

LE MANS RACES HISTORY

Year	Manufacturer	Engine cubic cap.	Distance km	Drivers	Av. speed	Fastest lap (race)	Winner Triennial Cup	Winner Biennial Cup	Dép	Ab	Comments
1923	CHENARD & WALCKER « Sport »	2 978 cm ³ 4 cyl. en ligne	2 209,536	A. Lagache R. Léonard	92,064	F. Clément BENTLEY Sport 9'39" - 107,328 km/h	Création		33	3	The circuit (17,262 km) went through Pontlieue. Only the driver could carry out repairs.
1924	BENTLEY « Sport »	2 995 cm ³ 4 cyl. en ligne	2 077,340	J. Duff F. Clément	86,555	A. Lagache CHENARD & WALCKER 9'19" - 111,168 km/h		Création	41	23	The cars had to cover 20 laps with the hood up.
1925	LORRAINE DIETRICH B3-6	3 473 cm ³ 6 cyl. en ligne	2 233,982	G.de Courcelles A. Rossignol	93,082	A. Lagache CHENARD & WALCKER 9'10" 112,987 km/h	CHENARD & WALCKER R. Senéchal A. Loqueneux	CHENARD & WALCKER R. Glaszmann M. de Zuniga	49	28	Race Control moved to Les Hunaudières. First American participation (Chrysler).
Year	Manufacturer	Engine cubic cap.	Distance km	Drivers	Av. speed	Fastest lap (race)	Winner Triennial Cup	Winner Biennial Cup	Dép	Ab	Comments
1926	LORRAINE DIETRICH B3-6	3 446 cm ³ 6 cyl en ligne	2 552,414	R. Bloch A. Rossignol	106,350	G.de Courcelles LORRAINE DIETRICH 9'03" 114,444 km/h	O.M. 665SS Superba F. Minoia G. Foresti	O.M. 665SS Superba F. Minoia G. Foresti	41	24	First grandstands built and a car park for 3000 cars. The 100 km/h average exceeded for the first time. The RN 138 (Tours road, Mulsanne straight) was tarred for the first time.
1927	BENTLEY « Sport »	2 989 cm ³ 4 cyl. en ligne	2 369,807	J. Benjafield S. Davis	98,740	F. Clément BENTLEY Super Sport 8'46" - 118,142 km/h	SALMSON GS G. Casse A. Rousseau	SALMSON GS G. Casse A. Rousseau	22	14	Debut of a front-wheel drive car, J.A Grégoire's Tracta. All spare parts had to be carried on board.
1928	BENTLEY « Sport »	4 392 cm ³ 4 cyl. en ligne	2 669,272	W. Barnato B. Rubin	111,219	H. Birkin BENTLEY Sport 8'07" - 127,604 km/h	SALMSON GS G. Casse A. Rousseau	SALMSON GS G. Casse A. Rousseau	33	16	It was no longer obligatory to cover 20 laps with the hood up. Overall classification decided on distance for the first time.
1929	BENTLEY Speed Six	6 597 cm ³ 6 cyl. en ligne	2 843,830	W. Barnato H. Birkin	118,492	H. Birkin BENTLEY Sport 7'21" - 133,551 km/h	BENTLEY Speed Six W. Barnato H. Birkin	BENTLEY Speed Six W. Barnato H. Birkin	25	15	Circuit distance reduced to 16,340 km with the cutting out of the Pontlieue corner. The Laigné-Tours road section modified and called 'Route de Circuit.'
1930	BENTLEY Speed Six	6 597 cm ³ 6 cyl. en ligne	2 930,663	W. Barnato G. Kidston	122,111	H. Birkin BENTLEY Sport 6'48" - 114,362 km/h	TALBOT GB "90" B. Lewis H. Eaton	BENTLEY Speed Six W. Barnato H. Birkin	17	8	1 st appearance of woman drivers with Marguerite Mareuse and Odette Siko who finished 7 th in their Bugatti.
1931	ALFA-ROMEO 8 C	2 336 cm ³ 8 cyl. en ligne + comp	3 017,654	F. Howe H. Birkin	125,735	B. Ivanowski MERCEDES SSK 7'03" - 139,234 km/h	ALFA-ROMEO 8 C F. Howe H. Birkin	ALFA-ROMEO 8 C F. Howe H. Birkin	26	17	All the Bugattis suffered thrown treads. The 3000-km barrier breached for the first time.
1932	ALFA-ROMEO 8 C	2 336 cm ³ 8 cyl. en ligne + comp	2 954,038	R. Sommer L. Chinetti	123,084	F. Minoia ALFA-ROMEO 8 C 5'41" - 142,437 km/h	ALFA-ROMEO 8 C R. Sommer L. Chinetti	ASTON MARTIN A.C. Bertelli P. Driscoll	26	16	Circuit distance reduced to 13,492 km. Creation of the private Tertre Rouge section. Raymond Sommer won after driving for 20 hours.
1933	ALFA-ROMEO 8 C	2 336 cm ³ 8 cyl. en ligne + comp	3 144,038	T. Nuvolari R. Sommer	131,001	R. Sommer ALFA-ROMEO 8 C 5'31"4 - 146,386 km/h	RILEY 9 "Brooklands" A. Van der Beck K. Peacock	ALFA-ROMEO 8 C T. Nuvolari R. Sommer	29	14	Yellow lines added, new signals for the corners. Memorable battle for victory. Tazio Nuvolari beat Luigi Chinetti by 400 meters!
1934	ALFA-ROMEO 8 C	2 336 cm ³ 8 cyl. en ligne + comp	2 886,938	L. Chinetti Ph. Etancelin	120,289	Ph. Etancelin ALFA-ROMEO 8 C 5'41" 142,437 km/h	RILEY 9 "Brooklands" A. Van der Beck K. Peacock	RILEY 9 "Brooklands" A. Van der Beck K. Peacock	44	21	Installation of automatic fuel rigs and pits raised.

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1935	LAGONDA Rapide	4 451 cm ³ 6 cyl. en ligne	3 006,797	J. Hindmarsh L. Fontes	125,283	F. Howe ALFA-ROMEO 8 C 5'47"9 139,612 km/h	ASTON MARTIN Ulster C. Martin C. Brackenbury	ASTON MARTIN Ulster C. Martin C. Brackenbury	58	30	The winning Lagonda was painted red and not British Racing Green! A double record, 10 women drivers at the start and seven at the finish. 21-year-old Luis Fontès became the youngest winner of the 24 Hours.
1936 Event cancelled because of the strikes that crippled France and its car industry.											
1937	BUGATTI 57 G	3 266 cm ³ 8 cyl. en ligne	3 287,938	J.-P. Wimille R. Benoist	136,997	J.-P. Wimille BUGATTI 57 G 5'13"9 155,179 km/h	BUGATTI 57 G J.-P. Wimille R. Benoist	ASTON MARTIN Speed Model M. Morris- Goodall R. Hitchens	49	32	1st French victory since 1926.
1938	DELAHAYE 135 S	3 558 cm ³ 6 cyl. en ligne	3 180,940	E. Chaboud J. Trémoulet	132,539	R. Sommer ALFA-ROMEO 8 C 5'13"8 154,783 km/h	SIMCA Cinq M. Aimé C. Plantivaux	ADLER Super Trumpf P. Orssich R. Sauerwein	42	27	Track widened. The winner covered a good part of the race with only one gear.
1939	BUGATTI 57 C	3 251 cm ³ 8 cyl. en ligne + comp	3 354,760	J.-P. Wimille P. Veyron	139,781	R. Mazaud DELAHAYE 135 S 5'12"1 - 155,627 km/h	SIMCA Huit A. Gordini J. Scaron	SIMCA Huit A. Gordini J. Scaron	42	22	A 1000-franc bonus was awarded to the car in the lead at the end of each hour.
1940 to 1948 Event cancelled because of WWII.											
1949	FERRARI 166 MM	1 995 cm ³ 12 cyl. en V	3 178,299	Lord Selsdon L. Chinetti	132,420	A. Simon DELAHAYE 175 S 5'12"5 155,427 km/h	FERRARI 166 MM Lord Selsdon L.Chinetti	FERRARI 166 MM Lord Selsdon L.Chinetti	49	30	The race was revived after the war years on a revamped circuit in the presence of the President of the French Republic, Vincent Auriol. A diesel engine made its debut in the race (the Deletraz). Ferrari scored its maiden victory on its first outing in the Sarthe.
1950	TALBOT LAGO T26 GS	4 483 cm ³ 6 cyl. en ligne	3 465,120	L. Rosier J.-L. Rosier	144,380	L. Rosier TALBOT LAGO T26 GS 4'53"5 165,490 km/h	ex-aequo MONOPOLE PANHARD Tank X84 J. de Montrémy J. Hémar ASTON MARTIN DB 2 G. Abecassis L. Macklin	MONOPOLE PANHARD Tank X84 J. de Montrémy J. Hémar	60	31	First participation for Briggs Cunningham and Jean Manuel Fangio. Louis Rosier won the race handing the car over to his son for only two laps.
1951	JAGUAR XK 120 C	3 441 cm ³ 6 cyl. en ligne	3 611,193	P. Walker P. Whitehead	150,466	S. Moss JAGUAR XK 120 C 4'46"8 169,356 km/h	MONOPOLE PANHARD X 84 Sport J. de Montrémy J. Hémar	MONOPOLE PANHARD X 84 Sport J. de Montrémy J. Hémar	60	30	Stirling Moss on his first Le Mans outing played the hare for Jaguar. The English make scored its first victory in the Sarthe. Six works Talbots at the start. Porsche made its debut.
1952	MERCEDES-BENZ 300 SL	2 996 cm ³ 6 cyl. en ligne	3 733,800	H. Lang F. Riess	155,575	A. Ascari FERRARI 250 S 4'40"5 173,159 km/h	MONOPOLE PANHARD X 84 J. Hémar E. Dussous	MONOPOLE PANHARD X 84 J. Hémar E. Dussous	57	40	Pierre Levegh drove single-handed for 22h 50m, and then his crankshaft broke when he had a 4-lap lead over his nearest pursuer.

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1953	JAGUAR XK 120 C	3 441 cm ³ 6 cyl. en ligne	4 088,064	T. Rolt D. Hamilton	170,336	A. Ascari FERRARI 375 MM 4'27"4 - 181,642 km/h	PANHARD X 88 P. Chancel R. Chancel	PANHARD X 88 P. Chancel R. Chancel	60	34	The disc brakes on the Jaguars helped the British make to its second victory and the 4000-km barrier was broken for the first time.
1954	FERRARI 375 Plus	4 954 cm ³ 12 cyl. en V	4 061,150	J.F. Gonzalès M. Trintignant	169,215	J.F. Gonzalès FERRARI 375 Plus 4'16"8 - 189,139 km/h	D.B. PANHARD HBR R. Bonnet E. Bayol	D.B. PANHARD HBR R. Bonnet E. Bayol	57	39	Most of the race was run in pouring rain causing ignition problems on the victorious Ferrari, which won by only 90s from the D-Type Jaguar.
1955	JAGUAR Type D	3 442 cm ³ 6 cyl. en ligne	4 135,380	M. Hawthorn I. Bueb	172,308	M. Hawthorn JAGUAR Type D 4'06"6 196,963 km/h	PORSCHE 550 Spyder H. Polensky R. von Frankenberg	PORSCHE 550 Spyder H. Polensky R. von Frankenberg	60	39	This race was marked by Levegh's tragic accident in his Mercedes-Benz that caused the death of many spectators. The German team withdrew during the night.
1956	JAGUAR Type D	3 442 cm ³ 6 cyl. en ligne	4 034,929	R. Flockhart N. Sanderson	168,122	M. Hawthorn JAGUAR Type D 4'20"'' 186,383 km/h	D.B. PANHARD HBR 5 G. Laureau P. Armagnac	D.B. PANHARD HBR 5 G. Laureau P. Armagnac	49	35	The race took place in July because of the huge works programme following the 1955 accident.
1957	JAGUAR Type D	3 781 cm ³ 6 cyl. en ligne	4 397,108	R. Flockhart I. Bueb	183,217	M. Hawthorn FERRARI 335 MM 3'58"7 - 203,015 km/h	LOTUS Climax XI R. Allison K. Hall	Non attribuée.	54	34	Jaguar scored its fifth victory and the D-Types filled the first four places. The lap record broke the 200 km/h barrier for the first time.
1958	FERRARI 250 TR	2 953 cm ³ 12 cyl. en V	4 101,926	P. Hill O. Gendebien	170,914	M. Hawthorn FERRARI 250 TR 4'08"'' 195,402 km/h	OSCA Sport 750 TN A. de Tomaso C. Davis	Non attribuée.	55	35	Gendebien-P. Hill notched up the first of their three victories. The Rodriguez brothers were supposed to make their Sarthe debut. Pedro had to team up with Jean Behra as Ricardo was refused because he was too young (16).
Year	Manufacturer	Engine	Distance km	Drivers	Av. speed	Fastest lap (race)	Winner of the Biennial Cup/Index of Performance	1st Thermal Efficiency Index	Dép	Ab	Comments
1959	ASTON MARTIN DBR-1	2 993 cm ³ 6 cyl. en ligne	4 347,900	R. Salvadori C. Shelby	181,163	J. Behra FERRARI 250 TR 59 4'00"9 201,161 km/h	D.B. PANHARD HBR 4 R. Cornet L. Cotton	D.B. PANHARD HBR 4 B. Consten P. Armagnac	53	40	First preliminary practice session (April). Aston Martin's first outright victory (so far).
1960	FERRARI TR 60	2 958 cm ³ 12 cyl. en V	4 217,527	P. Frère O. Gendebien	175,730	M. Grégory MASERATI TIPO 61 4'04"'' - 198,605 km/h	D.B. PANHARD HBR 4 G. Laureau P. Armagnac	LOTUS Elite J. Wagstaff T. Marsh	55	30	Jim Clark's first participation. Gendebien's 2nd victory.
Year	Manufacturer	Engine	Distance	Drivers	Av. speed	Fastest lap (race)	Winner of the Index of Performance	1st Thermal Efficiency Index	Dép	Ab	Comments
1961	FERRARI TR 61	2 961 cm ³ 12 cyl. en V	4 476,580	O. Gendebien P. Hill	186,527	R. Rodriguez FERRARI TR 61 3'59"09 201,202 km/h	D.B. PANHARD HBR 4 G. Laureau R. Bouharde	SUNBEAM Alpine P. Harper P. Procter	55	33	Scrutineering moved from Les Jacobins to the circuit. IBM computers looked after the general classification. Fabulous drive by the 19 and 21-year-old Rodriguez brothers.
1962	FERRARI 330 LM	3 967 cm ³ 12 cyl. en V	4 451,255	O. Gendebien P. Hill	185,469	P. Hill FERRARI 330 LM 3'57"3 - 204,202 km/h	C.D. PANHARD Dyna A. Guilhaudin A. Bertaut	LOTUS Elite D. Hobbs F. Gardner	55	37	Last win by a front-engined car. Experimental cars (prototypes allowed).

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1963	FERRARI 250 P	2 953 cm ³ 12 cyl. en V	4 561,710	L. Scarfiotti L. Bandini	190,071	J. Surtees FERRARI 250 P 3'53''3 207,714 km/h	FERRARI 250 P L. Scarfiotti L. Bandini	RENE BONNET Renault Aérodjet LM 6 J.-P. Beltoise C. Bobrowski	49	37	6 Ferraris filled the first 6 places. A turbine-powered Rover BRM raced outside the overall classification (it would have finished seventh overall). The Mk6 Lola and the AC Cobras heralded Ford's coming offensive.
1964	FERRARI 275 P	3 299 cm ³ 12 cyl. en V	4 695,310	J. Guichet N. Vaccarella	195,638	P. Hill FORD GT 40 3'49''2 211,429 km/h	FERRARI 275 P J. Guichet N. Vaccarella	ALPINE Renault M 64 R. de Lageneste H. Morrogh	55	30	Ford's official debut in the race. P. Hill sets fastest lap in the no. 10 GT40. Cobra beats Ferrari in GT.
1965	FERRARI 275 LM	3 285 cm ³ 12 cyl en V	4 677,11	M. Grégory J. Rindt	194,880	P. Hill FORD MK II 3'37''5 - 222,803 km/h	PORSCHE 904/6 H. Linge P. Nöcker	PORSCHE 904 GTS G. Koch A. Fishaber	51	37	Fords routed. Ferrari's last outright victory to date thanks to NART. All works Prancing Horse cars retired. Maserati's last appearance at Le Mans (to date).
1966	FORD MK II	6 982 cm ³ 8 cyl. en V	4 843,090	C. Amon B. Mc Laren	210,795	D. Gurney FORD MK II 3'30''6 230,103 km/h	PORSCHE 906/6LH C. Davis J. Siffert	ALPINE Renault A 210 J. Cheinisse R. de Lageneste	55	40	Ford's first Le Mans victory in the presence of Henry Ford II (Henry's grandson). 200 km/h average over 24 hours attained for the first time.
1967	FORD MK IV	6 980 cm ³ 8 cyl en V	5 232,900	D. Gurney A.-J. Foyt	218,038	D. Hulme & M. Andretti FORD MK IV 3'23''6 - 238,014 km/h	PORSCHE 907/6 J. Siffert H. Herrmann	FORD MK IV D. Gurney A.-J. Foyt	54	38	Ford scores victory no.2 shattering all the records for the race. The 5000-km barrier breached for the first time.
1968	FORD GT 40	4 942 cm ³ 8 cyl. en V	4 452,880	P. Rodriguez L. Bianchi	185,536	R. Stommelen PORSCHE 908/8 3'38''1 222,321 km/h	ALPINE Renault A210 J.-P. Nicolas J.-C. Andruet	ALPINE Renault A210 J.-L. Thérier B. Tramont	54	36	Race held in September. Ford chicane installed changing the length of the track (13,469 km). Heroic drive by Henri Pescarolo in the rain at night without windscreen wipers!
1969	FORD GT 40	4 942 cm ³ 8 cyl en V	4 998 ,000	J. Ickx J. Oliver	208,250	V. Elford PORSCHE 917 LH 3'27''2 234,017 km/h	ALPINE Renault A210 A. Serpaggi C. Ethuin	FORD GT 40 J. Ickx J. Oliver	45	31	Jacky Ickx walked across to his car at flagfall to protest against the Le Mans type start. After a 3-hour wheel-to-wheel battle the Ickx-Oliver Ford GT40 beat the Herrmann-Larrousse Porsche 908 by a whisker.
1970	PORSCHE 917 K	4 494 cm ³ 12 cyl. à plat	4 607,810	R. Attwood H. Herrmann	191,992	V. Elford PORSCHE 917 LH 3'21'' 241,235 km/h	PORSCHE 908 R. Lins H. Marko	PORSCHE 917 LH G. Larrousse W. Kauhsen	51	35	A new start tested. Cars lined up herringbone style with driver on board. Porsche's first outright victory plus wins in all the classes/categories. A camera car entered in the race to shoot scenes for Steve McQueen's forthcoming film 'Le Mans.'
1971	PORSCHE 917 K	4 907 cm ³ 12 cyl. à plat	5 335,313	H. Marko G. van Lennep	222,304	J. Oliver PORSCHE 917 LH 3'18''4 - 244,387 km/h	PORSCHE 917 K H. Marko G. van Lennep	FERRARI 365 GTB 4 L. Chinetti Jr B. Grossmann	49	35	New outright distance/speed records for the race plus fastest lap for the Marko-van Lennep Porsche 917. Flying start adopted.
Year	Manufacturer	Engine	Distance	Drivers	Av. speed	Fastest lap (race)	Winner of the Biennial Cup/Index of Performance	1st Thermal Efficiency Index (reserved for Groups II, IV)	Dép	Ab	Comments
1972	MATRA-SIMCA MS 670	2 993 cm ³ 12 cyl. en V	4 691,343	H. Pescarolo G. Hill	195,472	G. van Lennep LOLA Ford T 290 3'46''9 - 216,413 km/h		FERRARI 365 GTB 4 C. Ballot Léna J.-C. Andruet	55	36	Start given by the president of the French Republic, Georges Pompidou. New circuit layout (13,640 km) bypassing Maison Blanche.

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1973	MATRA-SIMCA MS 670 B	2 993 cm ³ 12 cyl. en V	4 853,945	H. Pescarolo G. Larrousse	202,247	F. Cevert MATRA-SIMCA MS 670 B 3'39"6 223,607 km/h		PORSCHE Carrera RSR P. Keller/E. Kremer C. Schickentanz	55	34	Fiftieth anniversary of the event. Thrilling Ferrari-Marta duel for 23 hours.
1974	MATRA-SIMCA MS 670 B	2 993 cm ³ 12 cyl. en V	4 606,571	H. Pescarolo G. Larrousse	191,940	J.-P. Jarier MATRA-SIMCA MS 680 3'42"7 - 220,494 km/h		FERRARI 365 GTB 4 C. Grandet D. Bordini	49	28	First appearance of the turbo in the Porsche RSR of Müller-van Lennep. It finished 2nd overall.
Year	Manufacturer	Engine	Distance km	Drivers	Av. Speed	Fastest lap (race)	Combined classification	Fuel consumption	Dép	Ab	Comments
1975	GULF GR 8	FORD 2 986 cm ³ 8 cyl. en V	4 595,577	J. Ickx D. Bell	191,482	C. Craft DE CADENET LOLA Ford T 380 LM 3'53"8 - 210,025 km/h	PORSCHE Carrera S R. Boubet P. Dermagne	LOLA ROC T 292 J.-M. Lemerle A. Levie P. Daire	55	24	Thermal Efficiency Index cancelled. Creation of a combined classification (Index of Performance + fuel consumption). No preliminary practice in April.
1976	PORSCHE 936	2 142 cm ³ 6 cyl. à plat + turbo	4 769,923	J. Ickx G. van Lennep	198,746	J-P. Jabouille RENAULT ALPINE A 442 3'43" 220,197 km/h			55	28	Return of the Americans (NASCAR and IMSA); 1st victory by a turbocharged engine. Scrutineering moved back to Place des Jacobins. Gijs van Lennep retired from racing after scoring his 2nd victory.
Year	Manufacturer	Engine	Distance km	Drivers	Av. Speed	Fastest lap (race)	Minimum fuel consumption classification	Winner Thermal Efficiency	Dép	Ab	Comments
1977	PORSCHE 936	2 142 cm ³ 6 cyl. à plat + turbo	4 671,630	J. Barth J. Ickx H. Haywood	194,651	J. Ickx PORSCHE 936 3'36"5 226,808 km/h	PORSCHE Carrera C. Gouttepifre P. Malbran A. Leroux	CHEVRON B 36 M. Pignard J. Henry A. Dufrene	55	34	21 turbocharged cars at the start. Porsche-Renault duel. Race notable for Jacky Ickx's fantastic comeback (41st in the 2nd hour). His fourth victory equalled the score of his fellow-countryman, Olivier Gendebien.
1978	RENAULT ALPINE A 442 B	1 997 cm ³ 6 cyl. en V + turbo	5 044,530	D. Pironi J.-P. Jaussaud	210,188	J-P. Jabouille RENAULT-ALPINE A 443 3'34"2 229,244 km/h		PORSCHE 936/78 J. Barth B. Wollek J. Ickx	55	31	367 km/h and outright record for the 13,643-km circuit. Historic win for Renault, which immediately announced its intention not to come back in 1979! Increase in turbocharged cars with 27 at the start and 8 in the first 8 places.
1979	PORSCHE 935 K3	2 994 cm ³ 6 cyl. à plat + turbo	4 173,930	K. Ludwig D. Whittington B. Whittington	173,913	J. Ickx PORSCHE 936 3'36"01 227,003 km/h	LOLA-FORD T 297 R. Jenvey N. Mason B. Joscelyne T. Birchenhough		55	33	The new Tertre Rouge layout reduced the length to 13,626 km. Heavy rain during half the race. 1st victory by a Group 5 car (special production). First win by a private team, Kremer Racing, since 1965 (NART). Famous actor Paul Newman finished second overall in Dick Barbour's Porsche 935.
1980	RONDEAU M 379B	FORD 2 993 cm ³ 8 cyl. en V	4 608,020	J. Rondeau J.-P. Jaussaud	192,000	J. Ickx PORSCHE 908/80 3'40"6 222,373 km/h		RONDEAU Ford M 379B J. Rondeau J.-P. Jaussaud	55	30	First victory by a driver/constructor – from Le Mans to boot – Jean Rondeau. 29 turbocharged cars at the start. Victory by a normally-aspirated car. For the first time since 1963, the fastest driver did not start from pole (reserved for the quickest team line-up).

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1981	PORSCHE 936/81	2 649 cm ³ 6 cyl. à plat + turbo	4 825,348	J. Ickx D. Bell	201,056	H. Haywood PORSCHE 936/81 3'34'' 229,231 km/h		LOLA-BMW T 298 Y. Courage J.-P. Grand	55	35	Third win for turbocharged car and Ickx's fifth gave him the record in terms of outright victories. For the first time in its history the event was neutralized by several safety-car deployments.
Year	Manufacturer	Engine	Distance km	Drivers	Av. Speed	Fastest lap (race)	Winner Thermal Efficiency	Dép	Ab	Comments	
1982	PORSCHE 956	2 649 cm ³ 6 cyl. à plat + turbo	4 899,086	J. Ickx D. Bell	204,128	J. Ragnotti RONDEAU M 382 3'36''9 226,166 km/h	PORSCHE 956 J. Ickx D. Bell	55	36	Fuel tank capacity limited to 100 litres and number of refuelling stops limited to 24. Total domination of the Porsche 956s, which helped Ickx tp score his sixth outright victory. The Stuttgart make also won all the classes/categories (Group C, Groups 4, 5, IMSA GTX GT, plus Thermal Efficiency).Third win for the Ickx-Bell duo. Saturday morning warm-up inaugurated.	
1983	PORSCHE 956	2 649 cm ³ 6 cyl. à plat + turbo	5 047,934	A. Holbert H. Haywood V. Schuppan	210,330	J. Ickx PORSCHE 956 3'29''7 233,922 km/h	PORSCHE 956 A. Holbert H. Haywood V. Schuppan	51	20	Group C Junior created. Race open to Group C, C Junior and Group B. Only Group C cars scored points in the Manufacturers' World Championship. Another Porsche walkover with 8 cars in the first 8 places plus victory in Group B; First place in Group C Junior went to Mazda	
1984	PORSCHE 956	2 649 cm ³ 6 cyl. à plat + turbo	4 900,276	H. Pescarolo K. Ludwig	204,178	A. Nannini LANCIA LC 2 3'28''9 234,818 km/h	PORSCHE 956 A. Jones J.-P. Jarier V. Schuppan	53	31	The works Porsches boycotted the event. Fuel allocation the same as in 1982 and 1983 (no 15% reduction). Jaguar's comeback. Cars complying with the American GTP-GTX and GTC rules eligible. Joest Racing's first outright victory and Henri Pescarolo's fourth.	
1985	PORSCHE 956	2 649 cm ³ 6 cyl. à plat + turbo	5 088,507	K. Ludwig P. Barilla J. Winter	212,021	J. Ickx PORSCHE 962 C 3'25''1 239,169 km/h	PORSCHE 956 K. Ludwig P. Barilla J. Winter	49	20	Porsche won the race for the 10th time. The event suffered from the fact that a large part of the press placed too much emphasis on the 15% reduction in the fuel allocation, which, in their opinion, turned it into an economy run. Wrong as all the records were broken! Joest scored victory no. 2 averaging 40,52 l per 100km.	
1986	PORSCHE 962 C	2 650 cm ³ 6 cyl. à plat + turbo	4 972,731	D. Bell H.-J. Stuck A. Holbert	207,197	K. Ludwig PORSCHE 956 3'23''3 239,551km/h	SPICE PONTIAC FIERO Ford G. Spice R. Bellm J.-M. Martin	50	27	Preliminary practice reintroduced in May. The famous Mulsanne hairpin was revamped due to the construction of a new roundabout. The works Jaguars were back entered by Tom Walkinshaw Racing (TWR) as well as Mercedes-Benz under the Sauber banner. The race was neutralized for over 2 hours during the night due to Jo Gartner's fatal accident. Five Porsches filled the first five places for the fifth year running. The attendance figures were up by over 10%.	
1987	PORSCHE 962 C	2 996 cm ³ 6 cyl. à plat + turbo	4 791,777	D. Bell H.-J. Stuck A. Holbert	199,657	J. Dumfries SAUBER- Mercedes C9 3'25''04 237,224km/h	ECOSSE Ford C 287 D. Leslie R. Mallock M. Duez	48	33	The Dunlop curve was broken up by a chicane following a request from the FIM. Jaguar, the reigning world champion and winner of the 4 events before Le Mans, was the hot favourite. However, despite the retirement of several works and private Porsches due to poorly-adjusted fuel injection, the sole surviving works car won the race after the Jaguars ran into a host of problems. It was the 956/962Cs 7th win on the trot! The Primagaz-sponsored cars finished second (Porsche 956) and third (Courage). Another increase in spectators helped by 35 000 English fans!	

LE MANS RACES HISTORY

Year	Manufacturer	Engine	Distance km	Drivers	Av. Speed	Fastest lap (race)	Winner Thermal Efficiency	Dép	Ab	Comments
1988	JAGUAR XJR 9 LM	7 000 cm ³ 12 cyl. en V	5 332,79	J. Lammers J. Dumfries A. Wallace	221,665	H.J. Stuck PORSCHE 962 C 3'22"50 240,622km/h	PORSCHE 962 C H.-J. Stuck K. Ludwig D. Bell	49	22	May test cancelled. Dunlop celebrated its centenary. Sauber-Mercedes-Benz withdrew after practice due to burst tyres. The duel between Porsche and Jaguar fulfilled all its promise and the XJR9 beat the works 956C by 2m 36s giving Coventry its first win since the Ecurie Ecosse D-Type in 1957! Roger Dorchy's WM hit 405 km/h on the Mulsanne straight, a new outright top-speed record! Another record year in terms of crowd figure – all recent records broken.
1989	SAUBER C9	MERCEDES 6 038 cm ³ 8 cyl. en V + turbo	5 262,115	J. Mass S. Dickens M. Reuter	219,990	A. Ferté JAGUAR XJR9 3'21"27 242,093 km/h	SPICE Ford SE 89 C J.-P. Grand R. Pochauvin J.-L. Roy	55	36	The event was a non-championship one. Jaguar and Porsche (represented by Joest) were beaten by the quicker Sauber-Mercedes, which scored a double 37 years after that of the 300 SLs. Third consecutive victory of Mazda in IMSA GTP thanks to Kennedy-Dieudonné.
1990	JAGUAR XJR 12	7 000 cm ³ 12 cyl. en V	4 882,400	M. Brundle J. Nielsen P. Cobb	204,036	B. Earl NISSAN R 90 CK 3'40"03 222,515km/h	SPICE Ford SE 88 C J. Shead R. Stirling R. Hyett	49	21	For safety reasons two chicanes were installed on the famous Mulsanne straight. The race was again a non-championship event. Mercedes-Benz gave the race a miss and despite strong opposition from Nissan (7 cars), Jaguar scored a double helped by the second-placed Porsche's engine failure – 15 minutes from the finish!
Year	Manufacturer	Engine	Distance km	Divers	Av. Speed	Fastest lap (race)	Fastest lap (practice)	Dép	Ab	Comments
1991	MAZDA 787 B	4 708 cm ³ Rotatif 4 rotors	4922,810	B. Gachot J. Herbert W. Weidler	205,333	M. Schumacher SAUBER Mercedes C 11 3'35"564 227,125km/h	J.-L. Schlesser SAUBER Mercedes C 11 3'31"27 231,741km/h	38	26	The event was notable for 3 reasons: firstly, the inauguration of the innovative new pits/sporting module complex, secondly the official return to the Sarthe of a major French manufacturer, Peugeot with two 905s, and thirdly Mazda's outright victory, the first by a Japanese manufacturer and also by a rotary engine. Future multiple F1 World Champion, Michael Schumacher finished fifth and set the fastest lap. Once again the pole position setter did not start from the front as the first rows were reserved for the 3.5-litre sports cars.
1992	PEUGEOT 905	3 499 cm ³ 10 cyl. en V	4 787,200	D. Warwick Y. Dalmas M. Blundell	199,340	J.Lammers TOYOTA TS 010 3'32"295 230,622km/h	Ph. Alliot PEUGEOT 905 3'21"209 243,329km/h	28	14	The race was a Peugeot-Toyota duel. First blood to the French make in practice as Philippe Alliot put his 905 on pole in 3m 23.209s (243,329km/h), a new record for the circuit. A good part of the race was held in rain, and in the opening hours only the Mazda of the 1991 winners was able to give the Peugeots and Toyotas a run for their money. After an exciting scrap, victory went to the French manufacturer, which had two cars on the podium. First appearance of a single-seater at Le Mans with the Peugeot 905 spyder. Only 28 cars started, the smallest post-war field.
1993	PEUGEOT 905	3 499 cm ³ 10 cyl. en V	5 100,00	G. Brabham Ch. Bouchut E. Héлары	213,358	E. Irvine TOYOTA TS 010 3'27"47 235,986km/h	Ph. Alliot PEUGEOT 905 3'24"94 238,899km/h	47	16	Preliminary practice was revived for the second round of the Peugeot-Toyota duel. The 905s scored their second consecutive victory and a triple. The GTs were back and after the winning Jaguar XJR220 was disqualified the win went to Porsche. The Sard Team's Toyota triumphed in the Gr. C 90 category and WR emerged victorious in the new Le Mans Protos class.

LE MANS RACES HISTORY

Year	Manufacturer	Engine	Distance km	Drivers	Av. Speed	Fastest lap (race)	Fastest lap (practice)	Dép	Ab	Comments
1994	DAUER 962 LM	PORSCHE 2 994 cm ³ 6 cyl. à plat + turbo	4 685,701	Y. Dalmas H. Haywood M. Baldi	195,238	Th. Boutsen DAUER Porsche 962 LM 3'52''54 210,544km/h	A. Ferté COURAGE Porsche C 32 3'51''05 211,902km/h	48	25	Porsche scored its 13th victory thanks to a 962 converted into a GT by Jochen Dauer. Honda made its Le Mans debut with the NSX in GT2 in which victory went to a Porsche 911. Nissan scooped the laurels in IMSA GTS. A 348 Ferrari saw the chequered flag, a first since 1982. None of the LM P2s finished. At the finish the crowd did not invade the track and the race went down to the wire. 5-time winner, Derek Bell, announced his retirement after 26 participations! Bugatti was back for the 1st time since 1939!
1995	Mc LAREN F1 GTR	BMW 6 064 cm ³ 12 cyl. en V	4 055,80	Y. Dalmas J.-J. Lehto M. Sekiya	168,992	P. Gonin WR Peugeot 3'51''41 211,573km/h	W. David WR Peugeot 3'46''05 216,589km/h	48	25	Pre-qualifying practice held for the first time. Many firsts with the first pole by a single-seater (W.R) and a rookie (W. David), 1st participation and 1st victory for McLaren as well as first win by a 3-seater car and by a BMW engine. First success by a Japanese driver (M. Sekiya) and by a Finn (JJ Lehto). A large part of the race run in the rain. LM P2 win for Deborah and Honda in GTE. Derek Bell emerged from retirement to share a car with his son, Justin and came third. Return of a prototype Ferrari 333SP after a 21-year break (rtd). 1st Drivers' Parade in the town centre the day before the race.
1996	TWR	PORSCHE 2 994 cm ³ 6 cyl. à plat + turbo	4 814,4	M. Reuter D. Jone A. Wurz	200,600	E. Van de Poële FERRARI 333 SP 3'46''958 215,723km/h	P. Martini TWR Porsche 3'46''682 215,985km/h	48	23	Joest Racing's third victory again with the number 7. Porsche won in GT1 (works car) and GT2 (Roock Racing). Henri Pescarolo made his 30th start, and Nelson Piquet Sr his first (8th). New grid line-up with the prototypes on the left and the GTs on the right.
1997	TWR	PORSCHE 2 994 cm ³ 6 cyl. à plat + turbo	4 909,6	M. Alboreto S. Johansson T. Kristensen	204,186	T. Kristensen TWR Porsche 3'45''068 217,534km/h	M. Alboreto TWR Porsche 3'41''581 220,958km/h	48	17	None of the 1996 winners came back, but their car did and won again achieving a unique feat – pole, fastest lap and victory. Fourth win for Joest Racing again with the number 7, and second double after that of 1984-85, both times with the same car (same chassis number). McLaren triumphed in GT1 and Porsche in GT2. Circuit length increased to 13,605 km after modifications to the Dunlop chicane. Grid line-up same as in 1996.
1998	PORSCHE GT1 98	3 196 cm ³ 6 cyl. à plat + turbo	4 783,781	A. Mc Nish L. Aiello S. Ortelli	199,324	M. Brundle TOYOTA GT One 3'41''809 220,812km/h	B. Schneider MERCEDES CLK LM 3'35''544 227,230km/h	47	24	6 factories entered cars for the race – Porsche, Toyota, Mercedes-Benz, Nissan, BMW and Chrysler. The average age of the winning trio, McNish-Aiello-Ortelli, was 28.33 years, the lowest in the history of the 24 Hours. Oshino-Suzuki-Kagayama finished third overall in their Nissan R90 GT1, the first 100% Japanese driver line-to to appear on the podium. Ferrari won the prototype category with a 333SP and Chrysler triumphed in GT2. This year, the grid was a normal one. 1st running of the Petit Le Mans on the Road Atlanta circuit in the USA.

LE MANS RACES HISTORY

Year	Manufacturer	Engine	Distance km	Drivers	Av. Speed	Fastest lap (race)	Fastest lap (practice)	Dép	Ab	Comments
1999	BMW V12 LMR	5 990 cm ³ 12 cyl. en V	4 982,974	J. Winkelhock P. Martini Y. Dalmas	207,624	U. Katayama TOYOTA GT One 3'35''032 227,771km/h	M. Brundle TOYOTA GT One 3'29''930 233,306km/h	45	22	Maiden victory for BMW. Dalmas equalled Pescarolo's 4 wins. For the first time since 1963, an open prototype (Panoz) raced in the event. T. Boutsen (Toyota), victim of a huge shunt during the night, decided to call it a day. The Mercedes-Benz CLRs, victims of loss of grip at the front, were withdrawn from the race (2 due to accidents after taking off in the warm-up and the race, and the third by decision of the team). Chrysler won in LM GTS and the new Porsche 996 in LM GT.
2000	AUDI R8	3 595 cm ³ 8 cyl. en V + turbo	5 007,998	F.Biela T.Kristensen E. Pirro	208,666	A. Mc Nish AUDI R8 3'37''359 225,332km/h	A. Mc Nish AUDI R8 3'36''124 226,620km/h	48	19	On only its second outing at Le Mans, Audi won and scored a triple. 6th victory of a left-hand drive car in 68 races. A unique achievement: 3 consecutive wins by the same nation (Germany) but with three different makes – Porsche, BMW and Audi. Porsche's 50th participation (in LM GTS and LM GT) but for the first time since 1963 no Porsche-engined prototypes were at the start. And for the first time since 1979 there were no Japanese cars at the start. Cadillac made its comeback reinforcing the American attack with Chrysler, Corvette and Panoz. Henri Pescarolo hung up his helmet after 33 starts and his new team, Pescarolo Sport, entered a Peugeot-powered Courage, which came home in a well-deserved fourth place. The Chrysler Viper triumphed in LM GTS and a Porsche 996 in LM GT. Jacky Ickx elected 'Driver of the Century' in the Le Mans 24 Hours.
2001	AUDI R8	3 595 cm ³ 8 cyl. en V + turbo	4 367,20	F.Biela T.Kristensen E. Pirro	180,949	L. Aiello AUDI R8 3'39''046 223,597km/h	R. Capello AUDI R8 3'32''429 230,562km/h	48	27	After its 2000 triple Audi scored a double. Most of the race was run in appalling weather. Jacky Ickx was named 'Director of the Event' and after lowering the French flag to unleash the pack in 2000, the Belgian waved the chequered flag to signal the end of the race, the first time the honours fell to the same person. His daughter, Vanina, made her Le Mans debut in a Chrysler Viper (rtd). The Bentley team was back in the Sarthe after a 71-year break and one of the cars finished third. Another comeback was that of MG after 36 years (rtd). An LMP 675 Reynard finished fifth and a GT, a Porsche 911 GT3, sixth.
2002	AUDI R8	3 595 cm ³ 8 cyl. en V + turbo	5 118,75	F.Biela T.Kristensen E. Pirro	213,068	T.Kristensen AUDI R8 3'33''483 230,182km/h	R. Capello AUDI R8 3'29''905 234,106km/h	50	23	Audi scored a hat trick of wins and became the first manufacturer to keep the Le Mans 24-Hours Trophy! It was also the third consecutive victory of the same driver line-up, another first in the history of the race. The Audi R8s crushed their rivals with a triple, pole position and fastest lap. Luc Besson shot his film 'Michael Vaillant,' and a Vaillante and a Leader took part in the race itself. Among the 50 starters was the Dutch make, Spyker, making its Le Mans debut. Corvette scored another win in LM GTS. In September, the big Le Mans circuit welcomed the first running of Le Mans Classic.

LE MANS RACES HISTORY

Year	Manufacturer	Engine	Distance km	Drivers	Av. Speed	Fastest lap (race)	Fastest lap (practice)	Dép	Ab	Comments
2003	BENTLEY SPEED 8	3 995 cm ³ 8 cyl. en V + turbo	5 145,571	T.Kristensen R. Capello G. Smith	214,399	J. Herbert BENTLEY Speed 8 3'35''529 227,997km/h	T. Kristensen BENTLEY Speed 8 3'32''843 230,874km/h	49	19	80th anniversary of the creation of the Le Mans 24 Hours. Bentley was there at the start in 1923, and the British make's cars finished one-two scoring its sixth victory 73 years after its last Sarthe success. Tom Kristensen from Denmark racked up his fourth win on the trot. In GT/GTS there were 7 Ferraris at the start (a record since 1973), four of which finished, the highest-placed in 10th position (the make's best GT/GTS result since 1982) winning its category and beating the works Corvettes. In November, the first ever Le Mans 1000 kms was held on the Bugatti circuit to launch the 2004 LMES. Tom Kristensen and Seiji Ara won the race in their Audi R8.
2004	AUDI R8	3 595 cm ³ 8 cyl. en V + turbo	5 169,970	S. Ara R. Capello T. Kristensen	215,415	J. Davies AUDI R8 3'34''264 229,343km/h	J. Herbert AUDI R8 3'32''838 230,880km/h	48	20	A thrilling finish to the race as the first two cars were separated by only 41.354s at the flag! Second victory for a Japanese entrant, Team Goh, after Mazda in 1991. Sixth win (fifth on the bounce) for Dane Tom Kristensen equalling Jacky Ickx's record. A Lola-Judd won in LM P2 and a Corvate C5.R in LM GTS, the American car finishing sixth overall, while Porsche triumphed in LM GT. 1st participation by Russian drivers. There was a diesel-powered car (Taurus team's Lola-Volkswagen) at the start for the first time since 1951 (rtd).
2005	AUDI R8	3 595 cm ³ 8 cyl. en V + turbo	5 050,500	J.-J. Lehto M. Werner T. Kristensen	210,216	J.-C. Boullion PESCAROLO Judd C 60 3'34''968 228,592km/h	E. Collard PESCAROLO Judd C 60 3'34''715 228,862km/h	49	22	Tom Kristensen scored his seventh victory breaking Ickx's record. One of the Pescarolos finished second after a breath-taking chase of the winning Audi. Reigning World Rally Champion and current leader in the 2005 ratings, Sébastien Loeb, took part in the race (rtd). Victory in the four categories went to Audi in LM P1, Lola in LM P2, Corvette in LM GT1 and Porsche in LM GT2, same winners (cars) as in 2004. Aston Martin made its Le Mans comeback in the GT1 category and fought a thrilling battle with Corvette. After 21 hours' racing all 4 cars were almost on the same lap. Finally, victory went to the Americans who scored a double and the two new C6.Rs finished fifth and sixth overall! The calendar changed and preliminary practice was brought forward to 2 weeks before the race. First 100% French pole position (car and drivers) for 10 years! Creation of the first ecology trophy won by the no. 3 Audi.
2006	AUDI R10 TDI	5 499 cm ³ 12 cyl. en V Diesel + turbo	5 187,00	F. Biela E. Pirro M. Werner	210,216	T. Kristensen AUDI R10 TDI 3'31''211 232,658km/h	R. Capello AUDI R10 TDI 3'30''466 233,482km/h	50	23	First victory by a diesel at Le Mans with 2 Audis on the podium. Another great race by the Pescarolo, which finished second. Reigning World Rally Champion and current leader Sébastien Loeb was back again and came second. Category victories went to Audi in LM P1, Lola in LM P2, Corvette in LM GT1 and a first in LM GT2 with the success of the American Panoz, which beat Porsche, dominator of the category since 1999! Emanuele Pirro set a new record with his 8th consecutive podium finish.

LE MANS RACES HISTORY

Year	Manufacturer	Engine	Distance km	Drivers	Av. Speed	Fastest lap (race)	Fastest lap (practice)	Dép	Ab	Comments
2007	AUDI R10 TDI	5 499 cm ³ 12 cyl. en V Diesel + turbo	5 029,101	F. Biela E. Pirro M. Werner	209,152	A. Mc Nish AUDI R10 TDI 3'27''176 236,825 km/h	S. Sarrazin PEUGEOT 908 HDi-FAP 3'26''344 237,780 km/h	54	25	Biella-Pirro-Werner scored their second consecutive win, also the second for the Audi R10 TDI diesel. French manufacturer, Peugeot made a great comeback with second place for one of its 908 HDi FAPs, and into third came the no. 16 Pescarolos giving Henri a hat trick of podium finishes. Only two LM P2s saw the chequer and the winner, a Lola, was beaten by an LM GT2. Aston Martin defeated Corvette to score its first victory in LM GT1. In LM GT2, Porsche with only 4 cars at the start, the smallest number since 1963, scored a win. Not since 1939, were there two French makes on the podium. Another F1 World Champion, Jacques Villeneuve, raced at Le Mans for the first time. Pirro extended his consecutive podium finishes to nine! The start time of 15h00 was adopted definitively. Bad weather at both the start and finish led to several safety car periods (total neutralization time, 155 minutes).
2008	AUDI R10 TDI	5 499 cm ³ 12 cyl. en V Diesel + turbo	5 192,649	R. Capello T. Kristensen A. Mc Nish	216,300	S. Sarrazin PEUGEOT 908 HDi-FAP 3'19''394 246,068 km/h	S. Sarrazin PEUGEOT 908 HDi-FAP 3'18''513 247,160 km/h	55	20	3 Audis against 3 Peugeots led to a no-holds-barred battle that lasted the whole race. The gap between the leading Audi/Peugeot was never more than 2 laps. The 6 works cars finished in the first six places (all diesels, a first) and victory finally went to Audi for the eighth time from 2 Peugeots. Tom Kristensen extending his record number of victories to eight! Stéphane Sarrazin scored a triple with fastest time at the test day, pole position and fastest lap in the race (the later had stood since 1971!). Porsche returned the prototype category for the first time in 10 years and won in LM P2 (with private teams). Aston Martin scored its second win in LM GT1 from Corvette. In LM GT2, Ferrari bagged its maiden victory in the category. Amanda Stretton became the 50th woman driver to start of the 24 Hours (rtd). More firsts: a Chinese driver who finished eighteenth and a representative from San Marino (rtd), while Epsilon Euskadi (rtd) became the first Spanish constructor to take part in the race.

LE MANS RACES HISTORY

Year	Manufacturer	Engine	Distance km	Drivers	Av. Speed	Fastest lap (race)	Fastest lap (practice)	Dép	Ab	Comments
2009	PEUGEOT 908 HDi-FAP	5 500 cm ³ 12 cyl. en V Diesel + turbo	5 206,278	M.Gené A.Wurz D.Brabham	216,664	N.Minassian PEUGEOT 908 HDi-FAP 3'24''352 240,097 km/h	S. Sarrazin PEUGEOT 908 HDi-FAP 3'22''888 241,830 km/h	55	22	Peugeot was back in the winner's circle with a double. Audi finished third. 16 years after Geoff in 1993, there was another member of the Brabham family on the topmost step of the podium – David. Tom Kristensen finished on the podium for the tenth time in 13 races. Aston Martin was back in the prototype category with three cars based on Lola chassis, one of which came home fourth (first of the petrol-engined machines). A DBR9 raced in the GT1 category and the new V8 Vantage in LM GT2. Porsche scored its second LM P2 win with the RS Spyder, and Corvette won in LM GT1 on its swansong appearance in the category. There were 2 historic landmarks in LM GT2, 10 Ferraris at the start and 8 at the finish with four in the first four places – a record. The second was that there were no Porsche 911 GT3s at the finish. Two sons and a nephew of F1 world champions of the 90s were at the start with Nicolas Prost, Greg Mansell and Bruno Senna. Lord Drayson, English nobleman, and current Labour Government minister, took part in the race (Aston Martin, rtd). Also at the start and finish (30th) was famous American actor, Patrick Dempsey (Ferrari F430 GT). British driver, Stuart Hall, was excluded after a race incident – a very rare occurrence in the Sarthe – at 01h00 in the morning leaving his 2 team-mates to soldier on to the end. The no. 14 Audi was also driven by two drivers after Narain Karthikeyan broke his shoulder just before the start vaulting the pit wall! It finished seventh overall. Hat trick of pole positions for Stéphane Sarrazin. First participation by a Bulgarian driver and by a Chinese team. The test day was cancelled for economic reasons. It was replaced by a free practice session on Wednesday afternoon so qualifying was limited to Thursday. Creation of a Le Mans/Nürburgring Trophy.

LE MANS RACES HISTORY

Year	Manufacturer	Engine	Distance km	Drivers	Av. Speed	Fastest lap (race)	Fastest lap (practice)	Dép	Ab	Comments
2010	AUDI R15 TDI +	5 499 cm ³ 10 cyl. en V Diesel + turbo	5 410,713	T.Bernhard R.Dumas M.Rockenfeller	225,228	L.Duval PEUGEOT 908 HDi-FAP 3'19''074 246,463 km/h	S. Bourdais PEUGEOT 908 HDi-FAP 3'19''711 245,677 km/h	55	27	Another Peugeot-Audi duel. The 908 HDi FAPs dominated practice and local lad Sébastien Bourdais set pole (the first by a driver from Le Mans, and the French firm's fourth on the trot). The 4 Peugeots filled the first 4 places on the grid ahead of the 3 Audis. The race was a catastrophe for the 908s: one went out with a chassis problem and the other three suffered engine failure. Audi won the race for the ninth time (equalling Ferrari) scoring a triple, and also beat the distance record that had stood since 1971! Romain Dumas became the first French driver to win the race since Yannick Dalmas in 1999. The HPD (Acura, Honda's sports brand in the USA) made a victorious debut in LM P2 and broke the 5000-km barrier, a first for an LM P2! Ford came back to Le Mans with GTs, a descendant of the GT40, on the final year of the LM GT1 category at Le Mans. Corvette switched to the GT2 category where it joined Jaguar and BMW back with an Art Car decorated by American Jeff Koons. Ferrari and Corvette went at it hammer and tongs for most of the race, but victory fell to Porsche celebrating the Stuttgart make's 60th consecutive participation in the Le Mans 24 Hours. Former F1 world champion, Nigen Mansell, drove a car with his two sons – but lasted only 4 laps (accident). Four women drivers started, the most since 1978 with one 100% feminine driver line-up - not seen since 1991. Marco, Mario's grandson, became the third generation of the Andretti family to race in the Sarthe. New schedule for scrutineering (Sunday afternoon and all of Monday) and new location (Place des Jacobins and not the 'Quinconce') after the demolition of the theatre. No test day so a free practice session was held on Wednesday from 16h00-20h00 with qualifying in the second part of the evening and Thursday. A 56th pit was built and a 56th car was allowed in at the last minute. However, the elimination of a Ferrari meant that 55 cars lined up on the grid. The famous Le Mans type start was symbolically re-enacted. Innovations: election of the first Miss Le Mans, and an autograph session by the drivers on the pit lane!

LE MANS RACES HISTORY

Year	Manufacturer	Engine	Distance km	Drivers	Av. Speed	Fastest lap (race)	Fastest lap (practice)	Dép	Ab	Comments
2011	AUDI R18 TDI	3 700 cm ³ 6 cyl. en V Diesel + turbo	4 838,295	M.Fässler A.Lotterer B.Tréluyer	201,265	A.Lotterer AUDI R18 TDI 3'25''289 239,001 km/h	B.Tréluyer AUDI R18 TDI 3'25'738 238,480km/h	56	28	5th round of the Audi-Peugeot duel at Le Mans with three new Audi R18s with closed bodywork against three of the new-generation Peugeot 908s and a 2010 car run by the Oreca squad. Practice gave a foretaste of what was to come with the six works cars covered by half-a-second! The race got off to a hectic start. At 15h51 one of the Audis was the victim of a spectacular accident and at 22h50 another of the R18s had a huge shunt, fortunately without injuries to the drivers in either case. These together with other race incidents led to a total of 4h 53m neutralisation behind the safety cars. At 23h00 only one Audi was still running with four Peugeots in hot pursuit. In a hotly-contested race (39 leadership changes, pole position time beaten and the two cars on the same lap throughout the 24 hours), the surviving R18 never faltered and took the flag in front of the Peugeot horde with thirteen seconds in hand over the leading French car. This victory, Audi's tenth, puts the German manufacturer in second place in terms of outright victories. A French driver, Benoît Tréluyer, was part of the victorious trio. The winning Audi set pole and the fastest lap in the race. In LM P2 victory went to a Nissan-powered Zytek. In GT, a new category was created GTE (on the basis of the former GT2 rules) split into two groups, professional and amateur. Lotus was back in the Pro category and there was a great battle at the end as the winning Corvette finished 2m 29s in front of the second-placed Ferrari F458 Italia. In GTE Am victory also went to Corvette. Other notable facts: the integration of the Le Mans 24 Hours into a championship, the ILMC, for the first time since 1992, Ferrari's 50th outing in the Sarthe, the return of the test day at the end of April, the continuation of the free practice session on Wednesday between 16h00 and 20h00, 56 cars at the start (a first since 1955), the first outing of a car with hybrid power, of an Argentinean team and a married couple Mr and Mrs Robinson who finished sixth at the wheel of their Ford GT.

Abréviations :

Cyl. : cylindrée

+Comp : compresseur

Dép. : nombre de voitures au départ

Ab. : nombre d'abandons

A noter : sans indication de nom, la marque du moteur est la même que celle du châssis.