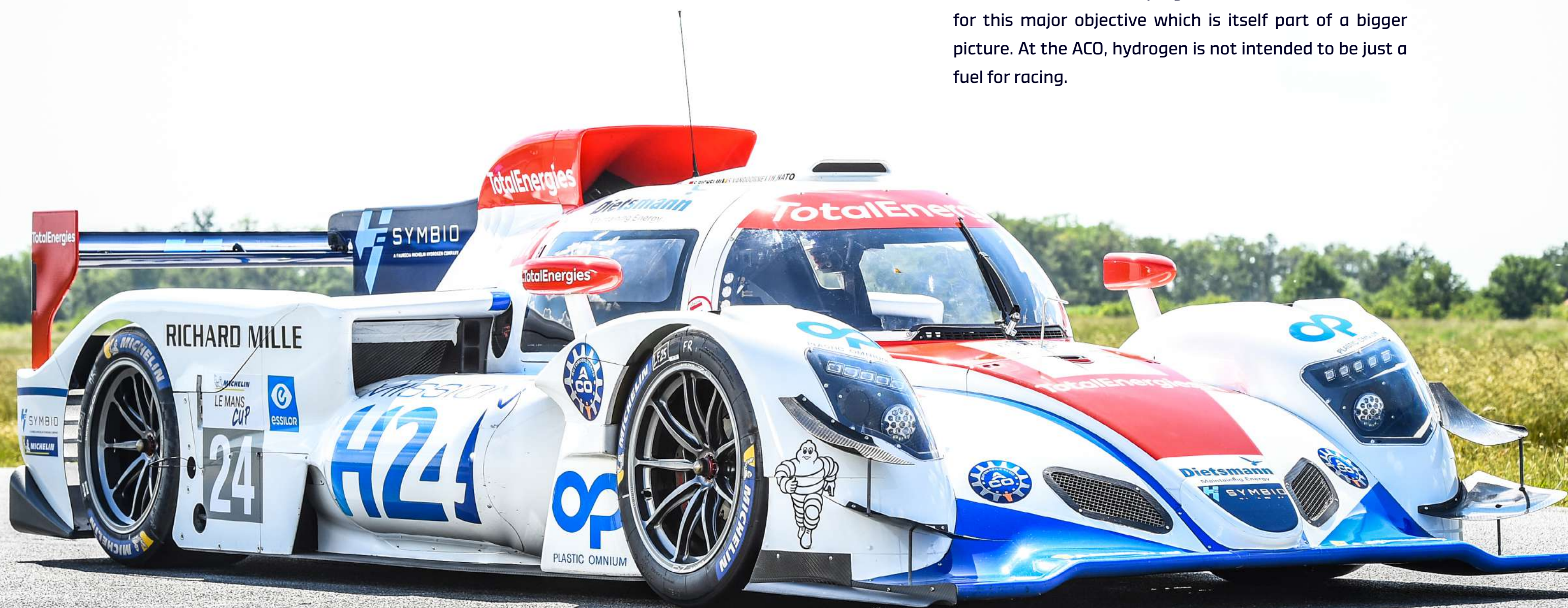
• All-women line-ups

ENGAGEMANS

CSR

MISSION H24

In 2018, the Automobile Club de l'Ouest announced the creation of a hydrogen class at the 24 Hours of Le Mans in 2024. The MissionH24 programme has been the vehicle for this major objective which is itself part of a bigger picture. At the ACO, hydrogen is not intended to be just a fuel for racing.



ENGAGEMANS RSE

OBJECTIVE LE MANS 2024

The MissionH24 programme was created in September 2018. It is a joint project between the ACO and GreenGT, an independent company active in the field of electric-hydrogen technologies. The programme's aim is to create a class for prototypes with an electric-hydrogen powertrain at the 24 Hours of Le Mans in 2024.

With the 2024 regulations, the use of a new form of energy in motorsport represents a ground-breaking challenge for the Automobile Club de l'Ouest and the 24 Hours of Le Mans. The MissionH24 programme revolves around the development of a prototype designed by GreenGT and has attracted support from sector-leading partners helping to explore the world of electric-hydrogen propulsion and map out the future of motorsport. Michelin, Plastic Omnium, Total and Symbio are providing the expertise required to develop the car and write the rulebook.

Red Bull and Oreca have also shown considerable interest in the ACO's hydrogen programme and, in early 2021, proposed their respective services and know-how to the project. They will supply the chassis of the future Hydrogen prototypes that will take to the 24 Hours of Le Mans track from 2024.



DISABILITY IN MOTORSPORT

Two of the three drivers of the #84 Oreca 07-Gibson entered by Association SRT41 in the Innovative Car have a disability. This ACO-backed project aims to make motoring and motorsport more widely accessible.

The 2021 24 Hours of Le Mans sees the welcome return of the Innovative Car category and Frédéric Sausset! In 2016, Sausset became the first-ever quadruple amputee to start and finish the race. This year, his SRT-41 academy will be striving to write another page in the race's history books by entering a line-up comprising two drivers, Takuma Aoki and Nigel Bailly, who are paraplegic. They will share the wheel of the **#84 Oreca 07-Gibson** with François Hériau, who competes in the European Le Mans Series with Team Ultimate, and who is excited by the Association SRT41 challenge. The three drivers will benefit from Team Manager Sausset's experience of the race. *"Our aim is obviously to finish the race in the highest possible place, without making any mistakes. The team will be in the spotlight, like I was in 2016, because this will again be a first, so we're determined to give a good account of ourselves. Everything is in place for that to happen."*

Association SRT41 will run an Oreca 07-Gibson – a popular model in the LMP2 class. This prototype has been modified specially for Aoki and Bailly. *"There is an accelerator behind the steering wheel and a lever we press to brake," explains Bailly. "There is a paddle on the lever to downshift. It's a similar system to the one used by Alessandro Zanardi at the 2019 Rolex 24 at Daytona. During braking phases, Takuma and I will have one hand on the wheel. Our forearms will be put to the test, but the system developed by Oreca is nonetheless comfortable."*

To prepare for the 24 Hours of Le Mans, the team firstly took part in Road To Le Mans in 2019 with a Ligier JS P3-Nissan. This year, it has competed in four-hour races in the European Le Mans Series at Barcelona and Le Castellet. *"It helped us to get to know the car, the team and the technical aspects," the Belgian driver continues. "It was an excellent opportunity. We crossed the finish line in both races, so we shall approach Le Mans confidently, but with humility. We know that race week will be long with plenty of work in store. We also have a great technical team behind us in Graff."*

Association SRT41 is proving that the 24 Hours of Le Mans and motor racing generally is accessible to all. Bailly concludes: *"Our message is as follows – move forward and believe in your dreams."*



ALL-WOMEN LINE-UPS ON THE GRID

There are not many sporting events where women and men compete on equal footing. Since 1923, 64 women of 15 nationalities have started the 24 Hours of Le Mans, including 26 all-female line-ups. Odette Siko and Marguerite Mareuse were the pioneers when they took to the grid in 1930. In 2021, for the first time, the World Endurance Championship welcomes two all-women line-ups.

Season Nine of the FIA World Endurance Championship – and, therefore, the 89th 24 Hours of Le Mans – will see two all-female line-ups take to the track. Richard Mille Racing Team and Iron Lynx continue their move up the endurance ladder.

After a successful 2020 European Le Mans Series campaign that earned them 10th place in the final championship standings, coupled with an outstanding performance in the 24 Hours of Le Mans (9th in the LMP2 class), Richard Mille Racing Team will now take on the FIA WEC. The #1 Oreca 07-Gibson will once again be driven by Beitske Visser, Sophia Flörsch and Tatiana Calderón who all honed their racing skills in single-seaters. *“To race in the FIA World Endurance Championship against the best drivers in the world will definitely be another milestone in our careers,”* says Calderón.



Photo: ©Nico Lambaerts

ALL-WOMEN LINE-UPS ON THE GRID

After two seasons in the European Le Mans Series, the Iron Dames project created and led by Deborah Mayer, Ferrari ambassador for women in motorsport, is also taking on a new dimension. Like Richard Mille Racing Team, the #85 Ferrari 488 GTE Evo has also stepped up to the FIA WEC on the back of a fourth place in the LMGTE team standings in the European Le Mans Series. "WEC is the ultimate championship in which all endurance drivers aim to race.

The Irons Dames are embarking on their third season together and have made constant progress," Mayer explains. "It's a real honour for us to join all these teams and compete in prestigious races such as the 24 Hours of Le Mans. It will be our third consecutive start and we shall pull out all the stops to reach the LMGTE Am podium." For the season's showcase event, Rahel Frey, Sarah Bovy and Michelle Gatting will share driving duties in the #85 Ferrari.

The ACO's commitment to parity goes beyond the racetrack. It has signed a corporate agreement to promote gender equality in the workplace. Its index in 2020 was 99/100.



24 HOURS OF LE MANS

FACTS & FIGURES

LEADING MANUFACTURERS

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

MOST SUCCESSFUL DRIVERS

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

MOST RACE STARTS

33
STARTS
HENRI PESCAROLO

30
STARTS
BOB WOLLEK

29
STARTS
YOJIRO TERADA

26
STARTS
DEREK BELL

25
STARTS
FRANÇOIS MIGAULT

24
STARTS
JAN LAMMERS
EMMANUEL COLLARD

LAP RECORD

3:14.791
(average speed: 251.882 kph)
BY KAMUI KOBAYASHI
in 2017



DISTANCE RECORD

5,410.713 KM
(397 laps) at an average of 225.228 kph
by the Audi R15+ TDi driven by
TIMO BERNHARD, ROMAIN DUMAS AND MIKE
ROCKENFELLER in 2010

24 HOURS OF LE MANS

FACTS & FIGURES

THE CLOSEST FINISHES

1966	FORD (Amon/McLaren) – FORD (Miles/Hulme)	20 metres
1969	FORD (Ickx/Oliver) – PORSCHE (Larrousse/Hermann)	120 metres
1933	ALFA ROMEO (Nuvolari/Sommer) – ALFA ROMEO (Chinetti/Varent)	401 metres
2011	AUDI (Fässler/Lotterer/Treluyer) – PEUGEOT (Lamy/Bourdais/Pagenaud)	775 metres (13.854 s)
2004	AUDI (Ara/Capello/Kristensen) – AUDI (Davies/Herbert/Smith)	2.267 km (41.354 s)

WIDEST WINNING MARGINS

1927	BENTLEY (Benjafield/Davis) – SALMSON (De Victor/Hasley)	349.808 km
1987	PORSCHE (Stuck/Bell/Holbert) – PORSCHE (Yver/de Dryver/Lässig)	259.785 km
1963	FERRARI (Scarfiotti/Bandini) – FERRARI (Beurlys/Langlois)	215.390 km
1981	PORSCHE (Ickx/Bell) – RONDEAU (Haran/Streiff/Schlessler)	186.025 km
1934	ALFA ROMEO (Chinetti/Etancelin) – RILEY (Sébilleau/Delaroche)	180.208 km

24 HOURS OF LE MANS

FACTS & FIGURES

DRIVERS

Mike Hawthorn	Formula One World Champion in 1958	24 Hours of Le Mans winner in 1955
Graham Hill	Formula One World Champion in 1962 & 1968	24 Hours of Le Mans winner in 1972
Phil Hill	Formula One World Champion in 1961	24 Hours of Le Mans winner in 1958, 1961 & 1962
Jochen Rindt	Formula One World Champion in 1970	24 Hours of Le Mans winner in 1965
Fernando Alonso	Formula One World Champion in 2005 & 2006	24 Hours of Le Mans winner in 2018 & 2019

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

Graham Hill	Indianapolis 500 winner in 1966	24 Hours of Le Mans winner in 1972
Anthony Joseph Foyt	Indianapolis 500 winner in 1961, 1964, 1967 & 1977	24 Hours of Le Mans winner in 1967

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

Graham Hill	Formula One World Champion in 1962 & 1968	Indianapolis 500 winner in 1966	24 Hours of Le Mans winner in 1972
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24 HOURS OF LE MANS

FACTS & FIGURES

TECHNICAL STATS

FIRST WINS

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

OPEN VS. CLOSED COCKPITS

OPEN COCKPITS (OR CONVERTIBLES)	51 wins
CLOSED COCKPITS*	35 wins

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

251.882 kph

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

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

248.628 kph

The average speed of the fastest race lap in the history of the 24 Hours of Le Mans (regardless of circuit length). This record went to Jackie Oliver (Porsche 917LH) with 244.387 kph in 1971, and was only beaten 37 years later by Stephane Sarrazin (Peugeot 908 HDi-FAP) with 246.068 kph in 2008, and then by Loic Duval (Peugeot 908 HDi-FAP) in 2010, when he set a new record of 246.463 kph with a lap time of 3:19.074. In 2015, André Lotterer in an Audi R18 e-tron quattro clocked 3:17.475 to set a new mark of 248.458 kph.

Lotterer's record stood for four years until Mike Conway in a Toyota TS050-Hybrid eclipsed it in on just his fourth lap in 2019, going round in 3:17.297, an average of 248.628 kph.

THE POSTER

2021

Every year, the new 24 Hours of Le Mans poster marks the beginning of another chapter in the history of the 24 Hours of Le Mans. The poster reflects the soul of the race. Rejuvenation is the core theme for 2021.

The 24 Hours of Le Mans and the FIA World Endurance Championship are entering a new era – Hypercar, the new elite class of endurance! Quite rightly, the high-performance, stylish machines in the new category take centre stage on the 2021 race poster.

The understated backdrop features the 24 Hours of Le Mans logo with a gradual shift in tone from light to dark blue, evoking the distinctive day/night aspect of the race. Speed is depicted through the shading with elongated coloured shapes adding pace to the image.

The 2021 24 Hours of Le Mans official poster has been produced by Désigne. It is in keeping with the iconic posters of the past – a work of art to be collected, shared and displayed.

The 24 Hours of Le Mans is the flagship race of Season Nine of the FIA World Endurance Championship. For the first time, this visual design will be rolled out across all the championship races.



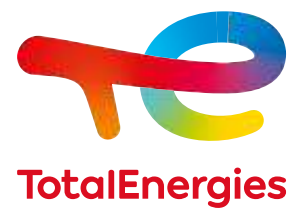


MAJOR PARTNER



ROLEX

PARTNERS PREMIUM



MEDIA CONTACTS

ANNE-LAURE VIGNERON

COMMUNICATIONS DIRECTOR

al.vigneron@lemans.org

JEAN-BAPTISTE SCHMIDT

PRESS & CONTENT MANAGER

06 12 27 71 01

jb.schmidt@lemans.org

medias@lemans.org