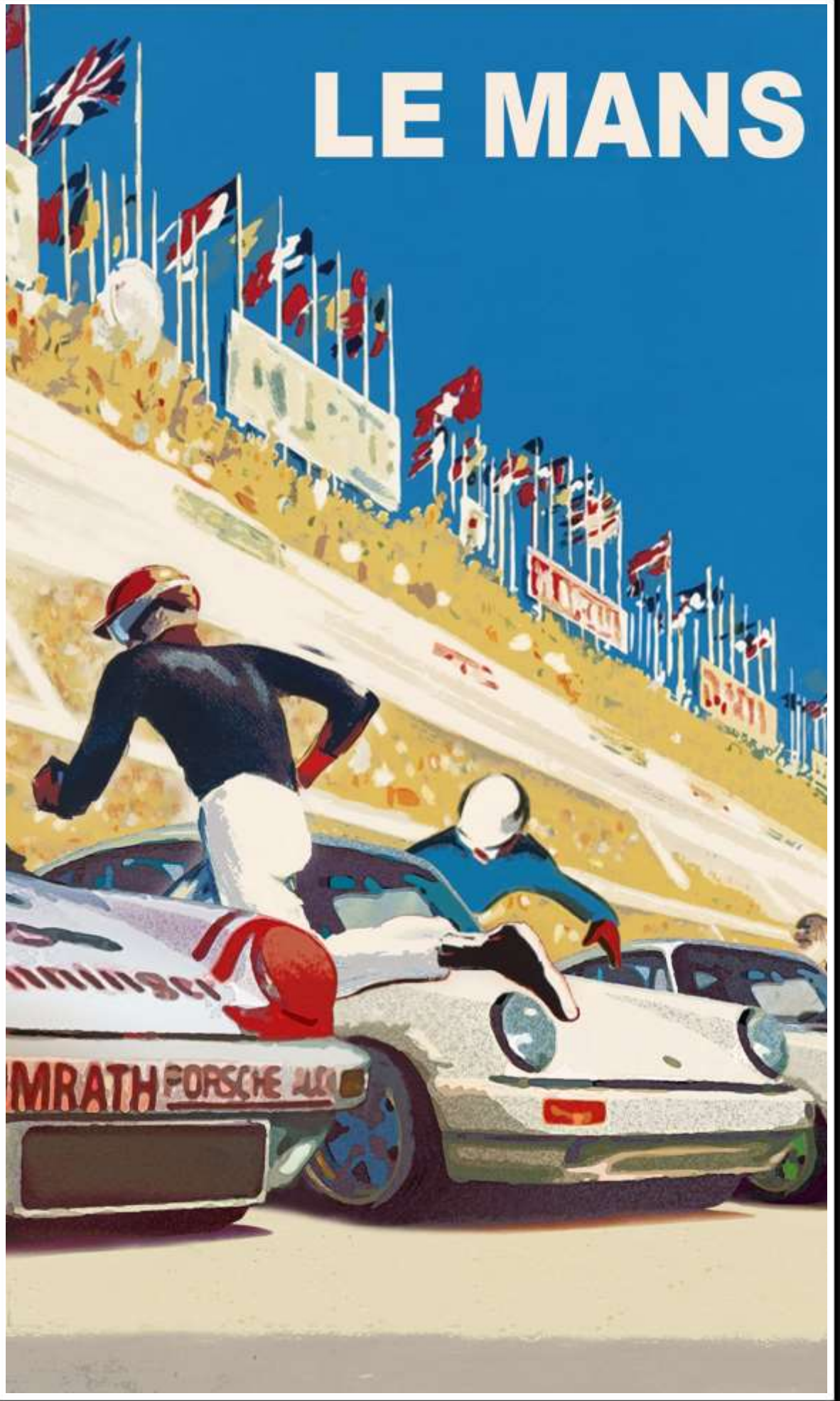


LE MANS



Introduction



History of race

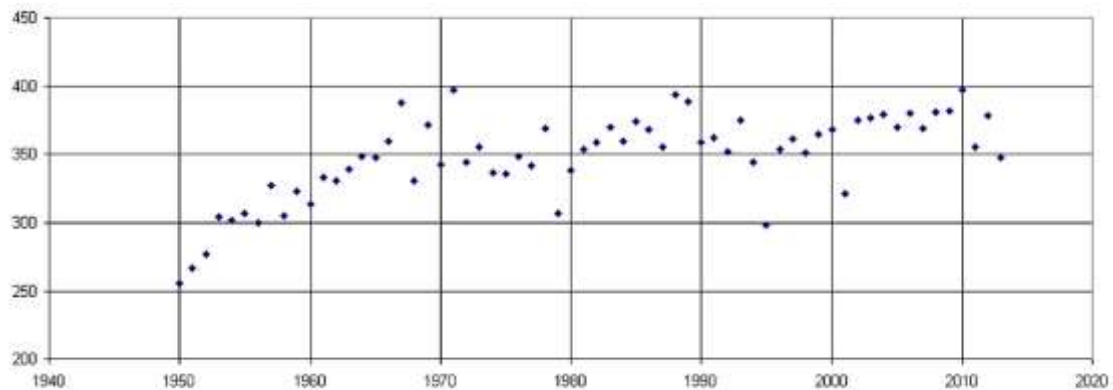
- The 24 Hours of Le Mans (French: *24 Heures du Mans*) is the world's oldest active sports car race in endurance racing,[1] held annually since 1923 near the town of Le Mans, France.
- The race is organised by the Automobile Club de l'Ouest (ACO) and runs on the Circuit de la Sarthe, a circuit containing a mix of closed public roads and specialist motor racing circuit.
- The race is held near the height of the European summer in June.

Track layout

The circuit, in its present configuration, is 13.629 kilometres long.

The track layout has undergone numerous changes including:

- 1965 a smaller 'Bugatti' circuit was added.
- 1979 Tertre Rouge modified.
- 1987 chicane added to Dunlop curve.
- 1990 two chicanes were introduced along the Mulsanne Straight.
- 2002 the Esses modified as a result of modified Bugatti circuit.



Total of laps completed by winner 1950 to 2013



Pit straight by night

Le Mans – 1950s

1950 Le Mans 24 Hour



Talbot-Lago T26 Grand Sports No. 5

Position: 1st (256 laps)

Class: S 5.0L

Car: Talbot-Lago T26 GS (4.5L) No. 5

Drivers: Louis Rosier (FRA) and Jean-Louis Rosier (FRA)

- The 1950 24 Hours of Le Mans was the 18th Grand Prix of Endurance, and took place on June 24 and 25, 1950.
- 44-year old Frenchman Louis Rosier and his son Jean-Louis won the race, Louis spent 23 hours and 15 minutes driving his privately entered Talbot.



Talbot-Lago Monoplace Decalee No. 7

Position: 2nd (255 laps)

Class: S 5.0L

Car: Talbot-Lago Monoplace Decalee (4.5L) No. 7

Drivers: Pierre Meyrat (FRA) and Guy Mairesse (FRA)

- The Talbot-Lago cars were equally at home on Grand Prix circuits as well as Le Mans.
- The winning car had a seven lap lead when mechanical problems put them back to third at 5 am.



Allard J2 (Cadillac) No. 4

Position: 3rd (251 laps)

Class: S 8.0L

Car: Allard J2 (Cadillac 5.4L) No. 4

Drivers: Sydney Allard (GBR) and Tom Cole Jr. (USA)

- The versatile Syd Allard and his car also won the BTDA Championship, the RAC Hill-climb Championship and the Monte Carlo Rally.



Nash-Healey E (Nash) No. 14

Position: 4th (250 laps)

Class: S 5.0L

Car: Nash-Healey E (Nash 3.8L) No. 14

Drivers: Tony Rolt (GBR) and Duncan Hamilton (GBR)

- Three light-weight Jaguar XK120s were entered; one was as high as second at 5 am when the eventual winner was in the pits, but it in turn had clutch problems and lost third place.

1951 Le Mans 24 Hour



Jaguar XK-120C No. 20

Position: 1st (267 laps)

Class: S 5.0

Car: Jaguar XK-120C (3.4L) No. 20

Drivers: Peter Walker (GBR) and Peter Whitehead (GBR)

- The 1951 24 Hours of Le Mans was the 19th Grand Prix of Endurance, and took place on 22 and 23 June 1951.
- The Jaguar C-Type (C for 'competition') was the result of focused development work, which greatly improved the aerodynamics.



Talbot-Lago T26 GS No. 9

Position: 2nd (258 laps)

Class: S 5.0

Car: Talbot-Lago T26 GS (4.5L) No. 9

Drivers: Pierre Meyrat (FRA) and Guy Mairesse (FRA)

- Inspired by their success in 1950, Talbot-Lago entered six cars in 1951 and were rewarded with second and fourth place finishes.



Aston Martin DB2 No. 26

Position: 3rd (257 laps)

Class: S 3.0

Car: Aston Martin DB2 (2.6L) No. 26

Drivers: Lance Macklin (GBR) and Eric Thompson (GBR)

- Porsche entered the 1951 Le Mans with a streamline Type 356.
- The sole Porsche 356 finished 20th of 30 finishes, but won the 1100 cc class.



Talbot-Lago Monoplace Decalee No. 10

Position: 4th (256 laps)

Class: S 5.0

Car: Talbot-Lago Monoplace Decalee (4.5L) No. 10

Drivers: Pierre Levegh (FRA) and Rene Marchand (FRA)

- Ferrari expected a good outcome from their 4-litre 340 America, but only finished in eighth place.
- This race saw the death of French driver Jean Larivière within the opening laps of the race.

1952 Le Mans 24 Hour



Mercedes-Benz 300SL No. 21

Position: 1st (277 laps)

Class: S 3.0

Car: Mercedes-Benz 300SL (W194, 3.0L)
No. 21

Drivers: Hermann Lang (DEU) and Fritz Riess (DEU)

- The 1952 24 Hours of Le Mans was the 20th Grand Prix of Endurance, and took place on 14–15 June 1952 at Circuit de la Sarthe.
- Winner, Hermann Lang, was a pre-war GP driver.



Mercedes-Benz 300SL No. 20

Position: 2nd (276 laps)

Class: S 3.0

Car: Mercedes-Benz 300SL (W194, 3.0L)
No. 20

Drivers: Theo Helfrich (DEU) and Helmut Niedermayr (DEU)

- Less than a decade after World War II, Mercedes-Benz scored a 1–2 victory with their Mercedes-Benz 300SL (Type W194) which was equipped with a 3.0L I6 engine that had less power than the road car sold two years later.



Nash-Healey (Nash) No. 10

Position: 3rd (262 laps)

Class: S 5.0

Car: Nash-Healey (4.1L) No. 10

Drivers: Leslie Johnson (GBR) and Tommy Wisdom (GBR)

- This race was notable in that Pierre Levegh attempted to drive the entire 24 Hours by himself – and almost won.
- Exhausted in the 24th hour, he missed a downshift in his Talbot-Lago and over-revved the engine, breaking a connecting rod.



Cunningham C4-R No. 1

Position: 4th (252 laps)

Class: S 8.0

Car: Cunningham C4-R (5.5L) No. 1

Drivers: Briggs Cunningham (USA) and William Spear (USA)

- Antonio Lago carried a piece of the broken rod with him for several years thereafter as a keepsake.

1953 Le Mans 24 Hour



Jaguar C-Type No. 18

Position: 1st (304 laps)

Class: S 5.0

Car: Jaguar C-Type (3.4L) No. 18

Drivers: Tony Rolt (GBR) and Duncan Hamilton (GBR)

- The 1953 24 Hours of Le Mans was the 21st Grand Prix of Endurance, and took place on 13 and 14 June 1953. It was also the third round of the World Sportscar Championship.



Jaguar C-Type No. 17

Position: 2nd (300 laps)

Class: S 5.0

Car: Jaguar C-Type (3.4L) No. 17

Drivers: Stirling Moss (GBR) and Peter Walker (GBR)

- The highlight of this race is the introduction, by Jaguar Cars, of disc brakes on all four wheels of each car, which gave Jaguar 1st, 2nd, and 4th place finishes.



Cunnigham C5-R No. 2

Position: 3rd (299 laps)

Class: S 8.0

Car: Cunnigham C5-R (5.5L) No. 2

Drivers: Phil Walters (USA) and John Fitch (USA)

- Third place was taken by Briggs Cunnigham, which reached speeds of 155 mph.
- This Cunnigham was nicknamed the Shark and was powered by a Chrysler V8.



Jaguar C-Type No. 19

Position: 4th (297 laps)

Class: S 5.0

Car: Jaguar C-Type (3.4L) No. 19

Drivers: Peter Whitehead (GBR) and Ian Stewart (GBR)

- This race saw the death of American driver Tom Cole Jr. when his Ferrari was involved in an accident late in the race.

1954 Le Mans 24 Hour



Ferrari 375 Plus No. 4

Position: 1st (302 laps)

Class: S 5.0

Car: Ferrari 375 Plus (5.0L, V12) No. 4

Drivers: Jose Froilan Gonzalez (ARG) and Maurice Trintignant (FRA) for Scuderia Ferrari

- The 1954 24 Hours of Le Mans was the 22nd Grand Prix of Endurance, and took place on 12 and 13 June 1954.
- It was also the fourth round of the World Sportscar Championship.



Jaguar D-Type No. 14

Position: 2nd (301 laps)

Class: S 5.0

Car: Jaguar D-Type (3.4L) No. 14

Drivers: Duncan Hamilton (GBR) and Tony Rolt (GBR) for Jaguar Cars Ltd

- This race saw a long-term struggle between Ferrari and Jaguar.
- Moss's jaguar retired with brake trouble.
- Gonzales broke the lap record and won with with barely two miles ahead of the Jaguar.



Cunningham C4-R (Chrysler) No. 2

Position: 3rd (283 laps)

Class: S 8.0

Car: Cunningham C4-R (Chrysler 5.5L, V8) No. 2

Drivers: William Spear (USA) and Sherwood Johnston (USA) for Briggs Cunningham

- Porsche and Cunningham won both the classes in which they were entered.
- Olivier and Duntov's 356/4 coupe winning the 1100 class.



Jaguar D-Type No. 16

Position: 4th (277 laps)

Class: S 5.0

Car: Jaguar C-Type (3.4L) No. 16

Drivers: Roger Laurent (BEL) and Jacques Swaters (BEL) for Ecurie Francorchamps

- Of the new Porsches, only one (Johnny Claes–Stassen) finished and that on only three cylinders.

1955 Le Mans 24 Hour



Jaguar D-Type No. 6

Position: 1st (307 laps)

Class: S 5.0

Car: Jaguar D-Type (3.4L) No. 6

Drivers: Mike Hawthorn (GBR) and Ivor Bueb (GBR) for Jaguar Cars Ltd.

- This race saw the 1955 Le Mans disaster with the death of 83 spectators and the injuring of over 100 more when Pierre Levegh's Mercedes-Benz 300 SLR was involved in an accident and flew into the crowd, killing the driver as well as 83 spectators.



Aston Martin DB3S No. 23

Position: 2nd (302 laps)

Class: S 3.0

Car: Aston Martin DB3S (2.9L) No. 23

Drivers: Peter Collins (GBR) and Paul Frere (BEL) for Aston Martin Ltd.

- After the incident, the other two Mercedes vehicles in the race were withdrawn (in leading position) as a sign of respect for the dead and injured.
- This accident, the most catastrophic in motorsport history, led to great changes in the measures taken to ensure the safety of drivers and spectators.



Jaguar D-Type No. 10

Position: 3rd (296 laps)

Class: S 5.0

Car: Jaguar D-Type (3.4L) No. 10

Drivers: Johnny Claes (BEL) and Jacques Swaters (BEL) for Ecurie Francorchamps

- The lap record was broken ten times in the first two hours, fastest being Mike Hawthorn (Jaguar) at 196 kph.



Porsche 550/4 RS 1500 Spyder No. 37

Position: 4th (284 laps)

Class: S 1.5

Car: Porsche 550/4 RS 1500 Spyder (1.5L) No. 37

Drivers: Helmut Polensky (DEU) and Richard von Frankenberg (DEU) for Porsche KG.

- Victory on Index went to Porsche No. 37 of von Frankenberg and Polensky which came forth on distance.

1956 Le Mans 24 Hour



Jaguar D-Type No. 4

Position: 1st (300 laps)

Class: S 5.0

Car: Jaguar D-Type (3.4L) No. 4

Drivers: Ninian Sanderson (GBR) and Ron Flockhart (GBR) for Ecurie Ecosse

- The 1956 24 Hours of Le Mans was the 24th Grand Prix of Endurance, and took place on 28 and 29 July 1956.
- Safety works following the 1955 crash postponed the 1956 race by a month.
- Only one of the works Jaguars finished the race, that being in 6th place.



Aston Martin DB3S No. 8

Position: 2nd (299 laps)

Class: S 3.0

Car: Aston Martin DB3S (2.9L) No. 8

Drivers: Stirling Moss (GBR) and Peter Collins (GBR) for Aston Martin Ltd.

- The winning car was headed only occasionally by Moss and Collins' Aston DB3S.
- Moss lead the field away from the classic Le Mans running start.



Ferrari 625 LM Touring No. 12

Position: 3rd (293 laps)

Class: S 3.0

Car: Ferrari 625 LM Touring (2.5L) No. 12

Drivers: Olivier Gendebien (BEL) and Maurice Trintignant (FRA) for Scuderia Ferrari

- Overall this was a poor race for Ferrari; however, 3rd place was a welcomed reward.
- This race saw the death of French driver Louis Héry when his Monopole was involved in an accident early in the race.



Jaguar D-Type No. 5

Position: 4th (284 laps)

Class: S 5.0

Car: Jaguar D-Type (3.4L) No. 5

Drivers: Jacques Swaters (BEL) and Freddy Rousselle (BEL) for Equipe Nationale Belge

- Following the events of 1955, the front stretch and pit lane were redesigned in order to enhance driver and spectator safety.
- The track work involved a change to the layout of the Dunlop curve, shortening the overall length of the track by 31 meters.

1957 Le Mans 24 Hour



Jaguar D-Type No. 3

Position: 1st (327 laps)

Class: S 5000

Car: Jaguar D-Type (3.8L) No. 3

Drivers: Ron Flockhart (GBR) and Ivor Bueb (GBR) for Ecurie Ecosse

- The 1957 24 Hours of Le Mans was the 25th Grand Prix of Endurance, and took place on 22 and 23 June 1957.
- It was also the fifth round of the World Sportscar Championship.
- Jaguar D-Types took the first four places.



Jaguar D-Type No. 15

Position: 2nd (319 laps)

Class: S 5000

Car: Jaguar D-Type (3.4L) No. 15

Drivers: Ninian Sanderson (GBR) and John Lawrence (GBR) for Ecurie Ecosse

- Ferrari's reply to the Jaguars was the new 412, 4023cc 12-cylinder.
- Peter Collins broke the lap record on his standing start; however, Hawthorn later took the record to 3 min 59.6 s, which stood for six years.



Jaguar D-Type No. 17

Position: 3rd (317 laps)

Class: S 5000

Car: Jaguar D-Type (3.4L) No. 17

Drivers: Jean Lucas (FRA) and Jean-Marie Brousselet (FRA) for Equipe Los Amigos

- Ferrari also ran a 312LM consisting of a V12 GT engine placed in a Testa Rossa chassis.
- Jaguar took the 5-litre class win.
- Aston took the 1100 and 750cc class wins.
- Lotus took the Index of Performance.



Jaguar D-Type No. 16

Position: 4th (310 laps)

Class: S 5000

Car: Jaguar D-Type (3.4L) No. 16

Drivers: Paul Frere (BEL) and Freddy Rousselle (BEL) for Equipe Nationale Belge

- Porsche's RS/718 of Maglioli and Barth and 550/RS4 of Hans Herrmann and von Frankenberg were non finishers.
- Roger Masson's Lotus ran out of fuel on the Mulsanne Strait and the pushed in 3 miles back to the pits.

1958 Le Mans 24 Hour



Ferrari 250 TR58 No. 14

Position: 1st (305 laps)

Class: S 3000

Car: Ferrari 250 TR58 (3.0L, V12) No. 14

Drivers: Olivier Gendebien (BEL) and Phill Hill (USA) for Scuderia Ferrari

- The 1958 24 Hours of Le Mans was the 26th Grand Prix of Endurance, and took place on 21 and 22 June 1958.
- It was also the fifth round of the 1958 World Sports Car Championship.
- This was the first of three Le Mans for American Phil Hill.



Aston Martin DB3S No. 5

Position: 2nd (293 laps)

Class: S 3000

Car: Aston Martin DB3S (3.0L) No. 5

Drivers: Graham Whitehead (GBR) and Peter Whitehead (GBR) for P&AG Whitehead

- Ferrari had 10 cars start the race with only two finishing but one, a TR 58 (250TR) was the winner driven by Phil Hill and Olivier Gendebien.
- Italy also wins on Index with a OSCA 750.
- An Aston DB3S finished second.



Porsche 718 RSK Spyder No. 29

Position: 3rd (291 laps)

Class: S 2000

Car: Porsche 718 RSK Spyder (1.6L) No. 29

Drivers: Jean Behra (FRA) and Hans Herrmann (DEU) for Porsche KG.

- Hans Herrmann and Jean Behra took this 1600cc RSK to third place.



Porsche 718 RSK No. 31

Position: 4th (290 laps)

Class: S 1500

Car: Porsche 718 RSK (1.5L) No. 31

Drivers: Edgar Barth (DEU) and Paul Frere (BEL) for Porsche KG.

- Forth place went to a Porsche RSK with a 1500cc engine, just one lap behind the 1600cc RSK.
- Fifth place went to a Porsche 550A RS.
- This race saw the death of French driver Jean-Marie Brousselet when his Jaguar D-Type was involved in an accident.

1959 Le Mans 24 Hour



Aston Martin DBR1/300 No. 5

Position: 1st (323 laps)

Class: S 3.0

Car: Aston Martin DBR1/300 (3.0L) No. 5

Drivers: Carroll Shelby (USA) and Roy Salvadori (GBR) for David Brown Racing

- The 1959 24 Hours of Le Mans was the 27th Grand Prix of Endurance, and took place on 20 and 21 June 1959.
- It was also the fourth round of the 1959 World Sports Car Championship.



Aston Martin DBR1/300 No. 6

Position: 2nd (322 laps)

Class: S 3.0

Car: Aston Martin DBR1/300 (3.0L) No. 6

Drivers: Maurice Trintignant (FRA) and Paul Frere (BEL) for David Brown Racing

- Aston Martins finished first and second.
- Stirling Moss played the roll of the 'hare' and raced the ferraris hard until they broke.



Ferrari 250 GT LWB Coup No. 11

Position: 3rd (297 laps)

Class: GT 3.0

Car: Ferrari 250 GT LWB Coup (3.0L, V12) No. 11

Drivers: Jean Blaton (BEL) and Leon Dernier (BEL) for Equipe Nationale Belge

- Ferraris at last had disc brakes.
- This Ferrari 250 GT was third in distance and first in the GT Class.



Ferrari 250 GT Berlinetta No. 18

Position: 4th (296 laps)

Class: GT 3.0

Car: Ferrari 250 GT Berlinetta (3.0L, V12) No. 18

Drivers: Andre Pilette (BEL) and George Arents (USA) for North American Racing

- Six Porsches entered the race, but none finished.

Le Mans – 1960s

1960 Le Mans 24 Hour



Ferrari 250 TR59/60 No. 11

Position: 1st (314 laps)

Class: S 3.0

Car: Ferrari 250 TR59/60 (3.0L, V12) No. 11

Drivers: Paul Frere (BEL) and Olivier Gendebien (BEL)

Team: Scuderia Ferrari SpA

- The 1960 24 Hours of Le Mans was the 28th Grand Prix of Endurance, and took place over 25–26 June 1960.
- It was also the fifth and final round of the World Sportscar Championship.



Ferrari 250 TR59 No. 17

Position: 2nd (310 laps)

Class: S 3.0

Car: Ferrari 250 TR59 (3.0L, V12) No. 17

Drivers: Pedro Rodriguez (MEX) and Andre Pilette (BEL)

Team: North American Racing

- Both drivers of the winning Ferrari were Belgium, as was the co-driver of the second place Ferrari.
- This was the start of six straight wins by Ferrari, 1960 to 1965



Aston Martin DBR1/300 No. 7

Position: 3rd (306 laps)

Class: S 3.0

Car: Aston Martin DBR1/300 (3.0L) No. 7

Drivers: Roy Salvadori (GBR) and Jim Clark (GBR)

Team: Border Reivers

- Aston martin's third place split seven Ferraris.



Ferrari 250 GT SWB No. 16

Position: 4th (302 laps)

Class: GT 3.0

Car: Ferrari 250 GT SWB (3.0L, V12) No. 16

Drivers: Fernand Tavano (FRA) and Pierre Dumay (FRA)

Team: Fernand Tavano

- This Ferrari 250 GT won the GT class, finishing only 100 miles behind the outright winner.
- Porsche's Abarth Carrera GS/GT of Linge and Walter won the 1600cc Class.

1961 Le Mans 24 Hour



Ferrari 250 TRI/61 No. 10

Position: 1st (333 laps)

Class: S 3.0

Car: Ferrari 250 TRI/61 (3.0L, V12) No. 10

Drivers: Olivier Gendebien (BEL) and Phil Hill (USA)

Team: Scuderia Ferrari

- The 1961 24 Hours of Le Mans was the 29th Grand Prix of Endurance, and took place on 10 and 11 June 1961.
- It was also the 4th round of the World Sportscar Championship.



Ferrari 250 TRI/61 No. 11

Position: 2nd (330 laps)

Class: S 3.0

Car: Ferrari 250 TRI/61 (3.0L, V12) No. 11

Drivers: Willy Mairesse (BEL) and Mike Parkes (GBR)

Team: Scuderia Ferrari

- The Testa Rossa of Pedro and Ricardo Rodriguez was running second with two hours to go when their Ferrari's engine failed.



Ferrari 250GT SWB No. 14

Position: 3rd (317 laps)

Class: GT 3.0

Car: Ferrari 250GT SWB (3.0L, V12) No. 14

Drivers: Pierre Noblet (BEL) and Jean Guichet (FRA)

Team: Pierre Noblet

- This was Moss's last Le Mans; his Ferrari 250GT which he shared with Graham Hill was in fourth place when a fan-blade came off and sliced through a radiator hose.



Maserati Tipo 63 No. 7

Position: 4th (311 laps)

Class: S 3.0

Car: Maserati Tipo 63 (3.0L, V12) No. 7

Drivers: Augie Pabst (USA) and Richard Thompson (USA)

Team: Briggs Cunningham

- The Aston Martins all retired and the Maserati and Porsche entrants were too slow to compete with the Ferraris.

1962 Le Mans 24 Hour



Ferrari 330 TRI/LM Spyder No. 6

Position: 1st (331 laps)

Class: E +3.0

Car: Ferrari 330 TRI/LM Spyder (4.0L, V12)
No. 6

Drivers: Olivier Gendebien (BEL) and Phil Hill (USA)

Team: SpA Ferrari SEFAC

- The 1962 24 Hours of Le Mans was the 30th Grand Prix of Endurance, and took place on 23 and 24 June 1962.
- It was also the eighth round of the World Sportscar Championship.



Ferrari 250 GTO No. 19

Position: 2nd (326 laps)

Class: GT 3.0

Car: Ferrari 250 GTO (3.0L, V12) No. 19

Drivers: Pierre Noblet (BEL) and Jean Guichet (FRA)

Team: Pierre Noblet

- Ferrari's 'experimental' cars resemble his sports cars, while other Ferraries looked more like saloons.



Ferrari 250 GTO No. 22

Position: 3rd (314 laps)

Class: GT 3.0

Car: Ferrari 250 GTO (3.0L, V12) No. 22

Drivers: Leon Dernier (BEL) and Jean Blaton (BEL)

Team: Equipe Nationale Belge

- Porsche, excluded by the regulations from running the 8-cylinder Targa Florio cars, opted for an attach on the 1600cc GT Class.
- Lotus Elite took the 1300cc Class.



Jaguar E-Type FHC No. 10

Position: 4th (310 laps)

Class: GT +3.0

Car: Jaguar E-Type FHC (3.8L) No. 10

Drivers: Briggs Cunningham (USA) and Roy Salvadori (GBR)

Team: Briggs Cunningham

- Hobbs and Gardner win the Index of Thermal Efficiency with their Lotus Elite.
- The Anglo-American E-Type proved no match for the GTO Ferraris, but was faster than the DB4s.

1963 Le Mans 24 Hour



Ferrari 250P No. 21

Position: 1st (339 laps)

Class: P 3.0

Car: Ferrari 250P (3.0L, V12) No. 21

Drivers: Lorenzo Bandini (ITA) and Ludovico Scarfiotti (ITA)

Team: SpA Ferrari SEFAC

- The 1963 24 Hours of Le Mans was the 31st Grand Prix of Endurance, and took place on 15 and 16 June 1963.
- It was also the tenth round of the World Sportscar Championship.



Ferrari 250 GTO No. 24

Position: 2nd (323 laps)

Class: GT 3.0

Car: Ferrari 250 GTO (3.0L, V12) No. 24

Drivers: Jean Blaton (BEL) and Gerhard Langlois van Ophem (BEL)

Team: Equipe Nationale Belge

- Ferraris filled the first six places.
- Only 12 cars finished the race.
- Surtees leads most of the way, breaks the lap record, but eventually catches fire.



Ferrari 250P No. 22

Position: 3rd (323 laps)

Class: P 3.0

Car: Ferrari 250P (3.0L, V12) No. 22

Drivers: Mike Parkes (GBR) and Umberto Maglioli (ITA)

Team: SpA Ferrari SEFAC

- Ferrari No. 22 experienced troubles during the night and eventually finished third.



Ferrari 250 GTO No. 25

Position: 4th (322 laps)

Class: GT 3.0

Car: Ferrari 250 GTO (3.0L, V12) No. 25

Drivers: Pierre Dumay (FRA) and Leon Dernier (BEL)

Team: Ecurie Francorchamps

- This race saw the death of Brazilian driver Christian Heins when his Alpine M63 was involved in a fatal accident.

1964 Le Mans 24 Hour



Ferrari 275P No. 20

Position: 1st (349 laps)

Class: P 5.0

Car: Ferrari 275P (3.3L, V12) No. 20

Drivers: Jean Guichet (FRA) and Nino Vaccarella (ITA)

Team: SpA Ferrari SEFAC

- Even if the reliability of the GT40 was questionable, Ferrari took Ford as a serious threat.
- The works entered four prototypes at Le Mans, three 3.3L 275Pa and a 4.0L 330P.



Ferrari 330P No. 14 (G. Hill)

Position: 2nd (344 laps)

Class: P 5.0

Car: Ferrari 330P (4.0L, V12) No. 14

Drivers: Graham Hill (GBR) and Jo Bonnier (SWE)

Team: Maranello Concessionaires

- Other Ferrari prototypes, including two 330Ps, were entered by the British team Maranello Concessionaires, the Belgian team Equipe Nationale Belge and the American North American Racing Team.



Ferrari 330P No. 19

Position: 3rd (337 laps)

Class: P 5.0

Car: Ferrari 330P (4.0L, V12) No. 19

Drivers: John Surtees (GBR) and Lorenzo Bandini (ITA)

Team: SpA Ferrari SEFAC

- The race was marred by the deaths of 3 spectators caused by an accident during nighttime hours.
- The three people were standing in a forbidden zone of the circuit.



Porsche 904/4 No. 34

Position: 7th (323 laps)

Class: 2000cc class winner

Car: Porsche 904/4 GTS (2.0L, Flat-4)

Drivers: Robert Buchet (FRA) and Guy Ligier (FRA)

Team: Auguste Veuillet (FRA)

- Ford entered three GT40s in the 24 Hours and could also count on Shelby's Cobra Daytona coupés.
- Porsche wins the 2-litre Class with a 904/4 (Buchet and Ligier, No. 34) averaging almost 120 mph.

1965 Le Mans 24 Hour



Ferrari 275LM No. 21

Position: 1st (348 laps)

Class: P 5.0

Car: Ferrari 275LM (3.3L, V12) No. 21

Drivers: Masten Gregory (USA), Ed Hugus (USA) and Jochen Rindt (AUT)

Team: North American Racing

- As the 275LMs put less stress on the brakes, two of them were leading at 04:00; Pierre Dumay's Belgian yellow car led the NART 275LM of Jochen Rindt and Masten Gregory.



Ferrari 275LM No. 26

Position: 2nd (343 laps)

Class: P 5.0

Car: Ferrari 275LM (3.3L, V12) No. 26

Drivers: Pierre Dumay (FRA) and Gustave Gosselin (BEL)

Team: Pierre Dumay

- Then, a tire began to deflate on the leading car—it took the Belgian team five laps to have the car rejoin the race.
- These cars are often mistakenly designated as 250LMs, as the first car built was fitted with a 3.0 L engine.



Ferrari 275 GTB No. 24

Position: 3rd (340 laps)

Class: GT 5.0

Car: Ferrari 275 GTB (3.3L, V12) No. 24

Drivers: Willy Mairesse (BEL) and Jean Blaton (BEL)

Team: Ecurie Francorchamps

- Ferrari win Prototype and GT categories.
- The Ford GT40 lapped 5.1 seconds faster than the quickest Ferrari, and set a new lap record of 3 min 37.5 sec.
- The Fords wore out both their clutch and gearbox.



Porsche 904/6 No. 32

Position: 4th (336 laps)

Class: P 2.0

Car: Porsche 904/6 (2.0L, Flat-6) No. 32

Drivers: Herbert Linge (DEU) and Peter Nocker (DEU)

Team: Porsche System Engineering

- Porsche win the 2000cc Class and both kinds of Index awards.
- The Porsche 904 GTS/4 of Koch and Fischhaber won the Thermal Efficiency and 2000cc Class prizes.

1966 Le Mans 24 Hour



Ford GT 40 Mk2 No. 2

Position: 1st (360 laps)

Class: P +5.0

Car: Ford GT 40 Mk2 (7.0L, V8) No. 2

Drivers: Bruce McLaren & Chris Amon (NZL)

Team: Shelby-American Inc.

- At the finish, Ford decided to stage publicity photo between Miles/Hulme and McLaren/Amon.
- ACO declared the McLaren/Amon car had won the race, having covered more distance in 24 hours, as it had started further back on the grid.



Ford GT 40 Mk2 No. 1

Position: 2nd (360 laps)

Class: P +5.0

Car: Ford GT 40 Mk2 (7.0L, V8) No. 1

Drivers: Ken Miles (GBR) and Denny Hulme (NZL)

Team: Shelby-American Inc.

- The race outcome was a terrible disappointment for Ken Miles, who expected the triple crown Daytona-Sebring-Le Mans as a reward for his investment in the GT40 development.



Ford GT 40 Mk2 No. 5

Position: 3rd (348 laps)

Class: P +5.0

Car: Ford GT 40 Mk2 (7.0L, V8) No. 5

Drivers: Ronnie Bucknum (USA) and Dick Hutcherson (USA)

Team: Holman & Moody / Essex Wire Corp.

- At the last pit stop, three Mark IIs were in front. Ken Miles and Denny Hulme were leading, followed by Bruce McLaren and Chris Amon in the same lap.
- Ronnie Bucknum and Dick Hutcherson were third, but twelve laps behind.



Porsche 906/6L Carrera-6 No. 30

Position: 4th (339 laps)

Class: P 2.0

Car: Porsche 906/6L Carrera-6 (2.0L) No. 30

Drivers: Jo Siffert (CHE) and Colim Davis (GBR)

Team: Porsche System Engineering

- The Porsche 906/6 of Siffert and Davis won the 2000cc Class, Index of performance and fourth in distance at an average speed of 118 mph.

1967 Le Mans 24 Hour



Ford GT 40 Mk4 No. 1

Position: 1st (388 laps)

Class: P +5.0

Car: Ford GT 40 Mk4 (7.0L, V8) No. 1

Drivers: Dan Gurney (USA) and A.J. Foyt (USA)

Team: Shelby-American Inc.

- The surprise winners were Americans A. J. Foyt and Dan Gurney, who led all but the first 90 minutes of the race and defeated the factory Ferrari 330P4 of Italian Ludovico Scarfiotti and Briton Michael Parkes by nearly four laps.



Ferrari 330 P4 No. 21

Position: 2nd (384 laps)

Class: P 5.0

Car: Ferrari 330 P4 (4.0L, V12) No. 21

Drivers: Ludovico Scarfiotti (ITA) and Mike Parkes (GBR)

Team: SpA Ferrari SEFAC

- When the winners mounted the victory stand, Gurney was handed the traditional magnum of champagne.
- Gurney shook the bottle and sprayed everyone nearby, establishing a tradition reenacted around the world.



Ferrari 330 P4 No. 24

Position: 3rd (377 laps)

Class: P 5.0

Car: Ferrari 330 P4 (4.0L, V12) No. 24

Drivers: Willy Mairesse (BEL) and Jean Blaton (BEL)

Team: Equipe Nationale Belge

- Ferrari was the fastest GT car.
- The Ford of Deis Hulme and Mario Andretti lapped at 148 mph, a new lap record.
- Andretti achieved a top speed of 213 mph.



Ford GT 40 Mk4 No. 2

Position: 4th (359 laps)

Class: P +5.0

Car: Ford GT 40 Mk4 (7.0L, V8) No. 2

Drivers: Bruce McLaren (NZL) and Mark Donohue (USA)

Team: Shelby-American Inc.

- The first three cars all exceeded 5000 km distance.
- The Gurney–Foyt Ford GT40 was also first in Thermal Efficiency.

1968 Le Mans 24 Hour



Ford GT 40 Mk1 No. 9

Position: 1st (331 laps)

Class: S 5.0

Car: Ford GT 40 Mk1 (4.9L, V8) No. 9

Drivers: Pedro Rodriguez (MEX) and Lucien Bianchi (BEL)

Team: J.W. Automotive Engineering Ltd.

- The competition was between Wyer's Ford GT40 and the new 3.0 L Matra 630, Alpine A220 and Porsche 908.
- The new 2.0 L Alfa Romeo 33/2 were outsiders.



Porsche 907L No. 66

Position: 2nd (326 laps)

Class: P 3.0

Car: Porsche 907L (2.2L Flat-8) No. 66

Drivers: Rico Steinemann (CHE) and Dieter Spoerry (CHE)

Team: Squadra Tartaruga

- Porsche's best finisher was a private 2.2L Porsche 907 in second, followed by a works 908 in third, both just one lap behind the winning GT40.



Porsche 908 No. 33

Position: 3rd (325 laps)

Class: P 3.0

Car: Porsche 908 (3.0L Flat-8) No. 33

Drivers: Jochen Neerpasch (DEU) and Rolf Stommelen (DEU)

Team: Porsche System Engineering

- Willy Mairesse suffered career-ending injuries in this race when his GT40 crashed on the first lap on the Mulsanne straight, and the accident eventually led to him committing suicide.



Alfa Romeo T33/2 No. 39

Position: 4th (322 laps)

Class: P 2.0

Car: Alfa Romeo T33/2 (2.0L, V8) No. 39

Drivers: Ignazio Giunti (ITA) and Nanni Galli (ITA)

Team: Autodelta SpA

- Alfa Romeo's performance was impressive with three cars finishing, the Nanni Galli/Ignazio Giunti T33 in fourth overall and winner of the 2.0L class.
- The two other followed as fifth and sixth.

1969 Le Mans 24 Hour



Ford GT 40 Mk1 No. 6

Position: 1st (372 laps)

Class: S 5.0

Car: Ford GT 40 Mk1 (4.9L, V8) No. 6

Drivers: Jacky Ickx (BEL) and Jackie Oliver (GBR)

Team: J.W. Automotive Engineering Ltd.

- In a dramatic finish, Ickx and Herrmann repeatedly overtook each other as the Porsche 908 had brake problems.
- Ickx and Oliver won with the GT40 chassis 1075, the same car that had won the previous year.



Porsche 908 No. 64

Position: 2nd (372 laps)

Class: P 3.0

Car: Porsche 908 (3.0L Flat-8) No. 64

Drivers: Hans Herrmann (DEU) and Gerard Larrousse (FRA)

Team: Porsche System Engineering

- The 2 official 917s were put out of the race by clutch bell housing problems, but the 908 of Hans Herrmann and Gérard Larrousse remained a serious candidate for the victory.



Ford GT 40 Mk1 No. 7

Position: 3rd (368 laps)

Class: S 5.0

Car: Ford GT 40 Mk1 (4.9L, V8) No. 7

Drivers: David Hobbs (GBR) and Mike Hailwood (GBR)

Team: J.W. Automotive Engineering Ltd.

- The race was stopped for 2 hours due to the first lap incidents, but was eventually restarted.



Matra-Simca MS650 No. 33

Position: 4th (368 laps)

Class: P 3.0

Car: Matra-Simca MS650 (3.0L, V12) No. 33

Drivers: Jean-Pierre Beltoise (FRA) and Piers Courage (GBR)

Team: Equipe Matra-Elf

- Soon after the race start the poor handling of the 917 and the inexperience of the driver resulted in the death of British driver John Woolfe when his private Porsche 917 crashed at Maison Blanche. He was killed, probably due the fact that he had not bothered to put on his safety belt.

Le Mans – 1970s

1970 Le Mans 24 Hour



Porsche 917K No. 23

Position: 1st (343 laps)

Class: S 5.0

Car: Porsche 917K (4.5L Flat-12) No. 23

Drivers: Hans Herrmann (DEU) and Richard Attwood (GBR)

Team: Porsche KG Salzburg (AUT)

- This race saw the factory teams entering four Ferrari 512S and five Porsche 917K, plus another nine private entries.
- The race provided the background for Steve McQueen's 1970 movie 'Le Mans'.



Porsche 917L No. 3

Position: 2nd (338 laps)

Class: S 5.0

Car: Porsche 917L (4.5L Flat-12) No. 3

Drivers: Gerard Larrousse (FRA) and Willi Kauhsen (DEU)

Team: Martini Racing Team (DEU)

- Hans Herrmann and Richard Attwood in their red and white No. 23 Porsche Salzburg 917K won while Gérard Larrousse and Willi Kauhsen finished second with the 'Hippie Car' of Martini Racing.



Porsche 908/2LH No. 27

Position: 3rd (335 laps)

Class: P 3.0

Car: Porsche 908/2LH (3.0L Flat-8) No. 27

Drivers: Rudi Lins (AUT) and Dr Helmut Marko (AUT)

Team: Martini Racing Team (DEU)

- Martini also entered a pair of Porsche 908/02 LH, and the one driven by Rudi Lins and Helmut Marko finished 3rd.
- Much of the racing footage of the movie was taken from a competing Porsche 908/2 #29 fitted with cameras.



Ferrari 512S No. 11

Position: 4th (313 laps)

Class: S 5.0

Car: Ferrari 512S (5.0L V12) No. 11

Drivers: Ronnie Buckmum (USA) and Sam Posey (USA)

Team: North American Racing Team (USA)

- Unlike in the movie, Ferrari finished 4th and 5th.
- A Porsche 914 was 6th and a Porsche 911 as the 7th and last car to be classified.

1971 Le Mans 24 Hour



Porsche 917K No. 22

Position: 1st (397 laps)

Class: S 5.0

Car: Porsche 917K (4.9L Flat-12) No. 22

Drivers: Dr Helmut Marko (AUT) and Gijs van Lennep (NLD)

Team: Martini Racing Team (DEU)

- Despite the extremely high speeds of the long tail versions (Vic Elford's car was clocked at 386 km/h or 239.8 mph), the 1971 Le Mans race was again won by a short tail car, the white No. 22 Martini of Helmut Marko and Gijs van Lennep.



Porsche 917K No. 19

Position: 2nd (395 laps)

Class: S 5.0

Car: Porsche 917K (4.9L Flat-12) No. 19

Drivers: Richard Attwood (GBR) and Herbert Muller (CHE)

Team: J.W. Automotive Engineering (GBR)

- The 1971 Le Mans race was the first race started in a safer rolling start method (the 'Indianapolis start'), rather than the 'Le Mans start' method that have been used in previous Le Mans races.



Ferrari 512M No. 12

Position: 3rd (366 laps)

Class: S 5.0

Car: Ferrari 512M (5.0L V12) No. 12

Drivers: Sam Posey (USA) and Tony Adamowicz (USA)

Team: North American Racing Team (USA)

- At the end of the 1970 season, Ferrari had entered a new version of the 512 in some races, the 512 M (Modificata).
- The 512 M had a new bodywork built on the same aerodynamics doctrine of the Porsche 917K.



Porsche 911S No. 63

Position: 6th (306 laps)

Class: GT +2.0 (class winner)

Car: Porsche 911S (2.4L Flat-6) No. 63

Drivers: Raymond Touroul (FRA) and Andre Anselme (FRA)

Team: ASA Cachia Bundi (FRA)

- During the 1971 season, the FIA decided to ban the loop hole Sport category for 1972, so the big 917s and 512s would have to retire at the end of a year which they would surely dominate again.

1972 Le Mans 24 Hour



Matra-Simca MS670 No. 15

Position: 1st (344 laps)

Class: S 3.0

Car: Matra-Simca MS670 (3.0L V12) No. 15

Drivers: Henri Pescarolo (FRA) and Graham Hill (GBR)

Team: Equipe Matra-Simca Shell (FRA)

- The Matra 670 Short Tail #15 took first place, and the 670 Long Tail driven by Cevert and Ganley finished second.
- Hill is the only driver to win the Formula 1 championship, Indianapolis 500, and the 24 Hours of Le Mans.



Ferrari 365 GTB/4 No. 39

Position: 5th (306 laps)

Class: GT 5.0

Car: Ferrari 365 GTB/4 (4.4L V12) No. 39

Drivers: Jean-Claude Andruet (FRA) and Claude Ballot-Lena (FRA)

Team: Charles Pozzi (FRA)

- With such notable results at the top, the third position of the Porsche 908L driven by Reinhold Joest, Michel Weber and Mario Casoni that was mainly the result of careful preparation by Joest and his team was largely unnoticed, yet remarkable.



Ford Capri 2600RS No. 54

Position: 10th (292 laps)

Class: T 3.0

Car: Ford Capri 2600RS (3.0L V6) No. 54

Drivers: Gerry Birrell (GBR) and Claude Bourgoignie (BEL)

Team: Ford Motor Company Deutschland

- The Lola T290 entered by Kodak Pathé, France, driven by Barrie Smith and René Ligonnet won the 2 litre class and was the very 1st Lola car to ever finish the 24 hour endurance race at Le Mans.



Porsche 911S No. 41

Position: 13th (285 laps)

Class: GT 3.0

Car: Porsche 911S (2.5L Flat-6) No. 41

Drivers: Sylvain Garant (CHE), Jurgen Barth (DEU) and Michael Keyser (USA)

Team: Louis Mezmarie (FRA)

- Just before 8:30 a.m., Bonnier's Lola came upon the Ferrari GTB4 of Florian Vetsch before Indianapolis curve. The witnesses are not entirely sure what Bonnier hit first, the Ferrari or the barrier, but the Lola went over the barrier and into the trees killing Bonnier.

1973 Le Mans 24 Hour



Matra-Simca MS670B No. 11

Position: 1st (355 laps)

Class: S 3.0

Car: Matra-Simca MS670B (3.0L V12) No. 11

Drivers: Henri Pescarolo (FRA) and Gerard Larrousse (FRA)

Team: Equipe Matra-Simca Shell (FRA)

- While the Matras were all running at the same speed, the Ferraris had a variety of strategies.
- Ferrari swapped the lead with Matra through the next four hours, but Henri Pescarolo would repeat as winner.



Ferrari 365 GTB/4 GT5 No. 39

Position: 6th (316 laps)

Class: GT 5.0

Car: Ferrari 365 GTB/4 (4.4L V12) No. 39

Drivers: Claude Ballot-Lena (FRA) and Vic Elford (GBR)

Team: Automobiles Charles Pozzi (FRA)

- Ferrari sent the Arturo Merzario/Carlos Pace 312PB out first as a hare.
- Reutemann and Schenken were running among the Matra while Ickx and Redman were running with the slowest 3L cars.



Porsche 911 Carrera RSR GT3 No. 45

Position: 8th (316 laps)

Class: GT 3.0

Car: Porsche 911 Carrera RSR (2.8L) No. 45

Drivers: Paul Keller (SUI), Erwin Kremer (DEU) and Clemens Schickentanz (DEU)

Team: Porsche Kremer Racing Team (DEU)

- The Matras 670s were updated to the 670B specification consisting mainly of larger spoilers and a new Porsche Type-1983 gearbox especially built for Matra by Porsche.



BMW 3.0 CSL Touring Class No. 51

Position: 11th (307 laps)

Class: T 5.0

Car: BMW 3.0 CSL (3.3L) No. 51

Drivers: Toine Hezemans (NLD) and Dieter Quester (AUT)

Team: BMW Motorsport (DEU)

- A Sigma powered by a Mazda Wankel engine was entered; this was the first Japanese car to qualify for Le Mans, as well as the first Wankel-powered car to race.

1974 Le Mans 24 Hour



Matra-Simca MS670C No. 7

Position: 1st (337 laps)

Class: S 3.0

Car: Matra-Simca MS670C (3.0L V12) No. 7

Drivers: Henri Pescarolo (FRA) and Gerard Larrousse (FRA)

Team: Equipe Gitanes (FRA)

- Just before 11am Pescarolo had a gearbox failure.
- When Pescarolo returned to the race the Porsche 911 Turbo was now in the same lap—a surprising achievement for a road-car derivative car against the prototypes.



Porsche 911 Carrera RSR Turbo No. 22

Position: 2nd (331 laps)

Class: S 3.0

Car: Porsche 911 Carrera RSR Turbo (2.1L Flat-6) No. 22

Drivers: Gijs van Lennep (NLD) and Herbert Muller (SUI)

Team: Martini Racing Team (DEU)

- Around 10:00 a.m. the Porsche 911 Turbo Carrera running in second place lost its fifth gear, causing the car to lose around 40 seconds per lap to the leading Matra.



Ferrari 365 GTB/4 GT Class No. 71

Position: 5th (313 laps)

Class: GT

Car: Ferrari 365 GTB/4 (4.4L V12) No. 71

Drivers: Cyril Grandet (FRA) and Dominique Bardi (FRA)

Team: Raymond Touroul FRA)

- In 1974, Ferrari retired from endurance racing.
- At the end of the season Matra announced its retirement from racing.



BMW 3.0 CSL Touring Class No. 86

Position: 15th (269 laps)

Class: T

Car: BMW 3.0 CSL (3.5L) No. 86

Drivers: Jean-Claude Aubriet (FRA) and Depnic (FRA)

Team: Jean-Claude Aubriet (FRA)

1975 Le Mans 24 Hour



Mirage GR8 (Ford) No. 11

Position: 1st (336 laps)

Class: S 3.0

Car: Mirage GR8 (Ford 3.0L V8) No. 11

Drivers: Derek Bell (GBR) and Jacky Ickx (BEL)

Team: Gulf Research Racing Co. (GBR)

- The Gulf GR-8 driven by Ickx and Bell won the race.
- The other Gulf had mechanical problems and finished third, leaving second position to a Ligier piloted by Guy Lafosse and Guy Chasseuil.



Porsche 911 Carrera RSR No. 58

Position: 5th (315 laps)

Class: GT

Car: Porsche 911 Carrera RSR (3.0L) No. 58

Drivers: John Fitzpatrick (GBR), Gijs van Lennep (NLD), Manfred Schurti and Toine Hezemans (NLD)

Team: Gelo Racing Team (DEU)

- Reinhold Joest, Jürgen Barth, and Mario Casoni were fourth in their aged Porsche 908/3.



Porsche 911 Carrera RS No. 84

Position: 10th (295 laps)

Class: GT Ser.

Car: Porsche 911 Carrera RS (3.0L) No. 84

Drivers: Gerhard Maurer (CHE), Christian Beez (DEU) and Eugen Strahl (CHE)

Team: Gerhard Maurer (CHE)

- Porsche made a minimal effort, being represented only by private teams.
- Alpine-Renault entered one 2.0L A441 C #35 with an all-women team, officially entered by 'Societe Esso' (FRA).
- They finished 21st (first S 2.0 car).



Porsche 911 Carrera Turbo No. 20

Position: 15th (291 laps)

Class: GTX

Car: Porsche 911 Carrera Turbo (3.0L) No. 20

Drivers: Bernard Beguin (FRA), Peter Zbinden (CHE) and Claude Haldi (CHE)

Team: Porsche Club Romand (CHE)

1976 Le Mans 24 Hour



Porsche 936 No. 20

Position: 1st (349 laps)

Class: S3.0

Car: Porsche 936 (2.1L Turbo Flat-6) No. 20

Drivers: Jacky Ickx (BEL) and Gijs van Lennep (NLD)

Team: Martini Racing Porsche System (DEU)

- The regulations for Le Mans were changed again, with the fuel limitations removed and Group 5 cars were allowed to compete with Group 6 cars.
- The new Porsche 936 turbo won in its debut.



Porsche 935 Group 5 No. 40

Position: 4th (331 laps)

Class: Group 5

Car: Porsche 935 (2.9L Turbo Flat-6) No. 40

Drivers: Rolf Stommelen (DEU) and Manfred Schurti

Team: Martini Racing Porsche System (DEU)

- Porsche entered two 936s and one 935, while the Renault Alpine A442 turbo also made its first appearance at Le Mans.
- For the first and only time in the history of the race, two NASCAR cars were invited to compete.



Inaltera LM GTP (Ford) No. 1

Position: 8th (305 laps)

Class: GTP

Car: Inaltera LM (Ford DFV 3.0L V8) No. 1

Drivers: Jean-Pierre Beltoise (FRA) and Henri Pescarolo (FRA)

Team: Inaltera (FRA)

- The race saw the death of Frenchman André Haller when his Datsun 260Z was involved in an accident at the Mulsanne Kink.



Porsche 911 Carrera RSR No. 71

Position: 12th (292 laps)

Class: GT

Car: Porsche 911 Carrera RSR (3.0L) No. 71

Drivers: Segolen (FRA), Michel Ouviaere (FRA) and Jean-Yves Gadal (FRA)

Team: Segolen (FRA)

1977 Le Mans 24 Hour



Porsche 936/77 No. 4

Position: 1st (342 laps)

Class: S +2.0

Car: Porsche 936/77 (2.1L Turbo Flat-6) No. 4

Drivers: Jurgen Barth (DEU), Hurley Haywood (USA) and Jacky Ickx (DEU)

Team: Martini Racing Porsche System (DEU)

- The Porsche 936 won again against the Renault and Mirage Renault, with extraordinary driving efforts by Jacky Ickx.
- His #3 car broke down in the early running, so Ickx joined Hurley Haywood and Jürgen Barth in the team's sister car.



Porsche Type 935 Group 5 No. 40

Position: 3rd (315 laps)

Class: Group 5

Car: Porsche 935 (2.9L Turbo Flat-6) No. 40

Drivers: Claude Ballot-Lena (FRA) and Peter Gregg (USA)

Team: JMS Racing and ASA Cachia (FRA)

- Porsche were lucky too; a broken engine nearly halted the Porsche 936/77 in the last hour.
- The mechanics removed the ignition and injection of the failed cylinder, and the smoking car limped to the finish.



Inaltera LM77 GTP (Ford) No. 88

Position: 4th (315 laps)

Class: GTP

Car: Inaltera LM77 (Ford 3.0L V8) No. 88

Drivers: Jean Ragnotti (FRA) and Jean Rondeau (FRA)

Team: Inaltera (FRA)



Porsche 934 GT No. 58

Position: 7th (298 laps)

Class: GT

Car: Porsche 934 (3.0L Turbo) No. 58

Drivers: Bob Wollek (FRA), Jean-Pierre Wielemans (BEL) and Phillippe Gurdjian (FRA)

Team: Porsche Kremer Racing (DEU)

1978 Le Mans 24 Hour



Renault Alpine A442B No. 2

Position: 1st (369 laps)

Class: S +2.0

Car: Renault Alpine A442B No. 2

Drivers: Didier Pironi (FRA) and Jean-Pierre Jausand (FRA)

Team: Renault Sport (FRA)

- In 1978, the Renault V6 turbo, which had lost in 1976 and 1977 to the Porsche 936, finally managed to beat the German cars.
- Mission accomplished at Le Mans, Renault concentrated their efforts on Formula One.



Porsche 935/77 IMSA No. 90

Position: 5th (337 laps)

Class: IMSA +2.5

Car: Porsche 935/77 (3.0L Turbo) No. 90

Drivers: Brian Redman (GBR), Dick Barbour (USA) and John Paul Sr. (USA)

Team: Dick Barbour Racing (USA)

- After Renault's hare, the brand new A443, holed a piston late on Sunday morning, the modified A442B with its bubble roof was able to hold off Jacky Ickx and the remaining factory Porsches in the closing stages.



Porsche 935/77 Group 5 No. 44

Position: 6th (336 laps)

Class: Group 5 (+2.0)

Car: Porsche 935/77 (3.0L Turbo) No. 44

Drivers: Jim Busby (USA), Chris Cord (USA) and Rick Knoop (USA)

Team: Porsche Kremer Racing (DEU)



Rondeau M378 GTP (Ford) No. 72

Position: 9th (294 laps)

Class: GTP 3.0

Car: Rondeau M378 (Ford 3.0L V8) No. 72

Drivers: Jean Rondeau (FRA), Bernard Darniche (FRA) and Jacky Haran (FRA)

Team: Jean Rondeau (FRA)

1979 Le Mans 24 Hour



Porsche 935 K3 Group 5 No. 41

Position: 1st (307 laps)

Class: Group 5 +2.0

Car: Porsche 935 K3 (3.0L Turbo) No. 41

Drivers: Klaus Ludwig (DEU), Don Whittington (USA) and Bill Whittington (USA)

Team: Porsche Kremer Racing (DEU)

- The German-based Kremer team managed to win Le Mans using a highly modified version of the 935, which is a remarkable success for a car based on a 15 year old road car design.



Porsche 935/77A IMSA No. 70

Position: 2nd (299 laps)

Class: IMSA +2.5

Car: Porsche 935/77A (3.0L Turbo) No. 70

Drivers: Rolf Stommelen (DEU), Paul Newman (USA) and Dick Barbour (USA)

Team: Dick Barbour Racing (USA)

- Actor Paul Newman finished second in Dick Barbour's Porsche 935, while Kremer's second-string effort claimed the final spot on the podium.



Porsche 934 GT No. 82

Position: 4th (296 laps)

Class: GT +3.0

Car: Porsche 934 (3.0L Turbo Flat-6) No. 82

Drivers: Herbert Muller (CHE), Angelo Pallavicini (CHE) and Marco Vanoli (CHE)

Team: Lubrifilm Racing Team (CHE)

- Jacky Ickx's efforts to win his fifth Le Mans came to nothing when he was disqualified for receiving outside (and unwanted) assistance in repairing his stricken Porsche 936.



Rondeau M379 (Ford) No. 5

Position: 5th (292 laps)

Class: S +2.0

Car: Rondeau M379 (Ford 3.0L V8) No. 5

Drivers: Jean Ragnotti (FRA) and Bernard Darniche (FRA)

Team: VSD Canon Jean Rondeau (FRA)

- Due to the construction of a new public road, the profile of Tetre Rouge had to be changed.
- This redesign led to a faster double-apex corner as well as requiring the removal of the second Dunlop Bridge.

Le Mans – 1980s

1980 Le Mans 24 Hour



Rondeau M379 (Ford) No. 16

Position: 1st (338 laps)

Class: S +2.0

Car: Rondeau M379 (Ford 3.0L V8) No. 16

Drivers: Jean Rondeau (FRA) and Jean-Pierre Jaussaud (FRA)

Team: Le Point Jean Rondeau (FRA)

- The Rondeau of Jean Rondeau himself and Jean-Pierre Jaussaud gained the lead with a gap of three laps over the second placed car.
- For the first time a driver had won Le Mans on a car bearing his own name.



1980 Porsche 936/80

Position: 2nd (336 laps)

Class: S +2.0

Car: Porsche 908/80 (936-004) No. 9

Drivers: Reinhold Joest (DEU) and Jacky Ickx (DEU)

Team: Joest Racing (DEU)

- When Jaussaud took over from Rondeau with an hour and a half remaining, the Rondeau No-16 had a two laps advance but the Porsche was running faster.
- Jaussaud lost the control of his car in the rain, but did not hit anything.



Porsche 935 K3 IMSA No. 70

Position: 5th (316 laps)

Class: IMSA

Car: Porsche 935 K3 (3.2L Turbo) No. 70

Drivers: John Fitzpatrick (GBR), Brian Redman (GBR) and Dick Barbour (USA)

Team: Dick Barbour Racing (USA)

- The lone Group 6 Porsche, a Martini Racing-sponsored roadster entered by Joest Racing for Reinhold Joest and Jacky Ickx, was christened the Porsche 908/80 by the team, but looked much like the 1977 version of the 936.



Porsche 935 Group 5 No. 49

Position: 8th (313 laps)

Class: Group 5

Car: Porsche 935 (3.0L Turbo) No. 49

Drivers: Harald Grohs (DEU) and Dieter Schornstein (DEU)

Team: Velga Racing team (DEU)

- At the end of the race Ickx announced his retirement, which he was to reverse a few months later.

1981 Le Mans 24 Hour



Porsche 936 No. 11

Position: 1st (354 laps)

Class: S +2.0

Car: Porsche 936 (2.6L Turbo) No. 11

Drivers: Jacky Ickx (BEL) and Derek Bell (GBR)

Team: Porsche System (DEU)

- After the first hour, Ickx and Bell had built a large advance and remained at lead for the rest of the race.
- Ickx had won Le Mans for the 5th time-surpassing a record set by fellow Belgian Olivier Gendebien in 1962.



Rondeau M379 (Ford) No. 8

Position: 2nd (340 laps)

Class: GTP 3.0

Car: Rondeau M379 (Ford 3.0L V8) No. 8

Drivers: Jacky Haran (FRA), Jean-Louis Schlesser FRA and Philippe Streiff (FRA)

Team: Jean Rondeau (FRA)

- Porsche had a new program for the future Group C regulations in 1982, and had persuaded Jacky Ickx out of retirement.
- The main reason for entering Le Mans was to test a new 2.6L engine for the upcoming new car.



Porsche 935 K3 Group 5 No. 55

Position: 4th (330 laps)

Class: Group 5

Car: Porsche 935 K3 (3.1L Turbo) No. 55

Drivers: Claude Bourgoignie (BEL), John Cooper (GBR) and Dudley Wood (GBR)

Team: Claude Bourgoignie (BEL) and Charles Ivey Racing GBR)

- The race was marred by the death of Jean-Louis Lafosse, who violently crashed his Rondeau in the early stages on the Hunaudieres.



Ferrari 512BB/LM IMSA GTX No. 47

Position: 5th (328 laps)

Class: IMSA GTX

Car: Ferrari 512BB/LM (4.9L Flat-12) No. 47

Drivers: Jean-Claude Andruet (FRA), Claude Ballot-Lena (FRA) and Herve Regout (BEL)

Team: Charles Pozzi S.A.

- Thierry Boutsen had earlier escaped a large accident in the second hour, destroying his WM-Peugeot but without causing injury to himself; however, race marshal Thierry Mabillat was fatally injured in the accident.

1982 Le Mans 24 Hour



Porsche 956 Group C No. 1

Position: 1st (359 laps)

Class: Group C

Car: Porsche 956 (2.6L Turbo Flat-6) No. 1

Drivers: Jacky Ickx (BEL) and Derek Bell (GBR)

Team: Rothmans Porsche System (DEU)

- For 1982, the new FIA Group C rules were in effect. The new ground effect Porsche 956 was introduced, and took all 3 podium places according to their starting numbers.



Porsche 935/78 (Moby Dick) No. 79

Position: 4th (329 laps)

Class: IMSA GTX

Car: Porsche 935/78 'Moby Dick' (2.7L Turbo) No. 79

Drivers: John Fitzpatrick (GBR) and David Hobbs (GBR)

Team: John Fitzpatrick Racing (GBR)



Porsche 935 K3 Group 5 No. 60

Position: 8th (316 laps)

Class: Group 5

Car: Porsche 935 K3 (3.1L Turbo) No. 60

Drivers: John Cooper (GBR), Paul Smith (GBR) and Claude Bourgoignie (BEL)

Team: Charles Ivey Racing (GBR)



Porsche 934 Group 4 No. 90

Position: 13th (293 laps)

Class: Group 4

Car: Porsche 934 (3.3L Turbo) No. 90

Drivers: Richard Cleare (GBR), Tony Dron (GBR) and Richard Jones (GBR)

Team: Richard Cleare Racing (GBR)

1983 Le Mans 24 Hour



Porsche 956 Group C No. 3

Position: 1st (370 laps)

Class: Group C

Car: Porsche 956 (2.6L Turbo) No. 3

Drivers: Vern Schuppan (AUS), Herley Haywood (USA) and Al Holbert (USA)

Team: Rothmans Porsche (DEU)

- The win was fought right down to the line between the Rothmans Porsche 956s of Al Holbert (#3 car) and Derek Bell (#1).
- Holbert crossed the finish line 17 seconds ahead of a fast closing Bell



Porsche 956 Group C No. 1

Position: 2nd (370 laps)

Class: Group C

Car: Porsche 956 (2.6L Turbo) No. 1

Drivers: Jacky Ickx (BEL) and Derek Bell (GBR)

Team: Rothmans Porsche (DEU)

- Bell was able to un-lap himself as the Holbert car was slowed by overheating and finally seized up on the last lap.
- Luckily for Holbert it re-fired and made it to the end with smoke trailing from the exhaust.



Porsche 930 Group B No. 93

Position: 11th (303 laps)

Class: Group B

Car: Porsche 930 (3.3L Turbo) No. 93

Drivers: John Cooper (GBR), Paul Smith (GBR) and David Ovey (GBR)

Team: Charles Ivey Racing (GBR)



Mazda 717C Group C Jr No. 60

Position: 12th (302 laps)

Class: Group C Jr

Car: Mazda 717C (13B 1.3L) No. 60

Drivers: Takashi Yorino (JPN), Yojiro Terada (JPN) and Yoshimi Katayama (JPN)

Team: Mazadaspeed Co. Ltd. (JPN)

1984 Le Mans 24 Hour



Porsche 956B Group C1 No. 7

Position: 1st (360 laps)

Class: Group C1

Car: Porsche 956B (2.6L Turbo) No. 7

Drivers: Henri Pescarolo (FRA) and Klaus Ludwig (DEU)

Team: New-Man Joest Racing (DEU)

- The works Rothmans Porsche team boycotted the 1984 Le Mans race due to a disagreement between Porsche and the ACO over the fuel regulations.
- Porsche 956s dominated the final standings, taking the top seven places.



Lola T616 (Mazda) Group C2 No. 68

Position: 10th (320 laps)

Class: Group C2

Car: Lola T616 (Mazda 13B 1.3L) No. 68

Drivers: John O'Steen (USA), John Morton (USA) and Yoshimi Katayama (JPN)

Team: B.F. Goodrich Company (USA)

- Porsche Kremer Racing 956B of Vern Schuppan and Alan Jones finished 6th.
- Team Australia – John Fitzpatrick Racing Porsche 956 of Peter Brock and Larry Perkins DNF after 145 laps.



BMW M1 Group B No. 109

Position: 14th (292 laps)

Class: Group B

Car: BMW M1 (3.5L I6) No. 109

Drivers: Philippe Dagoreau (FRA), Jean-Francois Yvon (FRA) and Pierre de Thoisy (FRA)

Team: Helmut Gall (DEU)

- During the race, a French marshal, Jacky Loiseau (42) was killed when British driver John Sheldon crashed massively in the Nimrod - Aston Martin at the right-hand kink on the Mulsanne Straight.



Porsche 911 SC IMSA GTO No. 122

Position: 17th (283 laps)

Class: IMSA GTO

Car: Porsche 911 SC (3.0L Flat-6) No. 122

Drivers: Raymond Touroul (FRA), Valentin Bertapelle (FRA) and Thierry Perrier (FRA)

Team: Raymond Touroul (FRA)

1985 Le Mans 24 Hour



Porsche 956B Group C1 No. 7

Position: 1st (374 laps)

Class: Group C1

Car: Porsche 956B (2.6L Turbo) No. 7

Drivers: Klaus Ludwig (DEU), Paolo Barilla (ITA) and John Winter (DEU)

Team: New-Man Joest Racing (DEU)

- Klaus Ludwig took his third overall win, and his second in a row, in the same 956B chassis, 956B-117, which had won the 1984 race.
- 6-time winner Jacky Ickx finished his final 24 Hours of Le Mans in 10th place.



Jaguar XJR-5 GTP No. 44

Position: 13th (324 laps)

Class: GTP

Car: Jaguar XJR-5 (6.0L V12) No. 44

Drivers: Bob Tullius (USA), Chip Robinson (USA) and Claude Ballot-Lena (FRA)

Team: Jaguar Group 44 (USA)

- The Jaguar XJR-5 took the GTP class victory, coming in an overall 13th position.
- This success combined with victories in this class in a number of other races sparked Jaguar's interest to launch a challenge to Porsche's dominance.



Spice-Tiga GC85 (Ford) No. 70

Position: 14th (312 laps)

Class: Group C2

Car: Spice-Tiga GC85 (Ford 3.3L V8) No. 70

Drivers: Gordon Spice (GBR), Ray Bellm (GBR) and Mark Galvin (IRE)

Team: Spice Engineering (GBR)

- The works 962 took 3rd place behind a second 956, and the Lancia's managed a stronger performance taking 6th and 7th.



BMW M1 Group B No. 151

Position: 15th (307 laps)

Class: Group B

Car: BMW M1 (3.5L I6) No. 151

Drivers: Edgar Doren (DEU), Martini Birrane (IRE) and Jean-Paul Libert (BEL)

Team: Helmut Gall (DEU)

- Martin Birrane (born 1935) is an Irish millionaire, and owner of Lola Cars and the Mondello Park racetrack.
- He personally competed in the Le Mans 24 Hours ten times, winning the GT class in 1985.

1986 Le Mans 24 Hour



Porsche 962C Group C1 No. 1

Position: 1st (368 laps)

Class: Group C1

Car: Porsche 962C (2.6L Turbo) No. 1

Drivers: Derek Bell (GBR), Hans Joachim Stuck (DEU) and Al Holbert (USA)

Team: Rothmans Porsche (DEU)

- Hans-Joachim Stuck, Derek Bell and Al Holbert was able to overcome the two-time defending winners at Joest Racing.
- The race itself was marred by the death of Jo Gartner in a crash on the Mulsanne Straight early on Sunday morning.



Porsche 961 GTX No. 180

Position: 7th (321 laps)

Class: GTX

Car: Porsche 961 (2.8L Turbo) No. 180

Drivers: Rene Metge (FRA) and Claude Ballot-Lena (FRA)

Team: Porsche AG (DEU)

- After the Joest racing Porsche that had won the two previous races retired, both the Kremer 962C and 956 retired, one of which crashed at high speed on the Mulsanne Straight (Jo Gartner).



Gebhardt JC843 (Ford) Group C2 No. 75

Position: 8th (318 laps)

Class: Group C2

Car: Gebhardt JC843 (Ford 3.3L V8) No. 75

Drivers: Ian Harrower (GBR), Evan Clements (GBR) and Tom Dobb-Noble (GBR)

Team: ADA Engineering (GBR)

- Jaguar arrived with confidence, having won at Silverstone this year already.
- Unfortunately, Le Mans proved a bridge too far for the XJR-6's, while showing good pace, they all failed to finish.



March 85G (Porsche) GTP No. 21

Position: 14th (299 laps)

Class: GTP

Car: March 85G (Porsche 2.8L Turbo) No. 21

Drivers: Richard Cleare (GBR), Lionel Robert (FRA) and Jack Newsum (USA)

Team: Richard Cleare Racing (GBR)

- A new piece of track had to be built to avoid a new roundabout at the Mulsanne corner, creating a right hand kink prior to the new Mulsanne turn.

1987 Le Mans 24 Hour



1987 Porsche 962C No. 17

Position: 1st (355 laps)

Class: Group C1

Car: Porsche 962C (3.0L Turbo) No. 17

Drivers: Hans-Joachim Stuck (DEU), Derek Bell (GBR) and Al Holbert (USA)

Team: Rothmans Porsche AG (DEU)

- Porsche 962C cars suffered from piston failure due to the wrong microchip.
- The #17 car of Bell, Stuck, and Holbert escaped this fate with a new chip fitted, running largely uncontested to the finish.



Spice SE86C (Ford) No. 111

Position: 6th (321 laps)

Class: Group C2

Car: Spice SE86C (Ford 3.3L V8) No. 111

Drivers: Gordon Spice (GBR), Fermin Velez (ESP) and Philippe de Henning (FRA)

Team: Spice Engineering (GBR)

- Despite gearbox issues, a Jaguar XJR-8 came home in 5th place, again the pace was encouraging and Jaguar had a championship winning car, providing enough confidence to invest in the continuing improvement of their cars.



Mazda 757 GTP No. 202

Position: 7th (319 laps)

Class: GTP

Car: Mazda 757 (13G 2.0L) No. 202

Drivers: Dave Kennedy (IRE), Mark Galvin (IRE) and Pierre Dieudonne (BEL)

Team: Mazdaspeed Co. Ltd. (JPN)



Porsche 961 GTX No. 203

Position: 20th (199 laps, DNF)

Class: GTX

Car: Porsche 961 (2.8L Turbo) No. 203

Drivers: Rene Metge (FRA), Claude Haldi (CHE) and Kees Nierop (CAN)

Team: Rothmans Porsche AG

- This year saw a new chicane added to the middle of the Dunlop Curve, just prior to the Dunlop Bridge, in an attempt to slow speeds when going from the main straight to the Esses.

1988 Le Mans 24 Hour



Jaguar XJR-9LM Group C1 No. 2

Position: 1st (394 laps)

Class: Group C1

Car: Jaguar XJR-9LM (7.0L V12) No. 2

Drivers: Jan Lammers (NLD), Johnny Dumfries (GBR) and Andy Wallace (GBR)

Team: Silk Cut Jaguar (GBR) and Tom Walkinshaw Racing (GBR)

- After four years of trying with previous evolutions, Jaguar took the XJR-9 to victory against Porsche's works 962C.
- Jan Lammers noticed a transmission issue and ran the car home in just fourth gear.



Porsche 962 Group C1 No. 17

Position: 2nd (394 laps)

Class: Group C1

Car: Porsche 962 (3.0L Turbo) No. 17

Drivers: Hans-Joachim Stuck (DEU), Klaus Ludwig (DEU) and Derek Bell (GBR)

Team: Porsche AG (DEU)

- The Porsche dominance was ended, and despite the transmission problem the Jaguar XJR-9's covered the second longest distance in Le Mans history, second only to the 1971 Porsche 917K.



Spice SE88C (Ford) Group C2 No. 111

Position: 13th (351 laps)

Class: Group C2

Car: Spice SE88C (Ford 3.3L V8) No. 111

Drivers: Ray Mellm (GBR), Gordon Spice (GBR) and Pierre de Thoisy (FRA)

Team: Spice Engineering (GBR)



Mazda 757 GTP No. 203

Position: 15th (337 laps)

Class: GTP

Car: Mazda 757 (13G 2.0L) No. 203

Drivers: Yojiro Terada (JPN), Dave Kennedy (IRE) and Pierre Dieudonne (BEL)

Team: Mazdaspeed Co. Ltd. (JPN)

1989 Le Mans 24 Hour



Sauber C9 (Mercedes Benz) No. 63

Position: 1st (389 laps)

Class: Group C1

Car: Sauber C9 (MB 5.0L Turbo V8) No. 63

Drivers: Jochen Mass (DEU), Manuel Reuter (DEU) and Stanley Dickens (SWE)

Team: Team Sauber Mercedes (DEU)

- Having run his cars at Le Mans for a decade, Peter Sauber was aided by Mercedes in winning the 1989 race.
- His 'Silver Arrows' finished 1st, 2nd and 5th, ahead of Porsches and Jaguars.



Porsche 962C Group C1 No. 9

Position: 3rd (382 laps)

Class: Group C1

Car: Porsche 962C (3.0L Turbo) No. 9

Drivers: Hans-Joachim Stuck (DEU) and Bob Wollek (FRA)

Team: Joest Racing (DEU)

- The Sauber C9's took 1st and 2nd place, the lead car five laps ahead of the 3rd place Porsche and seven laps ahead of the 4th place Jaguar.



Mazda 767B GTP No. 201

Position: 7th (368 laps)

Class: GTP

Car: Mazda 767B (13J 2.6L) No. 201

Drivers: Dave Kennedy (IRE), Pierre Dieudonne (BEL) and Chris Hodgette (GBR)

Team: Mazdaspeed Co Ltd. (JPN)

- A surprise in this race were the Mazda 767B's, taking the GTP victory, and coming in an overall 7th position.



Cougar C20B (Porsche) No. 113

Position: 14th (312 laps)

Class: Group C2

Car: Cougar C20B (Porsche 2.8L) No. 113

Drivers: Jean-Claude Andruet (FRA), Philippe Farjon (FRA) and Shunji Kasuya (JPN)

Team: Courage Competition (FRA)

Le Mans – 1990s

1990 Le Mans 24 Hour



Jaguar XJR-12 No. 3

Position: 1st (359 laps)

Class: Group C1

Car: Jaguar XJR-12 (7.0L V12) No. 3

Drivers: John Nielsen (DNK), Price Cobb (USA) and Martin Brundle (GBR)

Team: Silk Cut Jaguar (GBR) and Tom Walkinshaw Racing (GBR)

- With Sauber not returning for 1990, Jaguar took on Nissan and Porsche.
- After electrical problems with his own car, Martin Brundle replaced Eliseo Salazar in the Jaguar #3 car en route to victory.



Porsche 962C Group C1 No. 45

Position: 3rd (352 laps)

Class: Group C1

Car: Porsche 962C (3.0L Turbo) No. 45

Drivers: Tiff Needell (GBR), David Sears (GBR) and Anthony Reid (GBR)

Team: Alpha Racing Team (JPN)

- Two chicanes were introduced along the Mulsanne Straight prior to the race.
- This was done to reduce the maximum speed of the cars after speeds of 249 mph (401 km/h) were reached in previous year.



Mazda 767B No. 203

Position: 20th (304 laps)

Class: GTP

Car: Mazda 767B (13J 2.6L) No. 203

Drivers: Takashi Yorino (JPN), Yoshimi Katayama (JPN) and Yojiro Terada (JPN)

Team: Mazdaspeed Co. Ltd. (JPN)

- Mazda took victory in the GTP class for the second year running.



Spice SE89C (Ford) No. 116

Position: 21st (304 laps)

Class: Group C2

Car: Spice SE89C (Ford 3.3L V8) No. 116

Drivers: Richard Piper (GBR), Olindo Lacobelli (FRA) and Mike Youles (GBR)

Team: PC Automotive (GBR)

1991 Le Mans 24 Hour



Mazda 787B No. 55

Position: 1st (362 laps)

Class: Group C2

Car: Mazda 787B (R26M 2.6L 4R) No. 55

Drivers: Volker Weidler (DEU), Johnny Herbert (GBR) and Bertrand Gachot (BEL)

Team: Mazdaspeed Co. Ltd. (JPN)

- The Mazda's 787B, powered with a rotary model 26B Wankel engine, won.
- It was the first (and so far the only) Japanese manufacturer to win Le Mans, as well as the only non-piston engine car to ever win.



Jaguar XJR-12 No. 35

Position: 2nd (360 laps)

Class: Group C2

Car: Jaguar XJR-12 (7.4L V12) No. 35

Drivers: Davy Jones (USA), Raul Boesel (BRA) and Michel Ferte (FRA)

Team: Silk Cut Jaguar (GBR) and Tom Walkinshaw Racing (GBR)

- Both Jaguar and Mercedes' new cars failed to qualify, so Jaguar ran the old XJR-12 that won the year before and Mercedes used their C11 Model.



Mercedes-Benz C11 No. 31

Position: 5th (355 laps)

Class: Group C2

Car: Mercedes-Benz C11 (5.0L Turbo) No. 31

Drivers: Karl Wendlinger (AUT), Michael Schumacher (DEU) and Fritz Kreuztpointer (DEU)

Team: Team Sauber mercedes (DEU)

- The Mercedes went into the race the favourites, having been dominant throughout the World Championship.



Spice SE90C (Ford) No. 41

Position: 12th (326 laps)

Class: Group C1

Car: Spice SE90C (Ford 3.5L V8) No. 41

Drivers: Kiyoshi Misaki (JPN), Hisashi Yokoshima (JPN) and Naoki Nagasaka (JPN)

Team: Euro Racing (DNK and Team Fedco (JPN)

- Mazda decided to run their cars as if it was a sprint (they were slower than the Group C cars) due to their exceptional reliability throughout the season so far.

1992 Le Mans 24 Hour



Peugeot 905 Evo 1B No. 1

Position: 1st (352 laps)

Class: Group C1

Car: Peugeot 905 Evo 1B (3.5L V10) No. 1

Drivers: Derek Warwick (GBR), Yannick Dalmas (FRA) and Mark Blundell (GBR)

Team: Peugeot Talbot Sport (FRA)

- For this race, both C1 and FIA Cup class cars ran under the C1 category to comply with ACO rules.
- With the new rules firmly in place for this season, Jaguar pulled out and Porsche didn't return with any factory cars again.



Toyota 92C-V No. 35

Position: 5th (336 laps)

Class: Group C2

Car: Toyota 92C-V (3.6L Turbo V8) No. 35

Drivers: Stefan Johansson (SWE), George Fouche (ZAF) and Steven Andskar (SWE)

Team: Trust Racing Team (JPN)

- This left it wide open for teams such as Toyota, Mazda and Peugeot.
- Mazda were disadvantaged due to having to develop a new engine, and Toyota were still fairly inexperienced in endurance racing.



Cougar C28LM (Porsche) No. 54

Position: 6th (335 laps)

Class: Group C3

Car: Cougar C28LM (Porsche 3.0L) No. 54

Drivers: Bob Wollek (FRA), Henri Pesarolo (FRA) and Jean-Louis Ricci (FRA)

Team: Courage Competition (FRA)

- The Peugeot's had spent the last season developing their car, the 905, to match the Jaguar XJR-14, and their pace shone through, bringing home two of their cars in 1st and 3rd place.



Orion LM (Peugeot) No. 66

Position: 16th (78 laps DNF)

Class: Group C4

Car: Orion LM (Peugeot 1.9L) No. 66

Drivers: Walter Breuer (FRA), Marc Alexandre (FRA) and Frank de Vita (FRA)

Team: Eric Bellefroid (FRA) and Ren Car (FRA)

1993 Le Mans 24 Hour



Peugeot 905 Evo 1B No. 3

Position: 1st (375 laps)

Class: Group C1

Car: Peugeot 905 Evo 1B (3.5L V10) No. 3

Drivers: Eric Helary (FRA), Christophe Bouchut (FRA) and Geoff Brabham (AUS)

Team: Peugeot Talbot Sport (FRA)

- The race was originally won by a TWR Jaguar XJ220C driven by John Nielsen, **David Brabham** and David Coulthard, but the victory was revoked when the XJ220C was disqualified a month later.



Toyota 93C-V No. 22

Position: 5th (363 laps)

Class: Group C2

Car: Toyota 93C-V (3.6L Turbo) No. 22

Drivers: Roland Ratzenberger (AUT), Mauro Martini (ITA) and Naoki Nagasaka (JPN)

Team: Y's Racing Team (JPN) and SARD Co. Ltd. (JPN)

- Peugeot's were very dominant with their upgraded 905 Evo 1B.
- They took all three podium places, the lead car eleven places in front of the 4th placed Toyota.



Porsche 911 (964) Carrera RSR No. 47

Position: 15th (304 laps)

Class: GT

Car: Porsche 911 Carrera RSR (3.8L) No. 47

Drivers: Joel Gouhier (FRA), Jurgen Barth (DEU) and Dominique Dupuy (FRA)

Team: Monaco Media International (FRA) and Labre Competition (FRA)

- A new GT class was added this year for Grand Touring cars, which saw the TWR Jaguars again with the XJ220, and again saw the fight was between the Jaguars and Porsche with their 911 Carrera RSR.



WR LM93 (Peugeot) No. 33

Position: 24th (268 laps)

Class: LMP

Car: WR LM93 (Peugeot 2.0L Turbo) No. 33

Drivers: Patrick Gonin (FRA), Bernard Santal (CHE) and Alain Lamouille (FRA)

Team: Welter Racing (FRA)

1994 Le Mans 24 Hour



Dauer 962 Le Mans (Porsche) No. 36

Position: 1st (344 laps)

Class: GT1

Car: Dauer 962 Le Mans (Porsche) No. 36

Drivers: Yannick Dalmas (FRA), Hurley Haywood (USA) and Mauro Baldi (ITA)

Team: Le Mans Porsche/Joest Racing (DEU)

- The 1994 race was won by a car that had its roots in a 10 year old design.
- Porsche using German fashion magnate Jochen Dauer in a plan to have a street-legal version of the outdated and now illegal Porsche 962 built.



Toyota 94C-V No. 1

Position: 2nd (343 laps)

Class: LMP1/C90

Car: Toyota 94C-V (3.6L Turbo V8) No. 1

Drivers: Eddie Irvine (GBR), Mauro Martini (ITA) and Jeff Krosnoff (USA)

Team: SARD Company Ltd. (JPN)

- Toyota used their Group C chassis from the TS010 and put up a good challenge to the Porsche's, eventually coming in a close 2nd.



Nissan 300ZX Turbo No. 75

Position: 5th (317 laps)

Class: IMSA GTS

Car: Nissan 300ZX Turbo (3.0L Turbo) No. 75

Drivers: Steve Millen (NZL), Johnny O'Connell (USA) and John Morton (USA)

Team: Clayton Cunningham Racing (USA)

- The race result meant that the lower class of the GT's took the overall race win over the faster LMP1 prototype class.



Porsche 911 Carrera RSR No. 52

Position: 8th (307 laps)

Class: GT2

Car: Porsche 911 Carrera RSR (3.8L) No. 52

Drivers: Jesus Pareja (ESP), Dominique Dupuy (FRA) and Carlos Palau (ESP)

Team: Larbre Competition (FRA)

1995 Le Mans 24 Hour



McLaren F1 GTR (BMW) No. 59

Position: 1st (298 laps)

Class: GT1

Car: McLaren F1 GTR (BMW V12) No. 59

Drivers: Yannick Dalmas (FRA), Masanori Sekiya (JPN) and JJ Lehto (FIN)

Team: Kokusai Kaihatsu Racing (JPN)

- When the rain began, the McLarens providing so much grip and confidence to the drivers, started to close the gap to the prototypes.
- It was the original McLaren F1 prototype that took the chequered flag.



Courage C34 (Porsche) No. 13

Position: 2nd (297 laps)

Class: WSC

Car: Courage C34 (Porsche 3.0L) No. 13

Drivers: Bob Wollek (FRA), Eric Helary (FRA) and Mario Andretti (USA)

Team: Courage Competition (FRA)

- The French Courage team entered the 1995 Le Mans as the favourites, with the very fast Courage C34 prototype.
- Mario Andretti's Courage finished second, having been the sentimental favourite of many in the run-up to the race.



Honda NSX GT2 No. 84

Position: 8th (275 laps)

Class: GT2

Car: Honda NSX (3.0L V6) No. 84

Drivers: Heiichi Tsuchiya (JPN), Akira Iida (JPN) and Kunimitsu Takahashi (JPN)

Team: Team Kunimitsu Honda (JPN)



Debora LMP295 (Ford) No. 14

Position: 20th (222 laps)

Class: LMP2

Car: Debora LMP295 (Ford 2.0L Turbo) No. 14

Drivers: Patrice Roussel (FRA), Eduard Sezionale (FRA) and Bernard Sental (FRA)

Team: Didier Bonnet Racing (FRA)

1996 Le Mans 24 Hour



TWR Porsche WSC-95 No.7

Position: 1st (354 laps)

Class: LMP1

Car: TWR Porsche WSC-95 (3.0L Turbo) No.7

Drivers: Davy Jones (USA), Alexander Wurz (AUT) and Manuel Reuter (DEU)

Team: Joest Racing (DEU)

- The Joest Racing WSC-95 prototype was born from the design of the old Jaguar XJR-14 racing car, modified by Tom Walkinshaw Racing and powered by a Porsche 962 engine.



Porsche 911 (993) GT1 No. 25

Position: 2nd (353 laps)

Class: GT1

Car: Porsche 911 GT1 (3.2L Turbo) No. 25

Drivers: Hans Joachim Stuck (DEU), Thierry Boutsen (BEL) and Bob Wollek (FRA)

Team: Porsche AG (DEU)

- The race was a close fought battle between a works 911 GT1 and the Joest Racing prototype.
- The McLaren F1's came home in 4th, 5th and 6th positions.



Porsche 911 (993) GT2 No. 79

Position: 12th (317 laps)

Class: GT2

Car: Porsche 911 GT2 (3.6L Turbo) No. 79

Drivers: Guy Martinolle (FRA), Ralf Kelleners (DEU) and Bruno Eichmann (CHE)

Team: Rook Racing Team (DEU)



Ferrari 333 SP WSC No. 17

Position: 30th (208 laps DNF)

Class: WSC

Car: Ferrari 333 SP (4.0L V12) No. 17

Drivers: Eric van de Poele (BEL), Marc Goossens (BEL) and Eric Bachelart (BEL)

Team: Racing for Belgium (BEL) and Team Scandia (BEL)

1997 Le Mans 24 Hour



Joest Racing TWR Porsche WSC-95 No.7

Position: 1st (361 laps)

Class: LMP

Car: TWR Porsche WSC-95 (3.0L Turbo) No.7

Drivers: Michele Alboreto (ITA), Stefan Johansson (SWE) and Tom Kristensen (DNK)

Team: Joest Racing (DEU)

- The 1997 race was won by the same chassis as had won in 1996, marking the second time that Joest had won back-to-back Le Mans with the same chassis (previously done in 1984 and 1985).



McLaren F1 GTR (BMW) No. 41

Position: 2nd (360 laps)

Class: GT1

Car: McLaren F1 GTR (BMW 6.0L) No. 41

Drivers: Jean-Marc Gounon (FRA), Pierre-Henri Raphanel (FRA) and Anders Olofsson (SWE)

Team: Gulf Team Davidoff (GBR) and GTC Racing (GBR)

- McLaren F1 GTR #43 finished 3rd with Peter Kox (NLD), Roberto Ravaglia (ITA) and Eric Helary (FRA).



Courage C41 (Porsche) No. 13

Position: 4th (336 laps)

Class: LMP

Car: Courage C41 (Porsche 3.0L) No. 13

Drivers: Didier Cottaz (FRA), Jerome Policand (FRA) and Marc Goossens (BEL)

Team: Courage Competition (FRA)

- This LMP car finished 4th behind the GT1 McLaren F1 GTR (#43) of Peter Kox, Roberto Ravaglia and Eric Helary.
- 5th place was the Porsche 911 GT1 (#33) of Pedro Lamy, Armin Hahne and Patrice Goueslard.



Porsche 911 (993) T2 No. 78

Position: 9th (307 laps)

Class: GT2

Car: Porsche 911 GT2 (3.6L Turbo) No. 78

Drivers: Michel Neugarten (BEL), Guy Martinolle (FRA) and Jean-Claude Lagniez (FRA)

Team: Elf Haberthur Racing (CHE)

- The second GT2 was the Porsche 911 GT2 (#74) of Andre Ahrie, Andy Pilgrim and Bruno Eichmann.

1998 Le Mans 24 Hour



Porsche 911 (996) GT1-98 No. 26

Position: 1st (351 laps)

Class: GT1

Car: Porsche 911 GT1-98 (3.2L T) No. 26

Drivers: Laurent Aiello (FRA), Allan McNish (GBR) and Stephane Ortelli (MON)

Team: Porsche AG

- 1998 saw a number of manufacturers at Le Mans, with a number of iconic cars such as the Toyota GT-One, Panoz Esperante's, Nissan R390's and BMW.
- On their 3rd attempt, Porsche took the victory with the 911 GT1.



Ferrari 333 SP LMP1 No. 12

Position: 8th (332 laps)

Class: LMP1

Car: Ferrari 333 SP (4.0L V12) No. 12

Drivers: Wayne Taylor (ZAF), Eric van de Poele (BEL) and Fermin Velez (ESP)

Team: Doyle-Risis Racing (USA)

- After a huge amount of success at Le Mans, the Porsche works team retired from the race so as to let their partner, Audi, develop their own car for Le Mans without competition.



Chrysler Viper GTS-R GT2 No. 53

Position: 11th (317 laps)

Class: GT2

Car: Viper GTS-R (8.0L V10) No. 53

Drivers: Justin Bell (GBR), David Donohue (USA) and Luca Drudi (ITA)

Team: Viper Team Oreca (FRA)



Debora LMP296 (BMW) No. 22

Position: 39th (106 laps DNF)

Class: LMP2

Car: Debora LMP296 (BMW 3.2L) No. 22

Drivers: Lionel Robert (FRA), Edoard Sezionale (FRA) and Pierre Bruneau (FRA)

Team: Didier Bonnet Racing (FRA)

1999 Le Mans 24 Hour



BMW V12 LMR No. 15

Position: 1st (365 laps)

Class: LMP

Car: BMW V12 LMR (6.0L V12) No. 15

Drivers: Joachim Winkelhock (DEU), Pierluigi Martini (ITA) and Yannick Dalmas (FRA)

Team: BMW Motorsport (DEU)

- The race was contested to the bitter end, from the beginning it was the Mercedes and Toyota's that were fighting for the lead, with the BMW's only slightly behind.
- The BMW cruised to the end and took the chequered flag after a very eventful race.



Toyota GT-One No. 3

Position: 2nd (364 laps)

Class: LM-GTP

Car: Toyota GT-One (3.6L Turbo V8) No. 3

Drivers: Ukuo Katayama (JPN), Keiichi Tsuchiya (JPN) and Toshio Suzuki (JPN)

Team: Toyota Motorsport (JPN) and Toyota Team Europe (DEU)

- Martin Brundle's GT-One got a puncture at high speed and destroyed the rear suspension, and then a second Toyota crashed at the Dunlop bridge.



Chrysler Viper GTS-R No. 51

Position: 10th (325 laps)

Class: GTS

Car: Viper GTS-R (8.0L V10) No. 51

Drivers: Olivier Beretta (MON), Karl Wendlinger (AUT) and Dominique Dupuy (FRA)

Team: Viper Team Oreca (FRA)

- Mark Webber's CLR became airborne at Indianapolis during qualifying.
- During warm-up on race day, Webber again became airborne landing on his roof and skidding to Mulsanne corner.



Porsche 911 (996) GT3-R No. 81

Position: 13th (317 laps)

Class: GT

Car: Porsche 911 GT3-R (3.6L) No. 81

Drivers: Uwe Alzen (DEU), Patrick Huisman (FRA) and Luca Riccotelli (ITA)

Team: Manthey Racing GmbH (DEU)

- A few hours into the race Peter Dumbreck's CLR became airborne just before the Indianapolis corner, this time flying off the side of the track and landing in the trees (shown on TV).

Le Mans – 2000s

2000 Le Mans 24 Hour



Audi R8 LMP900 No. 8

Position: 1st (368 laps)

Class: LMP900

Car: Audi R8 (3.6L Turbo V8) No. 8

Drivers: Frank Biela (DEU), Tom Kristensen (DEN) and Emanuele Pirro (ITA)

Team: Audi Sport Team Joest

- The race was a walkover for the Audi's, taking all three podium places, the winning car finishing 24 laps ahead of the nearest competitor, a Courage C52.



Chrysler Viper GTS-R No. 51

Position: 7th (333 laps)

Class: GTS

Car: Chrysler Viper GTS-R (8.0L V10) No. 51

Drivers: Dominique Dupuy (FRA), Olivier Beretta (MON) and Karl Wendlinger (AUT)

Team: Viper Team Oreca

- The Chrysler team had success in the GTS category, with their Team Oreca Viper GTS-R 8.0L, finishing ahead of a fleet of privateer Porsche 911 GT3-R's and the LMP Cadillacs.



Porsche 911 (996) GT3-R No. 73

Position: 16th (310 laps)

Class: GT

Car: Porsche 911 GT3-R (3.6L Flat-6) No. 73

Drivers: Hideo Fukuyama (JAP), Atsushi Togo (JAP) and Bruno Lambert (DEN)

Team: Team Taisan Advan



Lola B2K/40 (Nissan) No. 32

Position: 25th (274 laps)

Class: LMP675

Car: Lola B2K/40 (Nissan 3.0L V6) No. 32

Drivers: Scott Maxwell (CAN), John Graham (CAN) and Greg Wilkins (CAN)

Team: Multimatic Motorsports

2001 Le Mans 24 Hour



Audi R8 LMP900 No. 1

Position: 1st (321 laps)

Class: LMP900

Car: Audi R8 (3.6L Turbo V8) No. 1

Drivers: Frank Biela (DEU), Emanuele Pirro (ITA) and Tom Kristensen (DEN)

Team: Audi Sport Team Joest (DEU)

- The Audi's returned with their dominant R8 from the previous year, but this year they saw competition from Bentley, who hadn't entered Le Mans for 71 years.



Bentley EXP Speed 8 (Audi) No. 8

Position: 3rd (306 laps)

Class: LM-GTP

Car: Bentley EXP Speed 8 (Audi 3.6L) No. 8

Drivers: Andy Wallace (GBR), Butch Leitzinger (USA) and Eric van de Poele (BEL)

Team: Team Bentley

- Bentley only entered with two cars, their new EXP Speed 8's and both showed good pace.
- Unfortunately one had to retire after catching fire, the other however finished 3rd, behind two factory Audi's.



Reynard 2KQ-LM (VW) No. 38

Position: 5th (284 laps)

Class: LMP675

Car: Reynard 2KQ-LM (VW Turbo) No. 38

Drivers: Jordi Gene (SPA), Jean-Denis Deletraz (SUI) and Pascal Fabre (FRA)

Team: ROC Auto (FRA)



Porsche 911 (996) GT3-RS No. 83

Position: 6th (283 laps)

Class: GT

Car: Porsche 911 GT3-RS (3.6L) No. 83

Drivers: Gabrio Rosa (ITA), Fabio Babini (ITA) and Luca Drudi (ITA)

Team: Seikel Motorsport (DEU)

- Porsche took victory in the GT category.
- Corvette Racing won the GTS Class with their Corvette C5-R.

2002 Le Mans 24 Hour



Audi R8 LMP900 No. 1

Position: 1st (375 laps)

Class: LMP900

Car: Audi R8 (3.6L Turbo V8) No. 1

Drivers: Frank Biela (DEU), Tom Kristensen (DEN) and Emanuele Pirro (ITA)

Team: Audi Sport Team Joest (DEU)

- The works Audi team had worked with Joest racing for the last three years, taking victory again this year.
- The same team of drivers had won for the 3rd year in a row, the first time in Le Mans history this had been achieved.



Bentley EXP Speed 8 No. 8

Position: 4th (362 laps)

Class: LM-GTP

Car: Bentley EXP Speed 8 (4.0L V8) No. 8

Drivers: Andy Wallace (GBR), Eric van de Poele (BEL) and Butch Leitzinger (USA)

Team: Team Bentley (GBR)

- Bentley returned again this year, but only with one car, intended to be run as a tester for their car being developed for the 2003 race, coming home in fourth, again second only to the Audi R8's.



Corvette C5-R No. 63

Position: 11th (335 laps)

Class: GTS

Car: Corvette C5-R (7.0L V8) No. 63

Drivers: Ron Fellows (CAN), Johnny O'Connell (USA) and Oliver Gavin (GBR)

Team: Corvette Racing (USA)

- Corvette won for the 2nd year in a row in the GTS class, as did Porsche in the GT category.



Porsche 911 (996) GT3-RS No. 81

Position: 16th (322 laps)

Class: GT

Car: Porsche 911 GT3-RS (3.6L) No. 81

Drivers: Kevin Buckler (USA), Lucas Luhr (DEU) and Timo Bernhard (DEU)

Team: The Racer's Group (USA)

2003 Le Mans 24 Hour



Bentley Speed 8 No. 7

Position: 1st (377 laps)

Class: LM-GTP

Car: Bentley Speed 8 (4.0L V8) No. 7

Drivers: Rinaldo Capello (ITA), Tom Kristensen (DEN) and Guy Smith (GBR)

Team: Team Bentley (GBR)

- The Audi's returned, but only in privateer hands this time around, and this time Bentley arrived with two upgraded works Speed 8's, which had also had the benefit of running in the 12 hours of Sebring prior to Le Mans for a test run.



Audi R8 LMP900 No. 6

Position: 3rd (372 laps)

Class: LMP900

Car: Audi R8 (3.6L Turbo V8) No. 6

Drivers: JJ Lehto (FIN), Emanuele Pirro (ITA) and Stefan Johansson (SWE)

Team: Champion Racing (USA)

- The factory Bentley's proved too fast for the privateer Audi R8's, and came home in 1st and 2nd place, winning for the first time since 1930.



Ferrari 550-GTS Maranello No. 88

Position: 10th (336 laps)

Class: GTS

Car: Ferrari 550-GTS Maranello (5.9L V12) No. 88

Drivers: Tomas Enge (CZE), Peter Kox (NLD) and Jamie Davies (GBR)

Team: Veloqx Prodrive Racing (GBR)

- In the GTS class, the Ferrari 550-GTS Maranello's beat the Corvette's by 10 laps, ending the Corvette's winning streak.



Porsche 911 (996) GT3-RS No. 93

Position: 14th (320 laps)

Class: GT

Car: Porsche 911 GT3-RS (3.6L) No. 93

Drivers: Sascha Maassen (DEU), Emmanuel Collard (FRA) and Lucas Luhr (DEU)

Team: Alex Job Racing (USA) and Petersen Motorsports (USA)

2004 Le Mans 24 Hour



Audi R8 LMP1 No. 5

Position: 1st (379 laps)

Class: LMP1

Car: Audi R8 (3.6L Turbo V8) No. 5

Drivers: Seiji Ara (JPN), Rinaldo Capello (ITA) and Tom Kristensen (DNK)

Team: Audi Sport Japan Team Goh (JPN)

- The Audi's proved their pace yet again, despite being in private hands, taking all three podium places.
- Tom Kristensen was again in the winning car, taking five straight victories and tying with Jacky Ickx's record of six overall wins.



Corvette C5-R No. 64

Position: 6th (345 laps)

Class: GTS

Car: Corvette C5-R (7.0L V8) No. 64

Drivers: Oliver Gavin (GBR), Olivier Beretta (MON) and Jan Magnussen (DNK)

Team: Corvette Racing (USA)

- The GTS class was a close fought battle between the Corvette C5-R's and the Ferrari 550's, until in the closing stages the Ferrari suffered mechanical issues.
- The competition in GTS pushed the winner to finish in overall 6th position.



Porsche 911 (996) GT3-RS No. 90

Position: 10th (327 laps)

Class: GT

Car: Porsche 911 GT3-RS (3.6L) No. 90

Drivers: Jorg Bergmeister (DEU), Patrick Long (USA) Sascha Maassen (DEU)

Team: White Lightning Racing (USA)



Lola B2K/40 (Judd) No. 32

Position: 25th (278 laps)

Class: LMP2

Car: Lola B2K/40 (Judd 3.4L V8) No. 32

Drivers: William Binnie (USA), Clint Field (USA) and Rick Sutherland (USA)

2005 Le Mans 24 Hour



Audi R8 LMP1 No. 3

Position: 1st (370 laps)

Class: LMP1

Car: Audi R8 (3.6L Turbo V8) No. 3

Drivers: Tom Kristensen (DNK), JJ Lehto (FIN) and Marco Werner (DEU)

Team: ADT Champion Racing (USA)

- With the win, Tom Kristensen became the record holder of most Le Mans wins, with a total of seven.
- With this win, Audi were proving to be the dominant force of the decade.



Corvette C6.R No. 64

Position: 5th (349 laps)

Class: GT1

Car: Corvette C6.R (7.0L V8) No. 64

Drivers: Oliver Gavin (GBR), Olivier Berette (MCO) and Jan Magnussen (DNK)

Team: Corvette Racing (USA)

- The new Corvette C6.R won the GT1 class over the Aston Martin DBR-9's, finishing an overall 5th place.
- The Aston Martin DBR-9's could match the LMP1 Audi's on the straights.



Porsche 911 (996) GT3-RSR No. 71

Position: 10th (332 laps)

Class: GT2

Car: Porsche GT3-RSR (3.6L) No. 71

Drivers: Mike Rockenfeller (DEU), Marc Lieb (DEU) and Leo Hindery (USA)

Team: Alex Job Racing (USA) and BAM Motorsport (USA)



MG-Lola EX264 (Judd) No. 25

Position: 20th (305 laps)

Class: LMP2

Car: MG-Lola EX264 (Judd 3.4L V8) No. 25

Drivers: Thomas Erdos (BRA), Mike Newton (GBR) and Warren Hughes (GBR)

Team: Ray Mallock Ltd. (GBR)

2006 Le Mans 24 Hour



Audi R10 TDI LMP1 No. 8

Position: 1st (380 laps)

Class: LMP1

Car: Audi R10 TDI (5.5L Turbo V12) No. 8

Drivers: Frank Biela (DEU), Marco Werner (DEU) and Emanuele Pirro (ITA)

Team: Audi Sport Team Joest (DEU)

- The race went the way of Audi, this time having the pace and reliability to outrun the Pescarolo's, winning by two laps, and was the first time a diesel powered car had ever won at Le Mans.



Corvette C6.R No. 64

Position: 4th (355 laps)

Class: GT1

Car: Corvette C6.R (7.0L V8) No. 64

Drivers: Oliver Gavin (GBR), Olivier Beratta (MCO) and Jan Magnussen (DNK)

Team: Corvette Racing (USA)

- The Corvette's managed to beat the Aston Martin's in the GT1 class, holding onto their title and again beating cars from the faster LMP1 class, coming in an overall 4th position, the closest Aston Martin in 6th, five laps behind.



MG-Lola EX264 No. 25

Position: 8th (343 laps)

Class: LMP2

Car: MG-Lola EX264 (2.0L Turbo) No. 25

Drivers: Mike Newton (GBR), Thomas Erdos (BRA) and Andy Wallace (GBR)

Team: Ray Mallock Ltd. (GBR)



Panoz Esperante GT-LM (Ford) No. 81

Position: 15th (321 laps)

Class: GT2

Car: Panoz Esperante GT-LM (Ford 5.0L V8) No. 81

Drivers: Lawrence Tomlinson (GBR), Tom Kimber-Smith (GBR) and Richard Dean (GBR)

Team: Team LNT (GBR)

- In the GT2 class, Porsche were beaten by a Panoz, and that meant that this year was the first year since 1991 that a Porsche had not won at least one class.

2007 Le Mans 24 Hour



Audi R10 TDI LMP1 No. 1

Position: 1st (369 laps)

Class: LMP1

Car: Audi R10 TDI (5.5L Turbo V12) No. 1

Drivers: Marco Werner (DEU), Emanuele Pirro (ITA) and Frank Biela (DEU)

Team: Audi Sport North America (DEU)

- The Audi's were 1st and 2nd when the lead Audi lost a rear wheel at high speed, crashing out.
- The one remaining Audi still lead by four laps, and after another safety car stint in the rain took the victory.



Aston Martin DBR9 No. 009

Position: 5th (343 laps)

Class: GT1

Car: Aston Martin DBR9 (6.0L V12) No. 009

Drivers: David Brabham (AUS), Darren Turner (GBR) and Rickard Rydell (SWE)

Team: Aston Martin Racing (GBR)

- The 2007 race would be an eventful one, with numerous accidents and interruptions due to heavy rainfall. the competition in LMP1 would be between the new Peugeot 908HDi's, the Audi R10 TDI's and the petrol powered Pescarolo's.



Porsche 911 (997) GT3-RSR No. 76

Position: 15th (320 laps)

Class: GT2

Car: Porsche 997 GT3-RSR (3.8L) No. 76

Drivers: Raymond Narac (FRA), Richard Lietz (AUT) and Patrick Long (USA)

Team: IMSA Performance Matmut (FRA)

- GT1 and GT2 classes were allowed to run ethanol and other alternative fuels if approved by the ACO.
- Porsche regained their GT2 title.



Lola B05/42 (Zytek) No. 31

Position: 18th (318 laps)

Class: LMP2

Car: Lola B05/42 (Zytek 3.4L V8) No. 31

Drivers: William Binnie (USA), Allen Timpany (GBR) and Chris Buncombe (GBR)

Team: Binnie Motorsports (USA)

- Older LMP900 and LMP675 class prototypes were not allowed to be entered.

2008 Le Mans 24 Hour



Audi R10 TDI No. 2

Position: 1st (381 laps)

Class: LMP1

Car: Audi R10 TDI (5.5L Turbo V12) No. 2

Drivers: Allan McNish (GBR), Rinaldo Capello (ITA) and Tom Kristensen (DEN)

Team: Audi Sport North America

- The Peugeot's put up a strong fight once again, leading the way and slowly pulling ahead of the three works Audi's.
- However, the rain began to fall, and the Audi's coped far better than the Peugeot's, and so started to close.



Porsche RS Spyder Evo No. 34

Position: 10th (354 laps)

Class: LMP2

Car: Porsche RS Spyder Evo (3.4L V8) No. 34

Drivers: Peter van Merksteijn (NLD), Jeroen Bleekemolen (NLD) and Jos Verstappen (NLD)

Team: Van Merksteijn Motorsport

- From then on the weather conditions kept changing, allowing the Peugeot's to catch the lead Audi in the dry, and the Audi's to pull away in the wet.



Aston Martin DBR9 No. 009

Position: 13th (344 laps)

Class: GT1

Car: Aston Martin DBR9 (6.0L, V12) No. 009

Drivers: David Brabham (AUS), Antonio Garcia (SPA) and Darren Turner (GBR)

Team: Aston Martin Racing

- Aston Martin took the GT1 victory for the 2nd year in a row, having shown incredible pace, matching the LMP1 lap times when in the wet.



Ferrari F430 GT2 No. 82

Position: 19th (326 laps)

Class: GT2

Car: Ferrari F430 GT2 (4.0L, V8) No. 82

Drivers: Gianmaria Bruni (ITA), Mika Salo (FIN) and Jaime Melo (BRA)

Team: Risi Competizione

- Ferrari won the GT2 class with their F430.

2009 Le Mans 24 Hour



Peugeot 908 HDi No. 9

Position: 1st (382 laps)

Class: LMP1

Car: Peugeot 908 HDi (5.5L Turbo V12) No. 9

Drivers: David Brabham (AUS), Marc Gene (SPA) and Alexander Wurz (AUT)

Team: Peugeot Sport Total

- In their 3rd year, the Peugeot's finally beat the Audi's who had won eight of the last ten races.
- Two of the Audi's had off track excursions, one of which retired, and the No.1 Audi in 2nd place had mechanical issues.



Porsche RS Spyder Evo No. 31

Position: 10th (357 laps)

Class: LMP2

Car: Porsche RS Spyder Evo (3.4L V8) No. 31

Drivers: Casper Elgaard (DEN), Kristian Poulsen (DEN) and Emmanuel Collard (FRA)

Team: Team Essex

- This year also saw Aston Martin enter the LMP1 class with their Lola-Aston Martin B09/60.
- Porsche won the LMP2 class with the RS Spyder.



Corvette C6.R No. 63

Position: 15th (342 laps)

Class: GT1

Car: Corvette C6.R (7.0L, V8) No. 63

Drivers: Johnny O'Connell (USA), Jan Magnussen (DEN) and Antonio Garcia (SPA)

Team: Corvette Racing

- This was also to be Corvette's last year at Le Mans as a factory team, but they ended their campaign perfectly, taking the GT1 class win over the Aston Martins.



Ferrari F430 GT2 No. 82

Position: 18th (329 laps)

Class: GT2

Car: Ferrari F430 GT2 (4.0L, V8) No. 82

Drivers: Jaime Melo (BRA), Pierre Kaffer (DEU) and Mika Salo (FIN)

Team: Risi Competizione

- In GT2, Ferrari celebrated their 60th anniversary by taking the 1st four positions with the F430's.

Le Mans – 2010s

2010 Le Mans 24 Hour



Audi R15 TDI No. 9

Position: 1st (397 laps)

Class: LMP1

Car: Audi R15 TDI (5.5L Turbo V10) No. 9

Drivers: Mike Rockenfeller (DEU), Timo Bernhard (DEU) and Romain Dumas (FRA)

Team: Audi Sport North America

- Audi's took the top three positions again, and in the process set the race distance record, previously held by the Porsche 917K when there were no chicanes on the Mulsanne straight.



HPD ARX-01C No. 42

Position: 4th (367 laps)

Class: LMP2

Car: HPD ARX-01C (HPD 3.4L, V8) No. 42

Drivers: Nick Leventis (GBR), Danny Watts (GBR) and Jonny Kane (GBR)

Team: Strakka Racing (GBR)

- Within the first two hours, one of the Peugeot's retiring with suspension failure and the leading Peugeot blew up their turbo charger, gifting the Audi's the lead with the last remaining Peugeot in 6th place after having mechanical issues.



Porsche 911 (997) GT3-RSR No. 77

Position: 11th (338 laps)

Class: LMGT2

Car: Porsche 997 GT3-RSR (4.0L) No. 77

Drivers: Marc Lieb (DEU), Richard Lietz (AUT) and Wolf Henzler (DEU)

Team: Team Felbermayr-Proton

- Porsche took the win in LMGT2, setting such a strong pace that it actually finished ahead of the faster LMGT1 winners.



Saleen S7-R (Ford) No. 50

Position: 13th (331 laps)

Class: LMGT1

Car: Saleen S7-R (Ford 7.0L, V8) No. 50

Drivers: Roland Berville (FRA), Julien Canal (FRA) and Gabriele Gardel (CHE)

Team: Larbre Competition

- Having competed since 2001, the Larbre Competition Saleen S7-R took the class victory for LMGT1 after a completely uneventful run, ahead of the private Corvette's.

2011 Le Mans 24 Hour



2011 Audi R18 TDI No. 2

Position: 1st (355 laps)

Class: LMP1

Car: Audi R18 TDI (3.7L Turbo V6) No. 2

Drivers: Marcel Fassler (CHE), Andre Lotterer (DEU) and Benoit Treluyer (FRA)

Team: Audi Sport Team Joest

- The start of Audi's race was a disaster, with their car driven by Allan McNish hitting a Ferrari 458 that it was lapping, sending it into the barrier at high speed and almost flying over the barrier.
- Fortunately McNish walked away.



Zytek Z11SN (Nissan) No. 41

Position: 8th (326 laps)

Class: LMP2

Car: Zytek Z11SN (Nissan 4.5L, V8) No. 41

Drivers: Karim Ojeh (SAU), Olivier Lombard (FRA) and Tom Kimber-Smith (GBR)

Team: Greaves Motorsport

- Later on, a second Audi was involved in another high speed crash between Mulsanne and Indianapolis, causing the safety car to come out for over two hours.



Corvette C6.R No. 73

Position: 11th (314 laps)

Class: LM-GTE Pro

Car: Corvette C6.R (5.5L, V8) No. 73

Drivers: Olivier Beretta (MON), Tommy Milner (USA) and Antonio Garcia (SPA)

Team: Corvette Racing

- Once the race restarted it was a close fight until the last pit stops.
- The lead Audi had a slight advantage over the 2nd place Peugeot, and so opted for a longer pit stop to put on new tyres, whereas the Peugeot's just refuelled.



Corvette C6.R No. 50

Position: 20th (302 laps)

Class: LM-GTE Am

Car: Corvette C6.R (5.5L, V8) No. 50

Drivers: Patrick Bornhauser (FRA), Julien Canal (FRA) and Gabriele Gardel (CHE)

Team: Larbre Competition

- The Audi came out just a few seconds in front, and the new tyres made the difference, allowing the Audi to pull ahead slightly, and cross the line just 13 seconds ahead of the Peugeot's.

2012 Le Mans 24 Hour



2012 Audi R18 TDI No. 1

Position: 1st (378 laps)

Class: LMP1

Car: Audi R18 TDI (3.7L Hybrid Diesel) No. 1

Drivers: Andre Lotterer (DEU), Marcel Fassier (CHE) and Benoit Treluyer (FRA)

Team: Audi Sport Team Joest



HPD ARX-03B (Honda) No. 44

Position: 7th (354 laps)

Class: LMP2

Car: HPD ARX-03B (Honda 2.8L, V6) No. 44

Drivers: Enzo Potolicchio (VEN), Ryan Dalziel (GBR) and Tom Kimber-Smith (GBR)

Team: Starworks Motorsport



Ferrari 458 Italia GT2 No. 51

Position: 17th (336 laps)

Class: LM-GTE Pro

Car: Ferrari 458 Italia GT2 (4.5L, V8) No. 51

Drivers: Giancarlo Fisichella (ITA), Gianmaria Bruni (ITA) and Toni Vilander (FIN)

Team: AF Corse



Corvette C6.R No. 50

Position: 20th (329 laps)

Class: LM-GTE Am

Car: Corvette C6.R (5.5L, V8) No. 50

Drivers: Patrick Bornhauser (FRA), Julien Canal (FRA) and Pedro Lamy (POR)

Team: Larbre Competition

2013 Le Mans 24 Hour



2013 Audi R18 TDI No. 2

Position: 1st (348 laps)

Class: LMP1

Car: Audi R18 TDI (3.7L Hybrid Diesel) No. 2

Drivers: Allan McNish (GBR), Tom Kristensen (DEN) and Loic Duval (FRA)

Team: Audi Sport Team Joest

- The victory marked Audi's twelfth win in fourteen years, as well as Kristensen extending his own record for the most wins with nine.



Morgan LMP2 (Nissan) No. 35

Position: 7th (329 laps)

Class: LMP2

Car: Morgan LMP2 (Nissan 4.5L, V8) No. 35

Drivers: Bertrand Baguette (BEL), Martin Plowman (GBR) and Ricardo Gonzalez (MEX)

Team: OAK Racing

- The race was marred by a fatal accident in the first ten minutes when LMGTE Am driver Allan Simonsen crashed heavily into the barrier at Tertre Rouge.



Porsche 911 (997) RSR No. 92

Position: 15th (315 laps)

Class: LM-GTE Pro

Car: Porsche 911 RSR (4.0L Flat-6) No. 92

Drivers: Marc Lieb (DEU), Richard Lietz (AUT) and Romain Dumas (FRA)

Team: Porsche AG Team Manthey



Porsche 911 (997) GT3 RSR No. 76

Position: 25th (306 laps)

Class: LM-GTE Am

Car: Porsche 911 GT3 RSR (4.0L) No. 76

Drivers: Raymond Narac (FRA), Christophe Bourret (FRA) and Jean-Karl Vernay (FRA)

Team: IMSA Performance Matmut

2014 Le Mans 24 Hour



2014 Audi R18 TDI

Position: 1st (379 laps)

Class: LMP1-H (No. 2)

Car: Audi R18 TDI 4.0 L Turbo V6 Diesel

Drivers: Andre Lotterer (DEU), Marcel Fassler (CHE) and Benoit Treluyer (FRA)

Team: Audi Sport Team Joest (DEU)

- The race was won by the No. 2 Audi driven by Swiss Marcel Fässler, German André Lotterer, and Frenchman Benoît Tréluyer, who previously won Le Mans as a trio in 2011 and 2012.



Zytek Z11SN (Nissan)

Position: 5th (356 laps)

Class: LMP2 (No. 38)

Car: Zytek Z11SN (Nissan 4.5 L V8)

Drivers: Simon Dolan (GBR), Harry Tincknell (GBR) and Oliver Turvey (GBR)

Team: Jota Sport (GBR)

- The battle in LMP2 continued into the last hour, as the Jota Zytek was able to overhaul the TDS Ligier and hold on for the class win and fifth place overall.



Ferrari 458 Italia LMGTE Pro

Position: 15th (339 laps)

Class: LMGTE Pro (No. 51)

Car: Ferrari 458 Italia GT2 4.5 L V8

Drivers: Gianmaria Bruni (ITA), Giancarlo Fisichella (ITA) and Toni Vilander (FIN)

Team: AF Corse (ITA)

- In the LMGTE Pro category, the No. 73 Corvette was able to come back against the No. 92 Porsche to claim second in class, but no one was able to challenge the lead of the AF Corse Ferrari for the remainder of the race.



Aston Martin Vantage LMGTE Am

Position: 19th (334 laps)

Class: LMGTE Am (No. 95)

Car: Aston Martin V8 Vantage GTE 4.5 L

Drivers: David Hansson (DNK), Kristian Poulsen (DNK) and Nicki Thiim (DNK)

Team: Aston Martin Racing (GBR)

- The No. 95 Aston Martin, which had been Allan Simonsen's entry when he was killed in an accident at Le Mans the previous year, was undaunted in LMGTE Am and maintained the first place position it had held for 205 consecutive laps.

2015 Le Mans 24 Hour



Porsche 919 Hybrid LMP1, No. 19

Position: 1st (395 laps)

Class: LMP1 (No. 19)

Car: Porsche 919 Hybrid, 2.0 L Turbo V4

Drivers: Earl Bamber (NZL), Nick Tandy (GBR) and Nico Hülkenberg (DEU)

Team: Porsche Team (DEU)

- 2nd place was Timo Bernhard, Brendon Hartley and **Mark Webber** in Porsche 919 Hybrid No. 17 on 394 laps
- Audi, in only their third defeat at Le Mans since 2000, were a further lap behind in third place with the No. 7 car



Oreca 05 (Nissan) LMP2, No. 47

Position: 9th (358 laps)

Class: LMP2 (No. 47)

Car: Oreca 05, Nissan VK45DE 4.5 L V8

Drivers: Matthew Howson (GBR), Richard Bradley (GBR) and Nicolas Lapierre (FRA)

Team: KCMG (Hong Kong)

- 2nd in class was Simon Dolan, Oliver Turvey and Mitch Evans in a Gibson 015S, Nissan VK45DE 4.5 L V8 (358 laps)



Chevrolet Corvette C7R LMGTE Pro 64

Position: 17th (337 laps)

Class: LMGTE Pro (No. 64)

Car: Chevrolet Corvette C7.R, 5.5 L V8

Drivers: Oliver Gavin (GBR), Tommy Milner (USA) and Jordan Taylor (USA)

Team: Corvette Racing-GM (USA)

- 2nd in class was Davide Rigon, James Calado and Olivier Beretta in a Ferrari 458 Italia GT2 (21st overall on 332 laps)
- Leading Porsche was Richard Lietz, Michael Christensen and Jörg Bergmeister in a Porsche 911 RSR, 4.0L (327 laps)



Ferrari 458 Italia LMGTE Am, No. 72

Position: 20th (332 laps)

Class: LMGTE AM (No. 72)

Car: Ferrari 458 Italia GT2, 4.5 L V8

Drivers: Viktor Shaitar (RUS), Aleksey Basov (RUS) and Andrea Bertolini (ITA)

Team: SMP Racing (Russia)

- 2nd in class was Patrick Dempsey, Patrick Long and Marco Seefried in a Porsche 911 RSR 4.0L (22nd overall on 331 laps)

2016 Le Mans 24 Hour



Porsche 919 Hybrid, No. 2

Position: 1st (384 laps)

Class: LMP1

Car: Porsche 919 Hybrid (No. 2)

Drivers: Marc Lieb (DEU), Romain Dumas (FRA) and Neel Jani (CHE)

Team: Porsche Team (DEU)

- With 11 minutes left, the #2 Porsche car came in to replace all four of its tires in an unscheduled pit stop. With 6:30 left, the gap between the lead #5 Toyota and the #2 Porsche was 1:14, with both cars on the lead lap.



Alpine A460, No. 36

Position: 5th (357 laps)

Class: LMP2

Car: Alpine A460 (No. 36)

Drivers: Nicolas Lapierre (FRA), Gustavo Menezes (USA) and Stéphane Richelmi (MCO)

Team: Signatech Alpine (FRA)

- Delayed radio transmissions by Kazuki Nakajima revealed at about this time that the #5 was experiencing a severe loss of power on acceleration, and this was evidenced by the #2 rapidly catching it.



Ford GT, No. 68

Position: 18th (340 laps)

Class: LMGTE Pro

Car: Ford GT (No. 68)

Drivers: Joey Hand (USA), Dirk Müller (DEU) and Sébastien Bourdais (FRA)

Team: Ford Chip Ganassi Team USA (USA)

- With 4:30 to go, the gap had been reduced to 37 seconds, and Toyota had to decide whether to bring its car into the pits or to keep it on the race track. The team elected to keep the car on track, and Nakajima had to stop the car, but stopped it just after the start/finish line.



Ferrari 458 Italia GT2, No. 62

Position: 26th (331 laps)

Class: LMGTE Am

Car: Ferrari 458 Italia GT2 (No. 62)

Drivers: Bill Sweedler (USA), Townsend Bell (USA) and Jeff Segal (USA)

Team: Scuderia Corsa (USA)

- The #2 Porsche passed it a few seconds later to claim the LMP1 and overall lead in what turned out to be the final lap of the race. Porsche completed the final lap of the race first overall to claim their 18th championship.

