

THE GUIDE

24 HOURS OF 14 & 15 JUNE 2025 LE MANS





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Many of you were quick to ask us earlier this year:
«*Will there be a 24 Hours of Le Mans Guide for 2025?*»

After the fantastic response to our first two editions - and especially to the 2024 version, which we were able to prepare well in advance - the decision to return with a brand-new guide for this season was an easy one.

To keep things consistent, we've retained the core structure you know and love: everything you need to know if you're lucky enough to be trackside at the legendary Circuit de la Sarthe, clear explanations of the regulations and categories, and in-depth team profiles. Of course, we've also packed in plenty of exclusive features and stats to give you the most complete look at the 2025 edition.

This guide has been designed first and foremost for mobile — by far the most popular platform among our readers in 2024. You'll spot some new visual touches this year, starting with an animated cover inspired by the official 1975 event poster.

Just a heads-up: some animations won't display properly on desktop, and a few media elements may appear differently depending on your device.

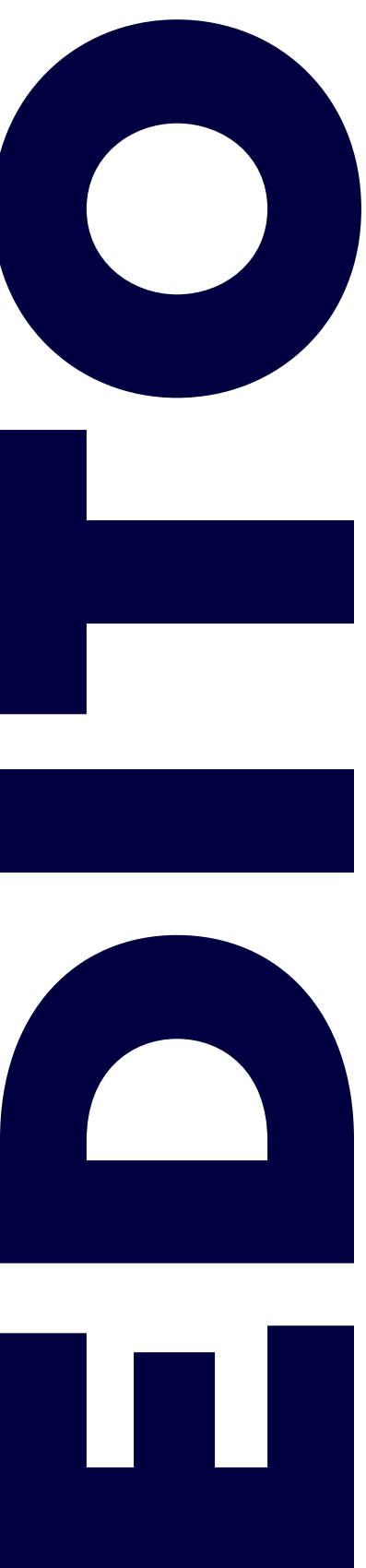
A huge thank you to the partners who helped bring the Le Mans 2025 Guide to life — we couldn't have done it without you.

And a special thanks to the team at Vif-Argent agency, who once again designed this guide.

As always, we'll be updating the guide throughout Le Mans race week to bring you the latest information. And we'd love to hear what you think — good or bad. Your feedback plays a big part in helping us make each new edition even better.

Enjoy the read — and enjoy the race!

The Endurance-Info Team



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24h
LE MANS

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PORTE VOITURE EN POLYESTER



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24 HOURS
OF LE MANS

2025 GUIDE

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24 H DU MANS 2025

FRIDAY, 6 JUNE

Scrutineering (9:30 AM – 5:20 PM)

The first unmissable event of Le Mans race week: administrative and technical checks — known as Scrutineering — kick off on Friday, as always on Place de la République. It's the first chance for spectators to get up close to the cars entered in this 2025 edition, and the first opportunity for drivers to meet the fans, with some of them appearing on the podium for opening interviews.

It's also the traditional moment for teams to take their official group photos.

The honour of opening proceedings will go to the No. 99 Proton Competition Porsche 963.

Later in the day, the Hypercar class will take centre stage with scheduled appearances from:

- **BMW M Team WRT** (11:00 AM)
- **Peugeot Sport** (2:00 PM)
- **Cadillac** (2:15 PM)
- **Aston Martin** (3:45 PM)
- **Alpine** (4:40 PM) — bringing the first day's Scrutineering to a close.

24 H DU MANS 2025

SATURDAY, 7 JUNE

PROGRAMME


Scrutineering (8:30 AM – 12:40 PM)

Ferrari fans will need an early start on Saturday if they want to catch a glimpse of the 499Ps, as they will be the first cars to appear on Place de la République from 8:30 AM.

Porsche Penske Motorsport is scheduled for 10:00 AM, with Toyota following at 11:30 AM.

RLR MSport will be the last team through Scrutineering at 12:10 PM, just before the city-centre parade.

For the third consecutive year, around thirty cars — including 19 race entries — will take to a 2.1 km route through the heart of Le Mans. This year, each car will complete two laps, starting from Place du Jet d'Eau. More than 70 marshals will be on hand to ensure the safety of the route.



24 H DU MANS 2025

SUNDAY, 9 JUNE

10:00 AM – 1:00 PM & 3:30 PM – 6:30 PM: Test Day

Drivers and teams take to the 13.626 km Circuit de la Sarthe for the first time this week.

As per the sporting regulations, any driver making their debut at the event must complete ten laps, including at least five timed laps.

8:00 AM – 8:45 AM: Ligier European Series – Free Practice

9:15 AM – 9:35 AM: Ligier European Series – Qualifying

2:00 PM – 3:00 PM: Ligier European Series – Race

Usually held as part of the European Le Mans Series support programme, the Ligier European Series is the first step on the ACO endurance racing ladder. The grid features Ligier JS2 R and Ligier JS P4 cars, which will be racing on the full 24 Hours of Le Mans circuit.

24 H DU MANS 2025

WEDNESDAY, 11 JUNE

9:00 AM – 9:30 AM: Porsche Sprint Challenge – Free Practice 1

10:00 AM – 10:45 AM: Ford Mustang Challenge Le Mans – Free Practice 1

11:15 AM – 12:15 PM: Road to Le Mans – Free Practice 1

12:45 PM – 1:15 PM: Porsche Sprint Challenge – Free Practice 2

2:00 PM – 5:00 PM: 24 Hours of Le Mans – Free Practice 1

5:30 PM – 6:15 PM: Ford Mustang Challenge Le Mans – Free Practice 2

6:45 PM – 7:15 PM: 24 Hours of Le Mans – Qualifying Practice (LMP2 & LMGT3)

The first qualifying session, with spots in the first part of the new Hyperpole at stake.

The top 12 LMGT3 and 12 LMP2 cars will advance to the next stage of qualifying.

7:30 PM – 8:00 PM: 24 Hours of Le Mans – Qualifying Practice (Hypercar)

As with the LMP2 and LMGT3 categories, not all Hypercars will advance to Hyperpole. The top 15 Hypercars from this session will qualify for the final shootout.

8:30 PM – 9:30 PM: Road to Le Mans – Free Practice 2

10:00 PM – Midnight: 24 Hours of Le Mans – Free Practice 2



THURSDAY, 12 JUNE

24 H DU MANS 2025

9:00 AM – 9:20 AM: Porsche Sprint Challenge – Qualifying 1

9:35 AM – 9:55 AM: Porsche Sprint Challenge – Qualifying 2

10:30 AM – 11:15 AM: Ford Mustang Challenge Le Mans – Qualifying 1 & 2

11:45 AM – 12:05 PM: Road to Le Mans – Qualifying 1

12:20 PM – 12:40 PM: Road to Le Mans – Qualifying 2

1:10 PM – 1:55 PM: Porsche Sprint Challenge – Race 1

2:45 PM – 5:45 PM: 24 Hours of Le Mans – Free Practice 3

3:00 PM – 10:00 PM: Support Race Paddocks Open

(Ford Mustang Challenge, Porsche Sprint Challenge, Road to Le Mans)

6:25 PM – 7:25 PM: Road to Le Mans – Race 1

8:00 PM – 8:20 PM: 24 Hours of Le Mans – Hyperpole 1 (LMGT3 & LMP2)

The top 12 LMGT3 and 12 LMP2 cars from Thursday's qualifying sessions will battle for a spot in Hyperpole 2.

Eight cars from each category will progress to this new format introduced in 2025.

8:35 PM – 8:50 PM: 24 Hours of Le Mans – Hyperpole 2 (LMGT3 & LMP2)

16 cars will fight for pole position in their respective categories during this 15-minute session.

9:05 PM – 9:25 PM: 24 Hours of Le Mans – Hyperpole 1 (Hypercar)

The top 15 Hypercars (LMH / LMDh) advancing from the previous day's qualifying will take to the track, aiming for one of the 10 spots in Hyperpole 2.

9:40 PM – 9:55 PM: 24 Hours of Le Mans – Hyperpole 2 (Hypercar)

15 minutes on track for the top 10 Hypercars to fight for pole position at the 2025 edition.

10:05 PM – 10:25 PM: Hyperpole Ceremony

11:00 PM – Midnight: 24 Hours of Le Mans – Free Practice 4



FRIDAY, 13 JUNE

24 H DU MANS 2025

9:30 AM – 10:15 AM: Porsche Sprint Challenge – Race 2

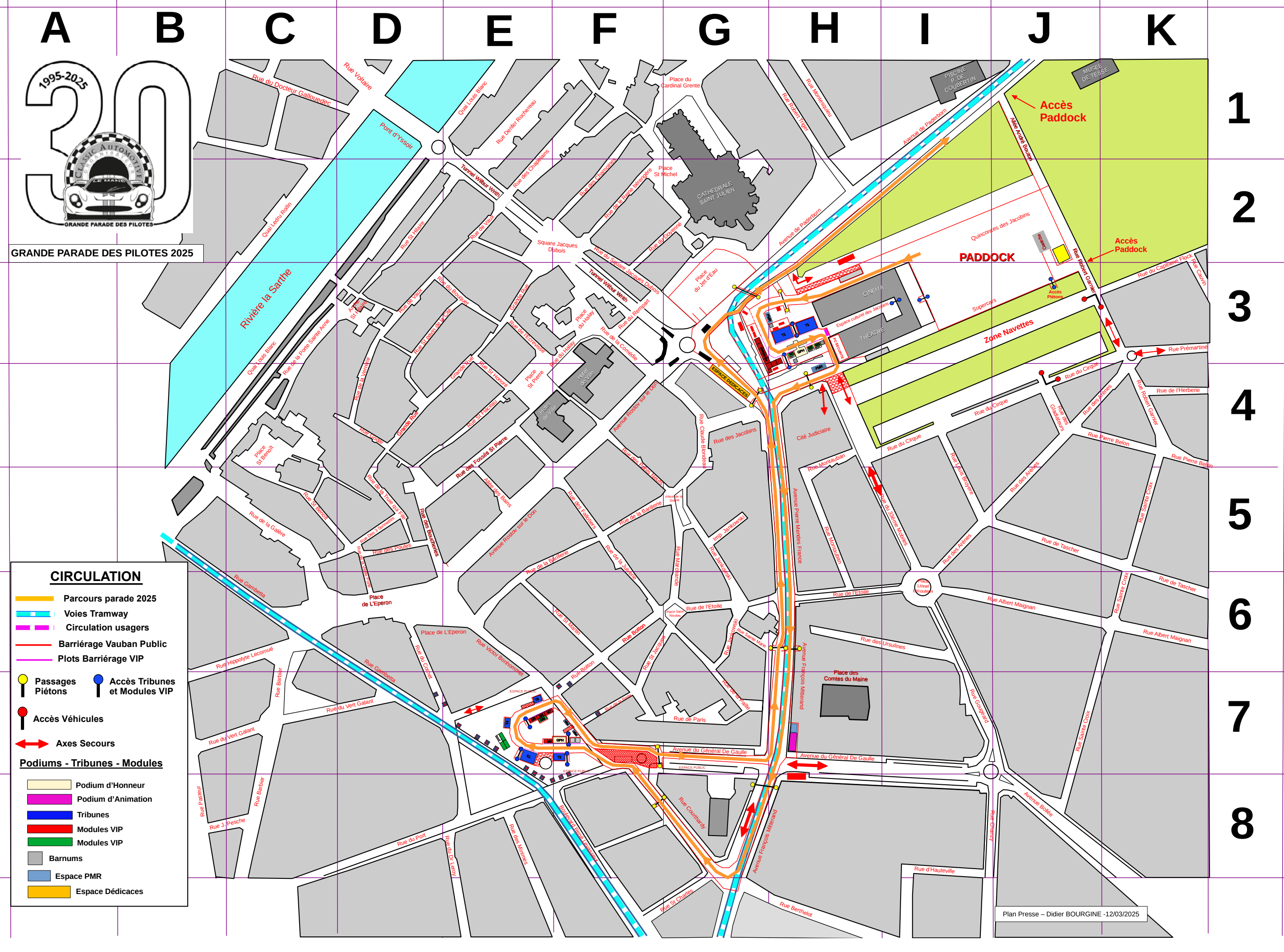
11:00 AM – 11:45 AM: Ford Mustang Challenge Le Mans – Race 2

4:00 PM – 7:00 PM: Drivers' Parade

The Grande Parade des Pilotes is a one-of-a-kind event, organised by a team of 40 volunteers from Classic Automotive.

More than 500 volunteers, 90 security staff, 90 first-aiders, and 110 hostesses ensure the smooth running and safety of the event.

All drivers competing in the 24 Hours of Le Mans take part in the parade.



SATURDAY, 14 JUNE

24 H DU MANS 2025

8:45 AM – 9:30 AM: Ford Mustang Challenge Le Mans – Race 2

10:05 AM – 11:05 AM: Road to Le Mans – Race 2

12:00 PM – 12:15 PM: 24 Hours of Le Mans – Warm-up

1:35 PM – 2:35 PM: 24 Hours of Le Mans – Grid Walk

The Grid Walk is open exclusively to spectators wearing a Grid Walk wristband, granting access to the track one hour before the start.

3:25 PM – 3:50 PM: 24 Hours of Le Mans – Start Ceremony

4:00 PM: Start of the 2025 24 Hours of Le Mans



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24 HOURS
OF LE MANS

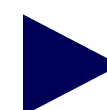
2025 GUIDE

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PRATICAL INFORMATIONS

24 H DU MANS 2025

SHUTTLE SERVICES



24 H DU MANS 2025

OPENING HOURS



24 H DU MANS 2025

MAP





Mobil 1



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A timeless tradition, the technical and administrative checks for the 24 Hours of Le Mans officially kick off race week on the Friday and Saturday preceding Test Day.

Place de la République, in the heart of Le Mans city centre, once again serves as the first gathering point for teams and fans — who always turn out in large numbers to catch their first glimpse of the cars that will soon take to the track.

Mandatory for every car and driver aiming to start the race, the technical and administrative checks see each Hypercar, LMP2, and LMGT3 pass under the watchful eyes of the scrutineers.

They verify that each car complies with its respective technical regulations, and ensure the drivers' licences and equipment — race suit, helmet, underwear, balaclava, and gloves — meet strict FIA standards.



Spectators gathered around and on Place de la République can also enjoy the first driver interviews on the main stage.

Drivers will sign the traditional Scrutineering poster before each team takes its official group photos.

The honour of opening proceedings will go to the No. 99 Proton Competition Porsche 963.

Later in the day, the Hypercar class will be in the spotlight with appearances from:

- **BMW M Team WRT (11:00 AM)**
- **Peugeot Sport (2:00 PM)**
- **Cadillac (2:15 PM)**
- **Aston Martin (3:45 PM)**
- **Alpine (4:40 PM)** — bringing the first day's Scrutineering to a close.

Ferrari fans will need to be up early on Saturday if they want to catch the 499Ps, which will be on Place de la République from 8:30 AM.

Porsche Penske Motorsport is scheduled for 10:00 AM, followed by Toyota at 11:30 AM.

RLR MSport will be the final team through at 12:10 PM, ahead of the city-centre parade.

For the third consecutive year, around thirty cars — including 19 race entries — will take to a 2.1 km route through the streets of Le Mans.

This year, each car will complete two laps, starting from *Place du Jet d'Eau*.

More than 70 marshals will be on hand to ensure the safety of the route.



SCRUTINEERING SCHEDULE



FRIDAY JUNE 6TH, 2025					
PESAGE	ACO / FIA	N°	COMPETITORS	CATEGORY	CARS
SPORTING CHECKS	SCRUTINEERING				
09:30	10:00	99	PROTON COMPETITION	Hypercar	Porsche 963
	10:10	77	PROTON COMPETITION	LMGT3	Ford Mustang LMGT3
	10:20	88	PROTON COMPETITION	LMGT3	Ford Mustang LMGT3
10:00	10:30	34	INTER EUROPOL COMPETITION	LMP2	Oreca 07 - Gibson
	10:40	43	INTER EUROPOL COMPETITION	LMP2	Oreca 07 - Gibson
10:15	10:50	150	RICHARD MILLE AF CORSE	LMGT3	Ferrari 296 LMGT3
	11:00	193	ZIGGO SPORT TEMPESTA	LMGT3	Ferrari 296 LMGT3
10:30	11:10	24	NIELSEN RACING	LMP2	Oreca 07 - Gibson
10:45	11:20	37	CLX PURE RXCING	LMP2	Oreca 07 - Gibson
11:00	11:30	15	BMW M TEAM WRT	Hypercar	BMW M Hybrid V8
	11:40	20	BMW M TEAM WRT	Hypercar	BMW M Hybrid V8
11:20	11:50	199	AO BY TF	LMP2	Oreca 07 - Gibson
	12:00	13	AWA RACING	LMGT3	Corvette Z06 LMGT3.R
	12:10	33	TF SPORT	LMGT3	Corvette Z06 LMGT3.R
	12:20	81	TF SPORT	LMGT3	Corvette Z06 LMGT3.R
13:00	13:30	90	MANTHEY	LMGT3	Porsche 911 GT3 R LMGT3
	13:40	92	MANTHEY 1ST PHORM	LMGT3	Porsche 911 GT3 R LMGT3
	13:50	85	IRON DAMES	LMGT3	Porsche 911 GT3 R LMGT3
13:30	14:00	93	PEUGEOT TOTALENERGIES	Hypercar	Peugeot 9X8
	14:10	94	PEUGEOT TOTALENERGIES	Hypercar	Peugeot 9X8
13:50	14:20	60	IRON LYNX	LMGT3	Mercedes-AMG LMGT3
	14:30	61	IRON LYNX	LMGT3	Mercedes-AMG LMGT3
	14:40	63	IRON LYNX	LMGT3	Mercedes-AMG LMGT3
14:15	14:50	12	CADILLAC HERTZ TEAM JOTA	Hypercar	Cadillac V-Series.R
	15:00	38	CADILLAC HERTZ TEAM JOTA	Hypercar	Cadillac V-Series.R
14:30	15:10	101	CADILLAC WTR	Hypercar	Cadillac V-Series.R
14:45	15:20	311	CADILLAC WHELEN	Hypercar	Cadillac V-Series.R
15:00	15:30	29	TDS RACING	LMP2	Oreca 07 - Gibson
	15:40	48	VDS PANIS RACING	LMP2	Oreca 07 - Gibson
15:15	15:50	10	RACING SPIRIT OF LEMAN	LMGT3	Aston Martin Vantage AMR LMGT3
15:30	16:00	27	HEART OF RACING TEAM	LMGT3	Aston Martin Vantage AMR LMGT3
15:45	16:10	007	ASTON MARTIN THOR TEAM	Hypercar	Aston Martin Valkyrie
	16:20	009	ASTON MARTIN THOR TEAM	Hypercar	Aston Martin Valkyrie
16:00	16:30	59	UNITED AUTOSPORTS	LMGT3	McLaren 720S LMGT3 Evo
	16:40	95	UNITED AUTOSPORTS	LMGT3	McLaren 720S LMGT3 Evo
16:20	16:50	22	UNITED AUTOSPORTS	LMP2	Oreca 07 - Gibson
	17:00	23	UNITED AUTOSPORTS	LMP2	Oreca 07 - Gibson
16:40	17:10	35	ALPINE ENDURANCE TEAM	Hypercar	Alpine A424
	17:20	36	ALPINE ENDURANCE TEAM	Hypercar	Alpine A424
SATURDAY JUNE 7TH, 2025					
PESAGE	ACO / FIA	N°	COMPETITORS	CATEGORY	CARS
SPORTING CHECKS	SCRUTINEERING				
08:30	09:00	50	FERRARI AF CORSE	Hypercar	Ferrari 499P
	09:10	51	FERRARI AF CORSE	Hypercar	Ferrari 499P
08:45	09:20	83	AF CORSE	Hypercar	Ferrari 499P
	09:30	183	AF CORSE	LMP2	Oreca 07 - Gibson
09:00	09:40	21	VISTA AF CORSE	LMGT3	Ferrari 296 LMGT3
	09:50	54	VISTA AF CORSE	LMGT3	Ferrari 296 LMGT3
09:30	10:00	9	IRON LYNX-PROTON	LMP2	Oreca 07 - Gibson
	10:10	11	PROTON COMPETITION	LMP2	Oreca 07 - Gibson
10:00	10:20	4	PORSCHE PENSKE MOTORSPORT	Hypercar	Porsche 963
	10:30	5	PORSCHE PENSKE MOTORSPORT	Hypercar	Porsche 963
	10:40	6	PORSCHE PENSKE MOTORSPORT	Hypercar	Porsche 963
10:15	10:50	57	KESSEL RACING	LMGT3	Ferrari 296 LMGT3
10:30	11:00	25	ALGARVE PRO RACING	LMP2	Oreca 07 - Gibson
	11:10	45	ALGARVE PRO RACING	LMP2	Oreca 07 - Gibson
10:50	11:20	31	THE BEND TEAM WRT	LMGT3	BMW M4 LMGT3
	11:30	46	TEAM WRT	LMGT3	BMW M4 LMGT3
11:10	11:40	78	AKKODIS ASP TEAM	LMGT3	Lexus RC F LMGT3
	11:50	87	AKKODIS ASP TEAM	LMGT3	Lexus RC F LMGT3
11:30	12:00	7	TOYOTA GAZOO RACING	Hypercar	Toyota GR010 - Hybrid
	12:10	8	TOYOTA GAZOO RACING	Hypercar	Toyota GR010 - Hybrid
11:50	12:20	18	IDEC SPORT	LMP2	Oreca 07 - Gibson
	12:30	28	IDEC SPORT	LMP2	Oreca 07 - Gibson
12:10	12:40	16	RLR M SPORT	LMP2	Oreca 07 - Gibson

French pop, rap, electronic music...

Once again, fans will have plenty of choice when it comes to concerts at the 2025 edition of the 24 Hours of Le Mans. Two major names from the French music scene will open the festivities on Wednesday, 11 June, and Thursday, 12 June: Eddy de Pretto and Pascal Obispo.

With albums like *Cure* and *À tous les bâtards*, Parisian artist Eddy de Pretto has made a name for himself within France's diverse and dynamic rap scene. His latest album, *Crash Cœur*, sees him moving slightly towards a more R&B-inspired sound. Never one to shy away from strong themes such as education and homophobia, Eddy de Pretto will launch Le Mans race week on Wednesday evening.

The following night, one of France's most iconic pop figures will take to the stage.

Pascal Obispo, who rose to fame in the 1990s with hits like *Plus que tout au monde* and *Tombé pour elle*, has remained a household name through decades of musical collaborations — notably in musicals such as *Les Dix Commandements* and *Adam et Eve* — and regular appearances on television's *The Voice*. His 13th album, *L'Archipel des séquelles*, was released at the end of 2024.

Electronic music takes centre stage from Friday, with a set by French DJ and producer Kungs. The Toulon-born artist first made his mark with the global hit *This Girl* in 2016, which topped the charts in many countries. He followed this success with *Don't You Know*, which led to performances alongside David Guetta during his European tour. In 2022, he released the album *Club Azur*.

Kool & The Gang are true music legends, with timeless hits that evoke the spirit of the 70s and 80s — from *Celebration* to *Ladies' Night*. Founded by Robert and Ronald Bell, the group's signature soul-funk blend continues to thrive, with their latest album *Perfect Union* released in 2020 — a testament to their enduring creativity.

Last but not least, The Avener will close out Le Mans race week in style with a special electro set. Known worldwide for his 2014 hit *Fade Out Lines*, which catapulted him to international fame, Tristan Casara (aka The Avener) also brings his talents as a producer for major artists such as Mylène Farmer. Fans may remember his previous appearance during the Virtual 24 Hours of Le Mans in 2020 — expect another unforgettable performance this year.

Wednesday, 11 June from 8:00 PM**Eddy de Pretto****Thursday, 12 June from 8:00 PM****Pascal Obispo****Friday, 13 June from 8:00 PM****Kungs****Saturday, 14 June from 8:00 PM****Kool & The Gang / The Avener**

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The other major off-track event at the 24 Hours of Le Mans remains, without question, the Grande Parade des Pilotes, now celebrating its 29th edition.



After starting at 2:00 PM in 2023 — an exception due to the Centenary celebrations — this year’s Drivers’ Parade will once again begin at 4:00 PM on Friday, 13 June, departing from Place des Jacobins.

However, due to ongoing construction work in the city centre of Le Mans, this year’s route will be slightly modified.

The parade will once again begin on Avenue Mendès-France, before continuing onto Avenue François Mitterrand. It will then turn right onto Rue Couthardy, heading towards Place de la République. From there, the route will follow Avenue du Général de Gaulle, looping back to Avenue François Mitterrand and Avenue Mendès-France, and finally returning to Place des Jacobins.

Corvette, Alpine, Lamborghini, and McLaren will all take part — at the heart of a parade featuring 200 cars.

It is also worth noting that Classic Automotive, which has organised the Drivers’ Parade since 1995, will be celebrating its 30th anniversary in 2025.



24 H DU MANS 2025

BRUNO VANDESTICK

Patron of the 2025 Edition

Following Yves Courage, this year’s spotlight will shine on the famous voice of the 24 Hours of Le Mans. A native of Le Mans and the official track announcer since 1993, Bruno Vandestick has become a familiar figure at races held on the Circuit de la Sarthe — and particularly at the legendary 24-hour marathon.

A commentator, journalist, and radio host on France Bleu Maine, he has also been presenting the Drivers’ Parade for several years.



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24h
LE MANS

:Of course
LE MANS

ROULAGE EN VILLE
CITY CENTRE PROCESSION

SAMEDI 7 JUIN
SATURDAY 7th JUNE
15:00 - 15:30

ZONE DÉPART
STARTING AREA
PLACE DU JET D'EAU

ZONE ARRIVÉE
ARRIVAL AREA
PLACE DES JACOBINS

PARCOURS VOITURES
PROCESSION ROUTE

ZONE SPECTATEURS
SPECTATOR AREA

FERMÉ AU PUBLIC
CLOSED TO THE PUBLIC

SENS INTERDIT
NO ENTRY

PARKING FERMÉ
CAR PARK CLOSED

INFORMATIONS
INFORMATION

14:30 - 14:50
FERMETURE DU PARCOURS
(HORS PASSAGE PIÉTON)
PROCESSION ROUTE CLOSED
(EXCEPT PEDESTRIAN CROSSING)

14:50
FERMETURE DU PARCOURS
PROCESSION ROUTE CLOSED

15:00
DÉPART ROULAGE
PROCESSION BEGINS

15:35
OUVERTURE PROGRESSIVE
DE ZONES PIÉTONNES
PEDESTRIAN AREAS
GRADUALLY OPENED

PLATEAU DES VOITURES CAR LINE-UP

#65 PORSCHE PEINKE MOTORSPORT

#7 TOYOTA GAZOO RACING

#029 ASTON MARTIN THOR TEAM

#12 CADILLAC HERTZ TEAM RITA

#20 BENTLEY M-TEAM WRT

#35 ALPINE ENDURANCE TEAM

#51 FERRARI AF CORSE

★ FERRARI 296 GT3

● LEADING CAR

#04 PEUGEOT TOTAL ENERGIES

#45 ALGARVE PRO RACING

#100 AD BY TF

#27 HEART OF RACING TEAM

#40 TEAM WRT

#54 VISTA AF CORSE

#52 UNITED AUTOSPORTS

★ TONY CHENARD & WALCHER

● SAFETY CAR - PORSCHE

#63 IRON LYON

#77 PROTON COMPETITION

#78 ARKOOS ASP TEAM

#81 TF SPORT

#85 IRON DAMES

24 H DU MANS 2025

NEUVILLE DANS LA COURSE

Monday, 9 June

Neuville-sur-Sarthe will once again come alive thanks to the Neuville dans la course Association, which will host a day of festivities in the town centre during this transitional day of Le Mans race week — between Test Day and the first paddock activities starting on Tuesday.

France will be the country of honour for this seventh edition, which kicks off at 3:00 PM in the Vieux Moulin car park.

A parade will begin at 5:30 PM, followed by driver interviews on the podium starting at 7:00 PM.

To round off the day, the film of the 2024 24 Hours of Le Mans will be screened from 8:30 PM.

24 H DU MANS 2025

AUTOGRAPH SESSION

Tuesday, 10 June (2:00 PM – 3:00 PM)

A highly anticipated moment for fans, the autograph sessions give the public the chance to enter the pit lane and meet the drivers up close.

City Centre Autograph Session

In addition to the pit lane, autograph sessions will also take place in the heart of Le Mans, on Place des Quinconces.

PIT WALK

Tuesday, 10 June (2:00 PM – 5:20 PM)

Held alongside the autograph session in the early afternoon, the pit walk offers fans the chance to get an up-close look at the 62 pit garages of this 93rd edition of the 24 Hours of Le Mans.

PIT STOP CHALLENGE

Tuesday, 10 June (3:15 PM – 4:30 PM)

Now a highlight of race week, the Pit Stop Challenge puts the spotlight on the mechanics — the often-unsung heroes of motorsport — as they race to change all four wheels of their car as quickly as possible.

Hypercar, LMP2, and LMGT3 teams will each take their turn in the spotlight during this fast-paced competition.



24 HOURS OF LE MANS MUSEUM

Located near the main entrance, the 24 Hours of Le Mans Museum will open to the public from Sunday, featuring a special temporary exhibition:

McLaren – A Name for Eternity.

The British marque — winner at Le Mans in 1995 — will be celebrated across its rich history in Formula 1, sports cars, and endurance racing, marking the 30th anniversary of McLaren's victory at Le Mans.

Access to the Museum during 24 Hours of Le Mans race week is included with your Week Ticket or Weekend Ticket — limited to one visit during the week.

Holders of other types of tickets are entitled to a discounted entry.

Sunday, 8 June – (8:00 AM – 7:00 PM)

Tuesday, 10 June – (9:00 AM – 7:00 PM)

Wednesday, 11 June / Thursday, 12 June – (9:00 AM – 11:00 PM)

Friday, 13 June – (9:00 AM – 10:00 PM)

Saturday – (8:00 AM – 2:00 AM)

Sunday – (8:00 AM – 7:00 PM)



LES R'HUNAUDIÈRES



Tuesday, 10 June (4:00 PM – 11:00 PM)

After celebrating Italy in 2024, the spotlight will shift to American big blocks in 2025.

Corvette and Cadillac will be the stars of this year's edition.

The eighth Marshals' Trophy will also be awarded during the event. Renowned artist François Bruère will create his traditional event poster, this year focusing on the history of Cadillac.

The 2024 24 Hours of Le Mans race film will also be screened, starting at 9:00 PM.

MANUFACTURERS' VILLAGE

As every year, the manufacturers competing at the 24 Hours of Le Mans will take advantage of the event to engage with fans through a range of displays and activities in the Village.

Alpine, BMW M, Ford, Genesis, McLaren, Mercedes-AMG, Porsche, Toyota Gazoo Racing, and Iron Dames will all be taking part.

Tuesday, 10 June – (2:00 PM – 8:00 PM)

Wednesday, 11 June – (10:00 AM – Midnight)

Thursday, 12 June – (10:00 AM – Midnight)

Friday, 13 June – (10:00 AM – 10:00 PM)

Saturday, 14 June – (10:00 AM – Midnight)

Sunday, 15 June – (10:00 AM – 5:00 PM)



FAN ZONES

Tuesday, 10 June – (1:00 PM – 8:00 PM)

Wednesday, 11 June – (10:00 AM – Midnight)

Thursday, 12 June – (10:00 AM – Midnight)

Friday, 13 June – (9:00 AM – 9:00 PM)

Saturday, 14 June – (9:00 AM – 1:00 AM)

Sunday, 15 June – (9:00 AM – 3:00 PM)



Five Fan Zones and three Villages (the latter located outside the circuit) will be set up this year in and around the 24 Hours of Le Mans circuit.

Outdoor activities, simulators, relaxation areas, food & drink, and cinemas will offer plenty of ways to enhance your race week experience.

New this year are the Karting Zone and Tertre Rouge Zone, both offering trackside viewing points — at the end of the Porsche Curves for the Karting Zone, and overlooking the Esses de la Forêt for the Tertre Rouge Zone.

☺ **FAN ZONE PORTE EST :** Community initiatives and well-being in the Relax Zone, including free massages and temporary tattoos.

☺ **FAN ZONE FAMILY :** Fun and educational activities, with video games and interactive exhibits in the Kid Zone.

☺ **FAN ZONE KARTING :** Motorsport-themed activities, including simulators and car displays.

☺ **FAN ZONE CONCERT :** Live music and concerts.

☺ **FAN ZONE TERTRE ROUGE :** New for the 2025 edition, featuring outdoor activities.

ACO H2 HYDROGEN VILLAGE

Tuesday, 10 June – (2:00 PM – 8:00 PM)
Wednesday, 11 June – (10:00 AM – Midnight)
Thursday, 12 June – (10:00 AM – Midnight)
Friday, 13 June – (10:00 AM – 10:00 PM)
Saturday, 14 June – (10:00 AM – Midnight)
Sunday, 15 June – (10:00 AM – 5:00 PM)



Through its MissionH24 project, the Automobile Club de l'Ouest, with the support of its partners, is a pioneer in hydrogen technology, which is set to make its debut in competitive racing in the near future.

Alpine, Toyota, and Ligier will showcase their progress in this field within the Hydrogen Village, which will cover an area of over 2,500 m².

The official opening will take place on Wednesday, 11 June at 11:30 AM.

ARNAGE DANS LA COURSE



Thursday, 12 June
(9:00 AM – 5:00 PM)

The exhibition in the village that lends its name to the legendary corner of the Circuit de la Sarthe will return this year, along with a large parade through the streets of the city centre.

This year's event will be supported by the Club Lotus France.

CLASSIC BRITISH WELCOME

Friday, 13 June
(9:00 AM – 5:00 PM)

Held in Saint-Saturnin, north of Le Mans, this year's event will feature a very special guest: Jean-Claude Andruet, a key figure in Alpine's rallying history and a veteran of 19 Le Mans starts — with a best finish of 5th place in 1972 and 1981.

Matra will be the featured marque in 2025, with several iconic models on display, including the Djet and the Bagheera.



TRACK OPEN TO THE PUBLIC

Friday, 13 June (3:00 PM – 7:00 PM)

Soft mobility takes centre stage on the full circuit on Friday afternoon.

Whether on foot, by bike, scooter, or rollerblades, it's a unique opportunity to experience the 13.626 km of the legendary track — solo or with family — in a truly memorable way.

DRIVERS' PARADE

Friday, 13 June (4:00 PM – 7:00 PM) – in Le Mans city centre

The final major off-track event before the start of the race, the Parade, organised by Classic Automotive, is the perfect way to round off a festive week in Le Mans.

Bruno Vandestick, the official track announcer of the 24 Hours of Le Mans, will serve as the patron of the 2025 edition.



ASSOCIATION TELOCH'ÉVÈNEMENTS

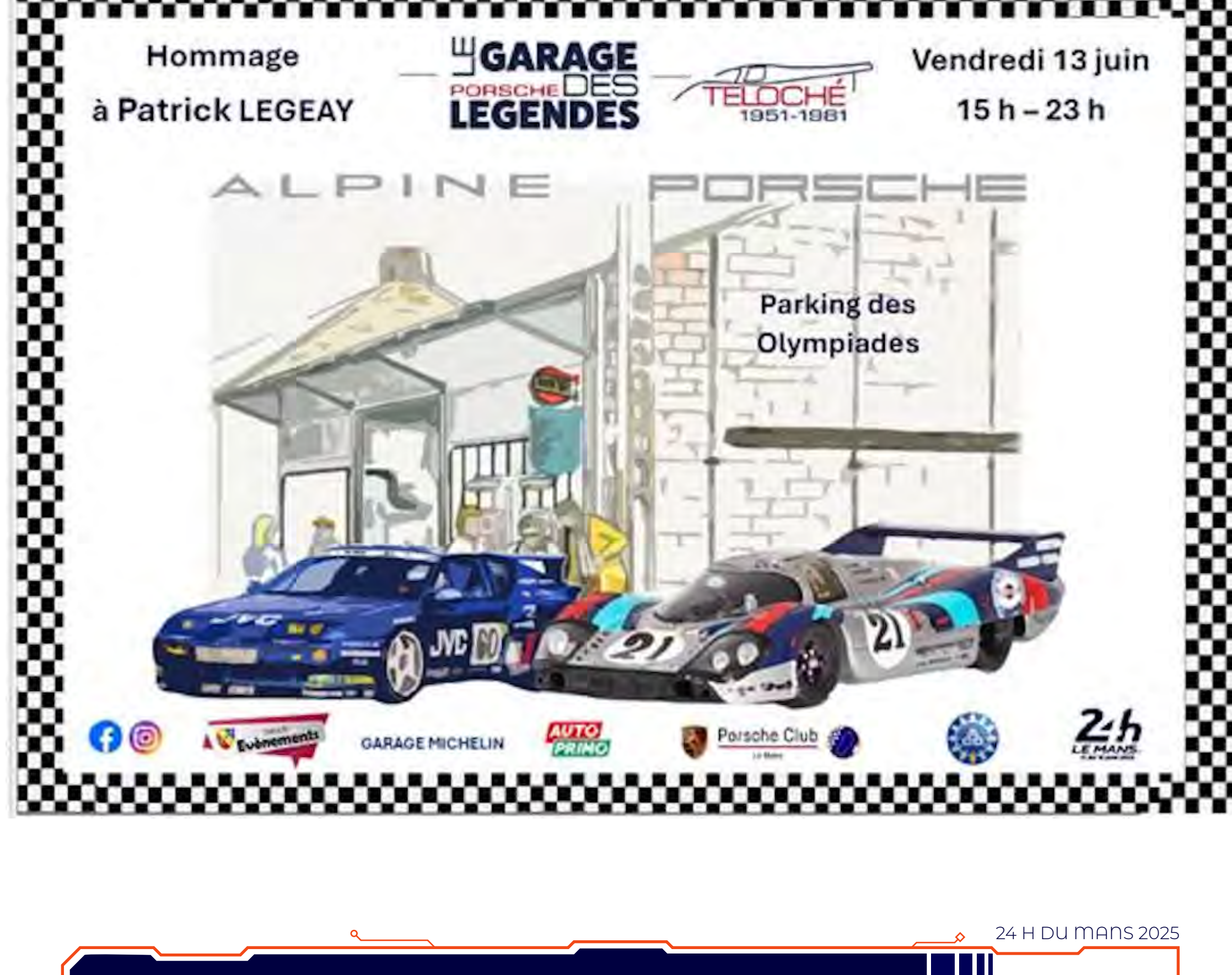
Friday, 13 June (from 3:00 PM)

The Association Teloch'évènements will pay tribute to Porsche, the marque with the most victories at Le Mans — an impressive 19 wins — on the eve of the 24 Hours of Le Mans.

Among the highlights will be the presence of Norbert Singer, one of Weissach's legendary engineers, who helped develop icons such as the 956, 962, and 911 GT1.

Exhibitions featuring the Alpine and Porsche clubs will also be part of the event.

Finally, a tribute will be paid to Patrick Legeay, known as the «Wizard of Teloché», a longtime Alpine tuner who sadly passed away in 2024.



MULSANNE CORNER



Friday, 13 June
(3:00 PM – 8:00 PM)

A large car exhibition will be held on the circuit at one of its most iconic corners.

Autograph sessions with drivers will also be organised during the event.

24 HOURS OF LE MANS SHOW

Fireworks Display

Saturday, 14 June (11:59 PM – 12:20 AM)

CONCERTS

Each headline act is preceded by an opening performance.

Wednesday, 11 June: Eddy de Pretto (8:00 PM – 11:00 PM)

Thursday, 12 June: Pascal Obispo (8:00 PM – Midnight)

Friday, 13 June: Kungs (8:00 PM – 11:00 PM)

Saturday, 14 June: Kool & The Gang (8:00 PM – 11:00 PM) / **The Avener** (11:00 PM – Midnight)

RACE
TO 2030

24 H DU MANS 2025

GREEN EXPERIENCE

**The 24 Hours of Le Mans:
Racing Towards a Greener Future**

With its “Race to 2030” programme, the Automobile Club de l’Ouest (ACO) is taking concrete action for the planet.

The goal is to achieve carbon neutrality by reducing CO₂ emissions by 30% by 2030, with the remaining 70% offset.

The current carbon footprint of the 24 Hours of Le Mans is 36,887 tonnes CO₂ equivalent — roughly the same as the annual emissions of a city of 5,000 inhabitants, comparable to Mulsanne.

Breakdown of emissions by source:

- **Spectators: 64.36%**
- **Teams: 21.59%**
- **Service providers & volunteers: 9.26%**
- **Circuit & organisation: 4.56%**
- **Fuel & tyres: only 2.47%**

Since 2022, the 24 Hours of Le Mans has used 100% renewable fuel, supplied by TotalEnergies.

At the same time, tyre manufacturers are working to reduce the carbon impact of tyres: Michelin has developed a tyre made from 63% bio-based materials.

In addition, more than 550 trees have been planted at Circuit Bugatti since 2017.

Since 2021, the ACO has awarded a special prize recognising teams’ commitment to social and environmental responsibility (CSR):

- **WRT won in 2021**
- **Ferrari AF Corse in 2022**
- **Porsche Penske in 2023**



In 2024, the ACO awarded Ferrari AF Corse the Positive Innovation Award, WRT the Jury’s Favourite Award, and Alpine Endurance Team the President’s Award.

The French team also received the Sustainable Endurance Award for Low Carbon Impact in the 2024 WEC season.

Launched in 2022, the Green Ticket initiative continues to grow, encouraging spectators to choose low-carbon transport to the event.

2,040 spectators took part in 2022 — a figure that rose to 6,700 just one year later.

For this 93rd edition, the ACO is taking a new step in its CSR efforts with the launch of the Impact Challenge.

Part of the Race to 2030 strategy and an extension of the Green Ticket, the Impact Challenge is designed to enhance the spectator experience and bring new meaning to attending the 24 Hours of Le Mans. Integrated into the 24H EXPERIENCE app, it offers more than 170 CSR-related challenges.

Hydrogen is also central to discussions around the future sporting regulations for the 24 Hours of Le Mans, expected from 2028.

The Hydrogen Village will therefore return to the circuit this year.

A target announced in 2023: the Bugatti circuit and the 24 Hours of Le Mans race received FIA 3-star Environmental Accreditation in 2024.

The event has also been awarded ISO 20121 certification, the international standard for responsible event management.

GREEN
EXPERIENCE

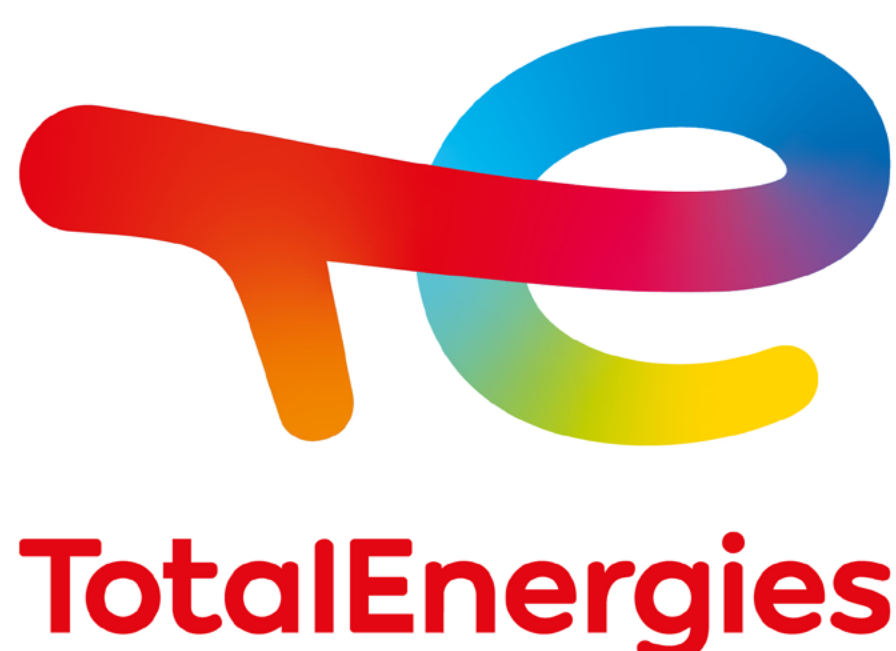
excellium
Racing 100

Avec TotalEnergies,
le Championnat du monde
d'Endurance passe au carburant
certifié 100 % durable



TotalEnergies est le fournisseur officiel de carburant
certifié 100 % durable* pour le Championnat du Monde
d'Endurance de la FIA (WEC).

Pour la quatrième année consécutive, Excellium Racing
100 permet de réduire de 65%** les émissions de CO₂
et propulse les voitures des 24 Heures du Mans et de
l'European Le Mans Series (ELMS).



L'énergie est notre avenir, économisons-la!

competition.totalenergies.com/fr

* Excellium Racing 100 est un produit certifié 100 % durable au regard du système du bilan massique appliqué par un organisme de certification volontaire agréé par l'Union européenne.

** En ligne avec la méthodologie fixée par la directive européenne RED II (2018/2001), Excellium Racing 100 permet de réduire les émissions de gaz à effet de serre d'au moins 65 % par rapport à son équivalent fossile.



FLAGS

ALL YOU NEED TO KNOW

24 H DU MANS 2025

ABOUT THE SAFETY CAR

Simplified and shortened last year, the Safety Car procedure remains largely unchanged for this edition.

Let's hope the record 6h54'27 of Safety Car deployment set in 2024 will remain unbeaten!

Race Neutralisation

The Safety Car may be deployed to neutralise the race when competitors or officials are exposed to immediate physical danger, in situations that do not require the race to be stopped.

All marshal posts will display yellow flags, while SC boards and orange lights at the Start/Finish Line will be illuminated for the duration of the intervention.

Once the Safety Car procedure has been initiated, and until the field is grouped behind a single Safety Car, any car entering the pit lane will only be allowed to rejoin the track after the last car following the next Safety Car has passed.

Three Safety Cars will be deployed from their respective positions with their orange lights activated.

They will enter the track independently of the overall race leader's position.

All cars must form a line behind the Safety Car, and overtaking is strictly prohibited.



Grouping Behind a Single Safety Car

When the Race Director determines that it is safe to group the field behind a single Safety Car, the message 'Incident clear – Prepare for Merging' will be displayed on the timing screens.

Safety Cars B and C will then switch on their green lights, allowing the cars behind them to pass and rejoin the pack behind Safety Car A — as quickly as possible, without compromising safety and without overtaking each other.

From this point and until the end of the Safety Car procedure, entering the pit lane will only be permitted to replace damaged tyres, repair associated damage, or repair bodywork damage posing an obvious safety risk.

The “Pass-Around”

The Race Director may authorise a Pass-Around for any car whose class leader is behind it in the order of cars following Safety Car A.

When it is safe to proceed, the message 'Prepare for Pass-Around' will be displayed on the timing screens.

The procedure will be conducted as follows:

- All cars must stay on the left side of the track.
- When the green lights on the Safety Car are switched on, the message 'Start the Pass-Around' will be displayed on the timing screens.
- All cars eligible for the Pass-Around must pass the line of cars and Safety Car A on the right, maintaining the established order.

Once completed, these cars must rejoin the back of the line behind Safety Car A as quickly as possible — again, without compromising safety.

Note: The Pass-Around procedure will not be used during the final 60 minutes of the race.



UNDERSTANDING

ALL YOU NEED TO KNOW ABOUT THE DRIVERS

24 H DU MANS 2025

- How are they classified?
- What criteria must they meet to be eligible to race?

We take a closer look at the key information. Each driver is classified by the FIA based on their career achievements and age — a system that helps determine crew composition. For example, Bronze drivers are not eligible to compete in Hypercar.

In LMP2, a crew must include at least one Silver driver (or Bronze in LMP2 Pro/Am) and may include no more than one Platinum driver. Finally, in LMGT3, each crew must include at least one Bronze driver and at least one Bronze or Silver driver.

PLATINUM: professional driver holding or having held a Super Licence (required for Formula 1). Top 5 finish in a Tier 1 championship.

Example: Sébastien Buemi

GOLD: drivers whose main professional activity is motorsport. At least three seasons at a high level in karting or two seasons in a top-level single-seater championship. Drivers who started their career before the age of 20 and have completed a minimum of five full seasons.

Example: Norman Nato

SILVER: drivers under the age of 30. Drivers over 30 who began their career before their 30th birthday.

Example: Mathys Jaubert

BRONZE: Amateur driver whose main occupation is not driving and who began their racing career after the age of 30.

Example: François Hérisau

Conditions for Race Eligibility

- Bronze drivers who did not take part in the 2024 24 Hours of Le Mans must complete a simulator training session covering on-track regulations. This training is also mandatory for all rookies or drivers who have not competed in any of the last five editions.
- Rookie drivers must complete a minimum of 10 laps (including at least 5 timed laps crossing the start/finish line) during the Test Day. Platinum drivers are exempt if they have competed in a major international series, but must still complete at least 5 timed laps crossing the line during the first Free Practice session on Wednesday.
- During Free Practice + Qualifying, each driver must complete at least 5 night laps (between 10:00 PM and midnight), crossing the start/finish line at least once.
- During one of the official practice sessions, drivers must set a lap time no slower than 110% of the best time recorded by the fastest car in their category during that session.
- In LMGT3, only Bronze drivers are permitted to take part in Hyperpole.

Driving Time

- Maximum driving time per driver is limited to 4 hours in any 6-hour period.
- In LMP2 and LMGT3, Bronze and Silver drivers must complete a minimum of 6 hours and no more than 14 hours of driving in any 6-hour period.
- In LMP2 and LMGT3, Bronze and Silver drivers must complete a minimum of 6 hours and no more than 14 hours of driving.
- In LMP2 and LMGT3, Bronze and Silver drivers must complete a minimum of 6 hours and no more than 14 hours of driving. In LMP2 and LMGT3, Bronze and Silver drivers must complete a minimum of 6 hours and no more than 14 hours of driving.

GOOD TO KNOW

24 H DU MANS 2025

63 Drivers in Hypercar
50 Platinum / 11 Gold / 1 Silver

51 Drivers in LMP2:
12 Platinum / 17 Gold / 13 Silver / 9 Bronze

72 Drivers in LMGT3:
14 Platinum / 7 Gold / 27 Silver / 24 Bronze

FIND OUT MORE

24 H DU MANS 2025



SHOWCASING MUSTANG ON THE GLOBAL STAGE

The Dark Horse R and GT3 derivatives will both race on one of motorsport's most celebrated circuits this week, in the Mustang Challenge Le Mans Invitational and 24 Hours of Le Mans respectively.

24h
LE MANS



CONSTRUCTEUR OFFICIEL

UNDERSTANDING

Gone are the diodes that used to indicate the top 3 positions in each category. In the WEC, they have been replaced by a new LED information panel mounted on the side of Hypercars and LMGT3 cars.

Inspired by similar systems used in IMSA, this LED panel displays several pieces of information to help spectators follow the race, including:

- **Current race position in class**
- **Car category**
- **Available energy**
- **Pit stop duration**

These panels must remain fully operational at all times during the race, as required by Article 6.4.4 of the Sporting Regulations.

At the 24 Hours of Le Mans, note that these panels are not installed on LMP2 prototypes, as these cars are not entered in the WEC.

For LMP2, the previous diode-based system will still be used.



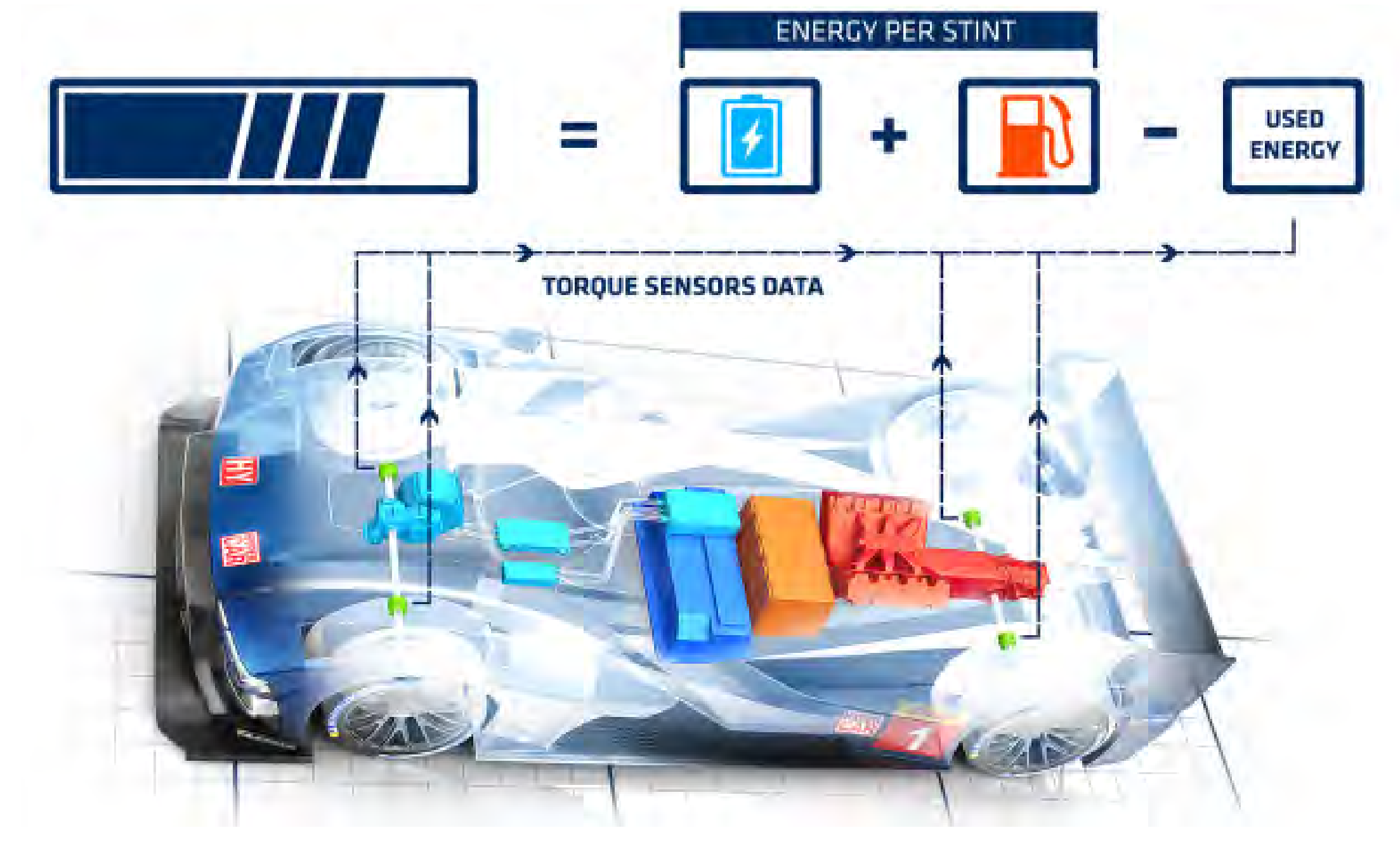
BOP – HOW IT WORKS

24 H DU MANS 2025

The Hypercar and LMGT3 categories are governed by a Balance of Performance (BoP), designed to ensure a level playing field. But how does it actually work? Let’s take a closer look...

What makes the Hypercar category so successful? It all comes down to the regulations, which apply to cars built to either LMH or LMDh technical standards. LMDh cars are based on one of four chassis manufacturers - Dallara, Ligier, Multimatic, or ORECA - and use a common gearbox / battery / MGU package. These regulations represent a major shift in philosophy compared to the LMP1 rules they replaced. They allow for greater technical diversity and visual variety, while maintaining a strong emphasis on sporting equality.

Rather than imposing strict design or geometry restrictions, the regulations focus on performance control. This enables manufacturers to retain their brand identity and remain true to their road car philosophy, while also offering scope for creativity and innovation. With fewer aerodynamic constraints, designers also have the freedom to incorporate styling elements into the car’s design.



PERFORMANCE WINDOWS

The Performance Windows concept represents a new regulatory approach. It has been made possible thanks to the use of modern, highly accurate methodologies for measuring performance parameters, combined with extensive experience in data acquisition and analysis.

Rather than restricting the design process, the FIA and ACO monitor the end result. This is achieved through the use of Performance Windows — predefined minimum and maximum values for key criteria such as weight, power, and aerodynamic performance.

- For example:
- Maximum power: 520 kW
 - Minimum weight: 1030 kg

To ensure compliance with the Performance Windows, during the homologation process, cars undergo extensive testing:

- Wind tunnel testing
- Bodywork scanning

Live on-track engine performance measurements using torque sensors.

Once homologated, a car’s design is effectively frozen for the duration of its homologation cycle — ensuring stability in performance, with only a few exceptions allowed.

TAILORED BALANCE OF PERFORMANCE

To ensure sporting equality, the FIA and ACO jointly manage a Balance of Performance (BoP) system — a method first introduced by the FIA in GT racing in the mid-2000s and continuously refined since.

One of the most innovative aspects of the WEC BoP is the use of torque sensors to improve the control of powertrain parameters on track. Sensors installed on the driveshafts allow real-time calculation and control of the energy per stint allocated by the BoP.

Since 2023, a new methodology has been adopted, placing greater emphasis on simulation and telemetry data, rather than purely on lap times. To support this approach, a dedicated software solution developed by AVL is used.

The same basic principles also apply — with minor differences — to the LMGT3 category.

Le Mans

Vehicles		Power				Weight		Aero			Energy	
MANUFACTURER		Max. Power below 200 kph* (curve)		Power gain after 200 kph* (%)		Weight without success ballast (kg)		Min.RW angle (°)	Max.RW angle (°)	Min. ride height (mm)	Maximum Stint Energy (MJ)	
		adj.	current	adj.	current	adj.	current	current	current	current	adj.	current
ASTON	Vantage AMR LMGT3		P15		6.0%		1340	7.0	9.3	50		686
BMW	M4 LMGT3		P6		1.6%		1320	-2.0	3.3	50		672
CORVETTE	Z06 LMGT3.R		P1		-4.6%		1333	1.2 (**)	5.6 (**)	50		682
FERRARI	296 LMGT3		P15		1.3%		1332	1.0	3.5	50		674
FORD	Mustang LMGT3		P1		0.0%		1318	3.2	5.7	50		680
LEXUS	RC F LMGT3		P2		-3.7%		1354	7.0	9.0	50		694
MC LAREN	720S LMGT3 Evo		P11		0.4%		1328	1.75	8.5	50		680
MERCEDES	AMG LMGT3		P7		3.7%		1360	0.0	6.8	50		718
PORSCHE	911 GT3 R LMGT3		P4		-1.0%		1315	6.3	10.8	50		670

(*) speed threshold may be reviewed

(*) speed threshold may be reviewed
(**) with ACO/FIA centerline Jig

Vehicles		Mass		Power				Energy		Refuelling		
		Min. dry Weight (Kg)		Max. Power below 250 kph * (KW)		Power gain after 250 kph * (%)		FLDepl. Speed (kph in DRY)	FLDepl. Speed ** (kph in WET)		Maximum Stint Energy (MJ)	Add.Docking Time (s)
		adj	current	adj	current	adj	current				adj	current
MANUFACTURER												
ALPINE	A424	-	1039	-	517	-	-1.7%	-	-	-	897	1.0
ASTON MARTIN	Valkyrie	-	1030	-	520	-	-0.8%	-	-	-	910	0.0
BMW	M Hybrid V8	-	1039	-	510	-	2.0%	-	-	-	919	1.0
CADILLAC	V-Series.R	-	1037	-	517	-	-0.8%	-	-	-	905	1.0
FERRARI	499P	-	1042	-	515	-	-2.9%	190	190	-	896	1.2
PEUGEOT	9X8	-	1039	-	507	-	-1.2%	190	190	-	889	1.2
PORSCHE	963	-	1041	-	511	-	1.4%	-	-	-	917	1.0
TOYOTA	GR010 - Hybrid	-	1053	-	520	-	-1.3%	190	190	-	914	1.2

(**) WET =wet tyres fitted

STAGE DE PILOTAGE

F4



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13,626km

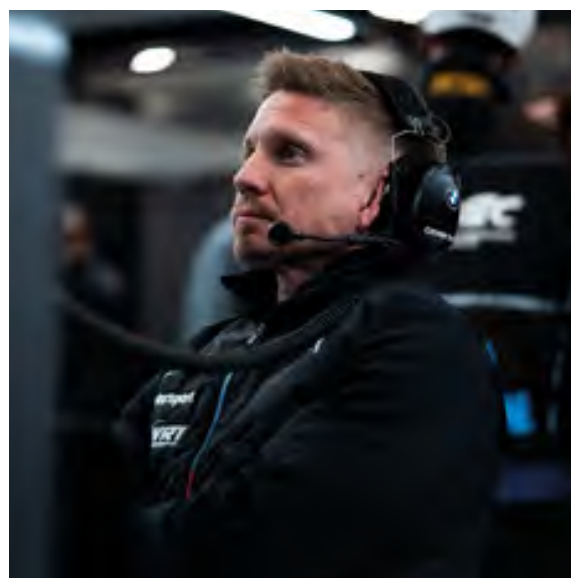
24 HOURS
OF LE MANS

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WRT

WRT is a professional motorsport racing team and manufacturing company. Founded in 2009 and headquartered in Belgium, WRT is looking for different profiles and new talents to join us. Check out our vacancies by scanning the QR code and be soon amongst the ones who can say ***We aRe a Team.***



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THE CATEGORY



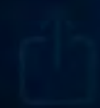
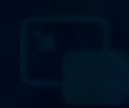
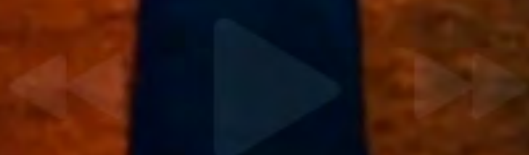


LA LÉGENDE DES 24 HEURES DU MANS VOUS APPELLE POUR LES VRAIS PASSIONNÉS D'ENDURANCE ET DE SENSATIONS FORTES.

Plongez dans l'univers mythique de l'Endurance.

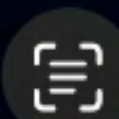
Retrouvez toute la gamme dédiées aux fans sur *ORECA Store* : vêtements stylés, accessoires emblématiques et objets collectors aux couleurs des marques iconiques comme *Sparco Gulf*, *Steve McQueen*, *Sparco Martini*... et bien sûr, l'incontournable *24 Heures du Mans* !

THE CATEGORY



00:00:04:29

00:00:04:29



LORIGE
MORE THAN INSPIRATION



**BRAKE LATE-ENDURANCE
AUTOMATIC**

« **GRIS CIRCUIT** »

LIMITED TO 24 PIECES

The case of this timepiece is crafted from the brakes of racing cars that have won magnificent victories during fierce races.

A trophy on your wrist.



THE CATEGORY



UNDERSTANDING

WHAT IS AN LMGT3?

A race version of a road-going sports car, with two doors, 2 or 2+2 seating, either open or closed, fully road-legal and available for sale.

The category is restricted to recognised automotive manufacturers producing more than 2,500 vehicles per year.

The category operates under a Balance of Performance (BoP) system, with adjustments made to weight, power, and fuel capacity to ensure that cars with very different technical characteristics can compete on an equal footing.

TYRES

GOODYEAR
NON CONFIDENTIAL

CREW
COMPOSITION

EACH CREW MUST INCLUDE
AT LEAST ONE BRONZE
DRIVER AND AT LEAST ONE
BRONZE OR SILVER DRIVER.

BACKGROUND
COLOUR OF
RACE NUMBERS

GREEN

CATEGORY
LMGT3



4 Spécialiste Alpine,
préparation, optimisation et
pièces performances Alpine
A110 (Trackdays)

Réparation de calculateurs
moteurs

Solutions Adblue, Fap, EGR

Reprogrammation et
optimisation moteur
(voitures, camions,
tracteurs...)

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véhicules sportifs et de
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THE NUMBERS

The last LMP2 victory with a chassis other than an Oreca was achieved by the Zytek Z11SN / Jota, driven by Harry Tincknell, Oliver Turvey, and Simon Dolan.

2014

14

Races with Toyota for Sébastien Buemi (4 wins and 8 podiums): 12 races with car #8, 1 race with car #5, 1 race with car #1.

Aston Martin's last appearance in the top class.

2011

10

The 93rd edition is the 10th since 1923 to take place on 14–15 June. The first was held in 1924, the most recent in 2014.

1

Sébastien Bourdais is the only driver to have raced at Le Mans in the 20th century, competing in 1999 in a Porsche 911 GT2 with Larbre Compétition, alongside Jean-Pierre Jarier and Patrice de Thoisy (retired).

Nicolas Lapierre misses the 24 Hours of Le Mans for the first time in 16 years.

1

Rookie Trio (Mercedes #60)

Female drivers on the grid: Gattin, Martin, Frey, Chadwick, Wadoux

2009

vainqueurs de 2024 absents : Garg, Siegel, Schuring.

3

5

Proton Competition is the only team competing in four classes: Hypercar, LMP2, LMP2 Pro-Am, and LMGT3.

4

2007

Richard Lietz has competed every year from 2007 to 2025 without interruption, always driving Porsche 911s (5 class wins).

186

Drivers on the Grid

18

Drivers whose fathers have raced at Le Mans: Magnussen, Milesi, Schumacher, Gounon, Bourdais, Taylor (x2), Ried, Roda, Lafargue, Dillmann, Barrichello, Deletraz, Mann, Drudi, Martin, Cheever, Martin.

Proton Competition and AF Corse are the only two teams competing in all three categories: Hypercar, LMP2, LMGT3.

3

15

The 13.626 km layout used in 2025 is the 15th configuration of the circuit since the race began in 1923. It has been in use since 2018.



S9133

ORECA 07 - Gibson N°22
UNITED AUTOSPORTS
Vainqueur LMP2 class 24H Le Mans 2024
1/43



18S648



ALPINE A424 N°35
ALPINE ENDURANCE TEAM
24H Le Mans 2024
1/18

S9159



FORD Mustang GT3 N°88
PROTON COMPETITION
3ème LMGT3 class 24H Le Mans 2024
1/43

LSLM184



FERRARI 499P N°83
AF Corse
24H Le Mans 2024
1/43

S9107



LAMBORGHINI Huracán GT3 Evo2
N°85 IRON DAMES
24H Le Mans 2024
1/43

S9152



MCLAREN 720S GT3 Evo N°70
INCEPTION RACING
24H Le Mans 2024
1/43

18AC005

TROPHEE 24H Le Mans
100ème Anniversaire
1/18



LS18LM048

FERRARI 499P N°50
Ferrari AF Corse
Vainqueur 24H Le Mans 2024
1/18



STARTER : ROGER FEDERER

Is it really necessary to introduce the Swiss legend, one of the greatest tennis players of all time? His record speaks for itself: 20 Grand Slam titles, with at least one victory at each of the four majors (Australian Open, Roland-Garros, Wimbledon, and the US Open), including eight titles on the grass of Wimbledon (still a record). Roger Federer also boasts 22 Masters 1000 titles, 6 ATP Finals victories, 21 ATP 500 titles, a 2014 Davis Cup win, and an astonishing 310 weeks as World No.1.

Alongside Rafael Nadal and Novak Djokovic, Federer is without question one of the three greatest players of the 2000s and 2010s — and one of the greatest in the history of the sport.

If we wanted to nitpick, we might say that he is missing an Olympic gold medal (he won silver in London 2012). But the Rolex ambassador, known for his elegant game and classic one-handed backhand, masterfully bridged the transition from the golden era of Pete Sampras and Andre Agassi, helping to usher in European dominance in men's tennis.

Now, Federer will join his eternal rival Nadal to officially start the 24 Hours of Le Mans, on 14 June at 4:00 PM. Two sporting icons who gave us the unforgettable 2008 Wimbledon final — arguably the greatest Grand Slam final of all time — will now share another historic moment at Le Mans.

Grand Marshal : Yannick Dalmas

A four-time Le Mans winner — 1992 with Peugeot, 1994 with Porsche-Dauer, 1995 with McLaren-Kokusai Kaihatsu Racing, and 1999 with BMW — Yannick Dalmas will lead the 62 cars on the formation lap on 14 June, just before the 4:00 PM race start.

A veteran of 12 Le Mans starts, the Var-born driver remains closely involved in WEC racing, serving as a Driver Advisor (this year supported by Peter Dumbreck, former Mercedes driver). He succeeds Kazuki Nakajima, now Vice President of Toyota Gazoo Racing Europe.

Spirit of Le Mans : François Perrodo

This year's Spirit of Le Mans award will go to François Perrodo, following Déborah Mayer in 2024.

The Frenchman, a WEC champion in LMGTE Am (2016, 2019-2020, 2021) and LMP2 Pro-Am (2022), also has two class wins at Le Mans:

- 2021 in GTE Am with a Ferrari 488 GTE - AF Corse,
- 2024 in LMP2 Pro-Am with an Oreca 07 - AF Corse.

STARTER ROGER FEDERER



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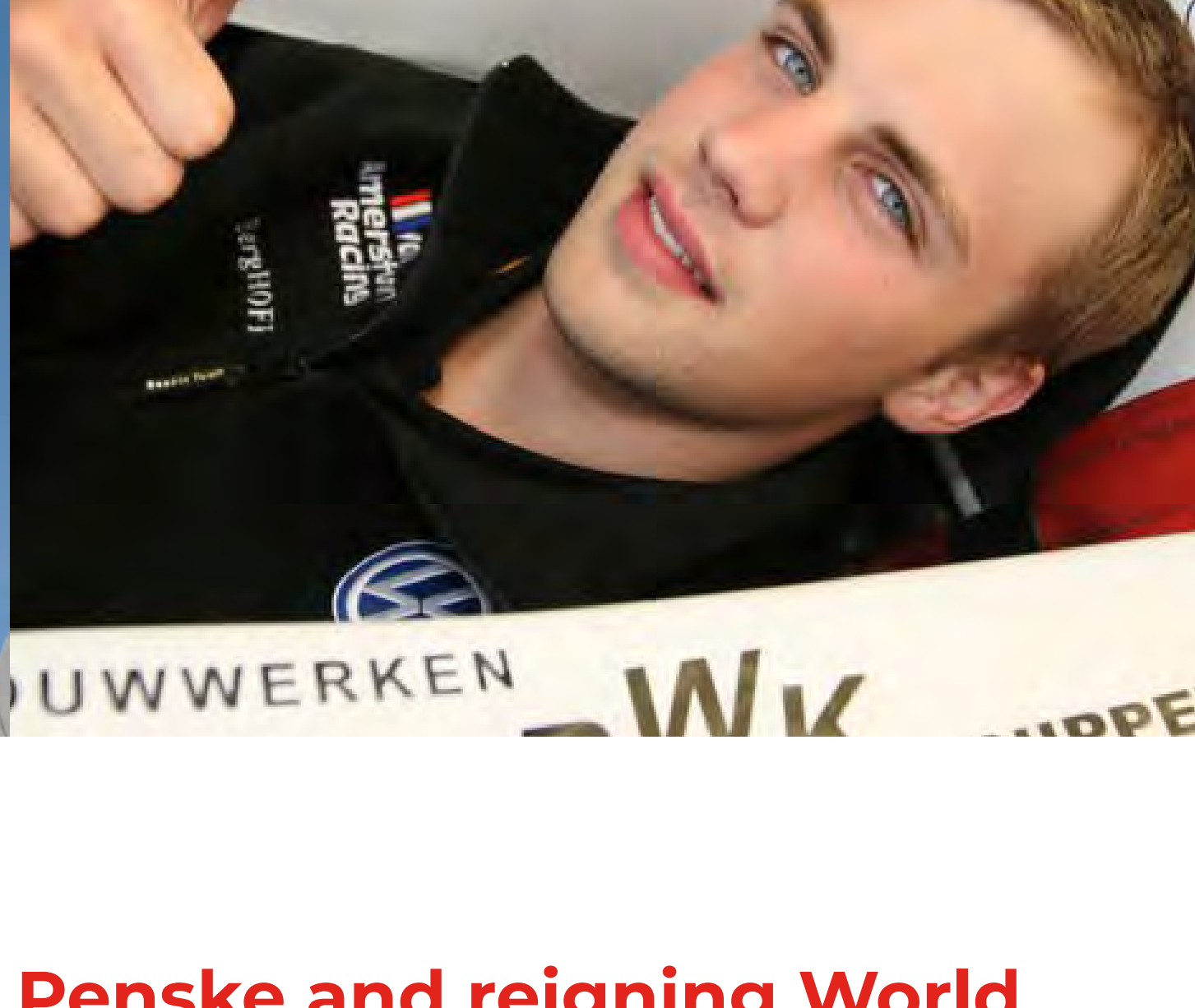
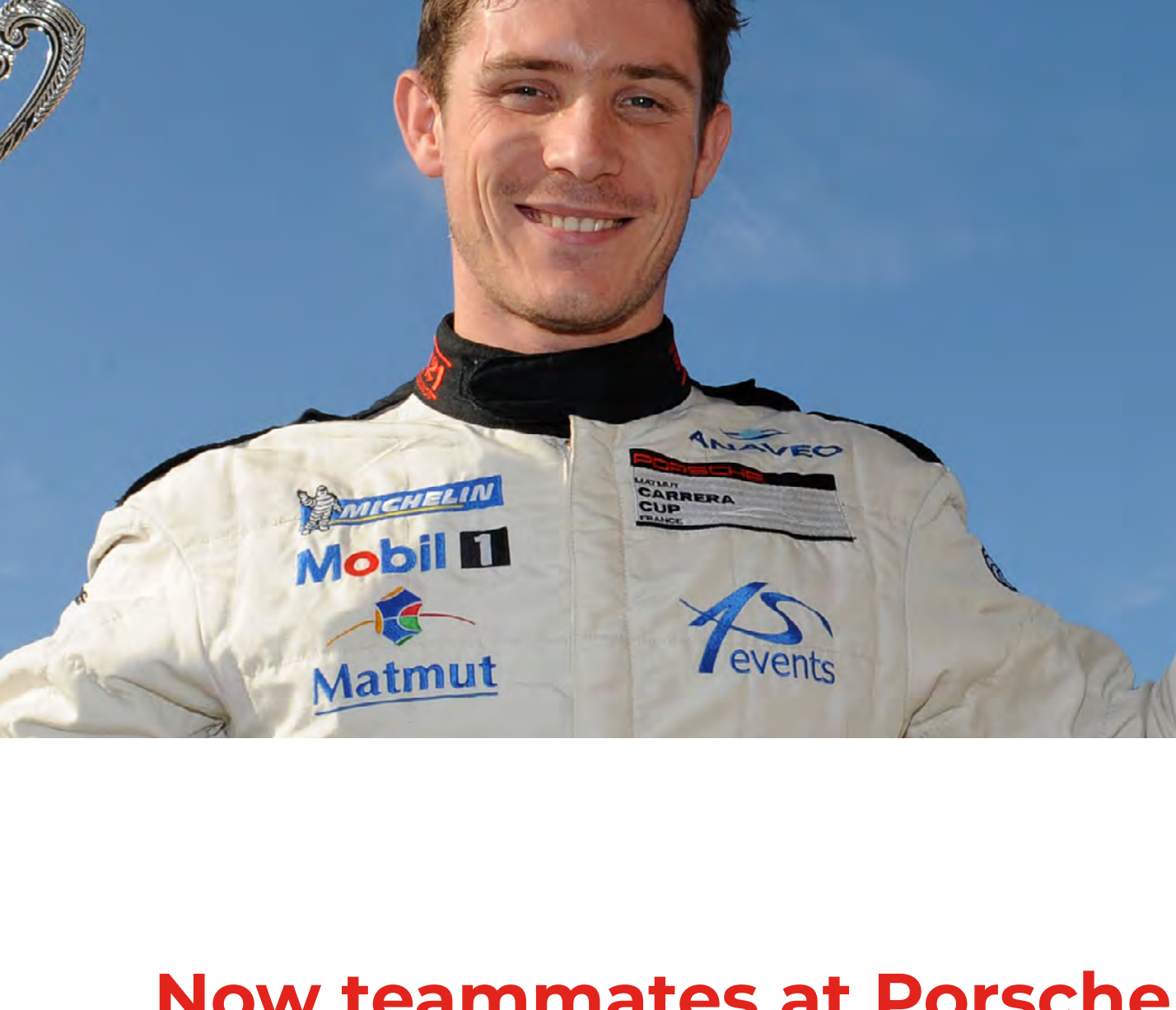
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WHAT'S AT STAKE



KÉVIN
ESTRELAURENS
VANTHOOR

Now teammates at Porsche Penske and reigning World Champions together in the WEC, the Frenchman and the Belgian share a story that began at the 24 Hours of Le Mans exactly ten years ago. Paired in the #34 Ligier JS P2 of OAK Racing alongside Chris Cumming, they failed to see the chequered flag due to a gearbox failure. The two Porsche drivers reflect on that first shared experience.

WHAT IS YOUR MEMORY OF THE 2015 EDITION?

Laurens Vanthoor : Obviously, it was special because it was my first time at such an iconic race. I remember seeing the LMP1 cars. It was already a dream to one day race in those cars.

The driver parade was also really impressive — I think that first parade always leaves a mark. But really, the entire weekend is quite a unique experience when it's your first time racing at Le Mans.

Kévin Estre : My standout memory is from the race itself. I almost hit the wall really hard. It was the year when there was some confusion approaching Indianapolis with the yellow flags and Slow Zone. I was behind Loïc Duval in the Audi R18 LMP1. He had just passed me, and suddenly several drivers started braking even though it was still green. We both went to the right, between the barrier and the cars. He hit the wall and broke the front of his car — and I somehow got through. I remember closing my eyes, thinking I was going to crash... but in the end, I didn't.

It really throws you straight into the deep end — right at the start of the race.»

AT WHAT MOMENT IN YOUR CAREER DID YOUR TEAMMATE IMPRESS YOU THE MOST?

Kévin Estre : I'd say here at Le Mans in 2023 with the Porsche 963. The car was really difficult, and we didn't have any pace. He actually finished his stint with a small scrape against the wall, but he was incredible. He was really, really fast at that point, and I had no chance of matching his level in a car that was so hard to drive.

Laurens Vanthoor : When I was driving for Audi and he was with McLaren.

You could already see Kevin's style — always at 102%, but able to do it without making mistakes. I remember Brands Hatch — it was impressive. That was the first time I really remember seeing him pushing that hard.



WHAT'S THE WORST THING HE'S EVER DONE TO YOU?

Laurens Vanthoor : I can't really think of a moment where I said to myself, 'what an idiot.' Sometimes, like I mentioned, he's super impressive right at the start of a 24-hour race, and I'm thinking, 'oh damn...' — but in the end, he pulls it off without making mistakes.

Kévin Estre : For me, it was at the 24 Hours of Nürburgring in 2019.

We were leading comfortably, and he went too fast under yellow flags.

It's a mistake anyone can make — there was no radio, but it had a huge consequence.

Well... in the end, we were disqualified anyway. Of course, at that moment, I was disappointed.

WHAT QUALITY DOES THE OTHER HAVE THAT YOU DON'T?

Kévin Estre : As a person, I'd say discipline — in everything he does.

I tease him about it quite often — about what he eats, his training, his meditation... I don't have all of those routines, and I probably never will.

Even though I try sometimes, because I see that it's beneficial — that's for sure. But maybe it works better for him than it would for me. It's definitely one of his strengths. That's why when he gets in the car at the start of Free Practice 1 — he's always the one to start — with a lot of things to do, and because he's so meticulous even outside the car, he's able to drive well and set up the car to find the right settings for us later. It always gives us a great base. On that, he's better than me — at finding those little things you can do in the car or in your driving, because he analyzes, prepares a lot in advance, and has that presence of mind in the car.»

Laurens Vanthoor : If it's the last hour of a race and you need to go all-out in a tough fight, I'd tell Kevin to go for it.

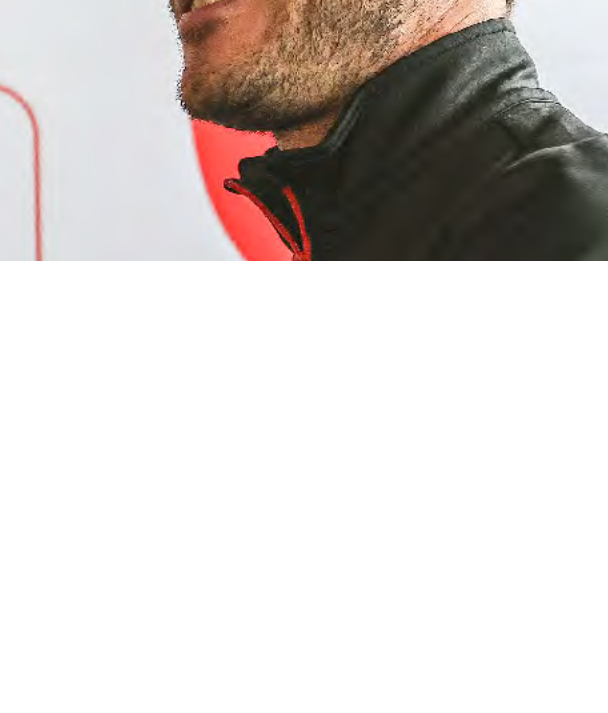
I know he'll give it 102%.

In those situations, he's maybe a bit more aggressive than I am, and I think he's probably a bit stronger than me in that regard.

IF YOU COULD TRADE A TITLE OR A WIN THAT ONE OF YOU HAS AND THE OTHER DOESN'T, WHAT WOULD IT BE?

Laurens Vanthoor : We have pretty much the same titles!

Kévin Estre : «He's got everything I have — except I'm a two-time World Champion, and he's only done it once... (laughs). Macau — not really. No, it's more about Daytona and Sebring. He won both this year — and against me! That matters more than titles. It doesn't bother me, because we're in the same team, in the same car... When we were racing in GT World Challenge Europe, he was with Audi, and I was with McLaren. He did the full season — I didn't always. Later on, he raced in IMSA, and I was in WEC. At Daytona and Sebring, on paper we had the same chances — and he beat me. He wasn't the only one, but he did beat me. Actually, it was fun — we were often racing at the same time, so that was nice. Of course, I was happy for him when he won — though I would've preferred to win myself! And when it's the sister car, it's always tough mentally. But the fact that he was in it — let's say that makes it a bit easier mentally, because I was happy for him.

KÉVIN
ESTRELAURENS
VANTHOOR



AKKODIS
ASP TEAM





JOTA SPORT. 25 YEARS OF SUCCESS

THE BRITISH TEAM LED BY SAM HIGNETT AND DAVID CLARK HAS ENJOYED REMARKABLE SUCCESS AT THE 24 HOURS OF LE MANS. AFTER WAITING 25 YEARS TO ATTRACT THE BACKING OF A MAJOR MANUFACTURER IN THE TOP CLASS, THE TEAM IS NOW HOPING - STARTING THIS YEAR - TO DELIVER A MAIDEN LE MANS VICTORY FOR CADILLAC.

2000

First race appearance for Jota Sport, founded shortly beforehand by Sam Hignett and John Stack. A Honda Integra was entered in the 24 Hours of Nürburgring, followed by the 24 Hours of Spa.

The following year, the team competed in the Clio V6 Series.



2004

Debut in ACO championships, competing in the ELMS with a Zytek Z11SN, which the team would enter the following year in the 24 Hours of Le Mans (retirement).



2011

After debuting in GT racing the previous year in GT4, Jota Sport stepped up to GTE Pro with an Aston Martin V8 Vantage, entered in both the ELMS and the 24 Hours of Le Mans.



2014

Two years after David Clark became a shareholder, Jota Sport scored its first class victory at the 24 Hours of Le Mans, winning LMP2 with the Zytek Z11SN driven by Simon Dolan, Harry Tincknell, and Oliver Turvey.



2016

The British team claimed the ELMS title under the G-Drive Racing banner, running a Gibson 015S with drivers Simon Dolan and Giedo van der Garde.

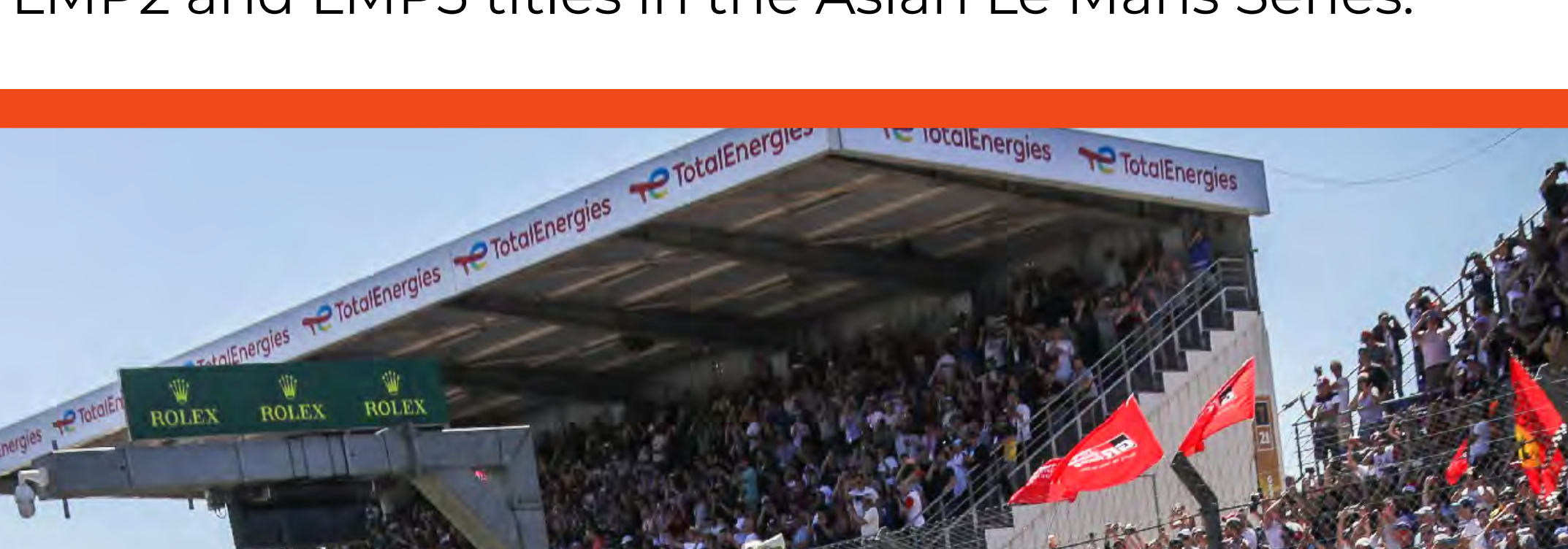


2017

Racing as Jackie Chan DC Racing, Jota Sport scored a double podium overall and a 1-2 finish in LMP2, led by the #38 Oreca 07 of Thomas Laurent, Ho-Pin Tung, and Oliver Jarvis.

The car even led the overall standings for two hours following problems for the LMP1 field.

A few months later, the British team secured both the LMP2 and LMP3 titles in the Asian Le Mans Series.



2022

The trio of Antonio Félix da Costa, Anthony Davidson, and Roberto Gonzalez scored a double triumph, winning both the 24 Hours of Le Mans and the LMP2 title in the WEC.

11 mai 2024

By winning the 6 Hours of Spa-Francorchamps with a Porsche 963 it had first run the previous year, Jota Sport became the first privateer team to win in Hypercar, the first to win in the top class since Rebellion Racing at Austin in February 2020, and the first privateer Porsche to win a World Endurance Championship race since 21 May 1989.

6 août 2024

Jota Sport is officially announced as an official Cadillac team in the FIA WEC.

HONOURS

24 Hours of Le Mans LMP2 winner – 2014, 2017, 2022

ELMS Champion – 2016

Asian LMS LMP2 Champion – 2017-18

Asian LMS LMP3 Champion – 2017-18

FIA WEC LMP2 Champion – 2022

FIA WEC Hypercar Teams' Champion – 2023

FIA WEC Hypercar Teams' Champion – 2024

13

The number of class podiums for Team Jota in twelve years at the 24 Hours of Le Mans:

1st in LMP2: 2014, 2017, 2022

2nd in LMP2: 2015, 2016, 2017, 2019, 2020, 2021

3rd in LMP2: 2022

1st Privateer Hypercar: 2023

1st and 2nd Privateer Hypercar: 2024



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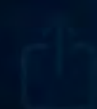
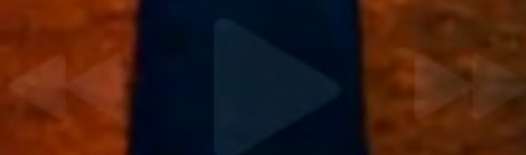


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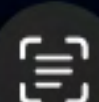
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WHAT'S AT STAKE



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MARC VAN DER STRATEN

24 H DU MANS 2025

Passion Above All

VDS ! three letters more closely linked to Le Mans than many might think.

Behind VDS stands Marc van der Straten. A lifelong motorsport enthusiast, the Belgian used to attend the 24 Hours of Spa with his father to watch the Alfa Romeo GTAs and Mini Coopers battle it out.

The team, founded by Rodolph van der Straten in 1964, had one clear goal from the start: to win the 24 Hours of Le Mans. There was indeed an entry in the 1968 edition under the Racing Team VDS banner with an Alfa Romeo T33/2, which unfortunately failed to see the chequered flag.

Several decades later, Marc van der Straten has taken up the torch once again, now backing VDS Panis Racing in the European Le Mans Series and at the 24 Hours of Le Mans, fielding an Oreca 07 entrusted to Esteban Masson, Franck Perera, and Oliver Gray in La Sarthe.

For the Belgian entrepreneur, it's a return to his roots.



Before entering LMP2, the development of the GT1 class first gave the Belgian an opportunity to run a Ford GT at the 2010 24 Hours of Le Mans, before stepping up to the top class the following year with a Lola Aston Martin, driven by Maxime Martin, Vanina Ickx, and Bas Leinders.



The story then continued in GT3, highlighted by a victory at the 2015 24 Hours of Spa with a BMW Z4 GT3.

That same year, a GTE version of the car competed in the European Le Mans Series, the season culminating with a runner-up finish — earning an invitation to Le Mans in GTE.

Unfortunately, Marc van der Straten decided to pull the plug and focus on his two-wheel team in MotoGP and Moto2.

His passion for motorsport soon brought him back to four wheels, backing Boutsen VDS in a GT World Challenge Europe programme.

A long-standing friendship with Olivier Panis has now opened the door for him to return to Le Mans, helping bring the feline emblem back to life in a LMP2 class that is more competitive than ever.

The team's original colours (red with a white and blue stripe) have since given way to the now-iconic feline livery with its deep burgundy touch.

The feline evokes Africa, the continent where Marc van der Straten was born, while the burgundy reflects his love of fine wine. Simple, yet effective.



DID YOU KNOW?

Marc VDS has already raced at Le Mans twice this year.

After the 24 Heures Motos in April - where the feline logo was featured on a Yamaha ridden by Randy de Puniet among others - the feline was back on track just last month at the French GP in the Moto2 World Championship.



LMP2

PROTON

A CHANCE IN EVERY LMP2 CLASS

Proton Competition will field two Oreca 07s in the fight for victory — one in LMP2, the other in LMP2 Pro/Am. With Maceo Capietto and Jonas Ried in the #9, joined at Le Mans by the fast Reshad De Gerus, all the pieces are in place for a strong result.

The second LMP2 entry is well positioned to contend in Pro-Am. René Binder will be making his seventh start at Le Mans, while the presence of Bent Viscaal is another valuable asset.

Completing the trio, Giorgio Roda is a driver to watch. The Italian is one of the top FIA Bronze-rated drivers -

having raced a Ford Mustang LMGT3 in 2024.

RLR MSPORT

WITH VECTOR SPORT

Founded in 2010, the British team was on the LMP2 grid at the 2019 24 Hours of Le Mans. Their recent LMP3 title in the ELMS has earned them a return ticket to La Sarthe.

This comeback is supported by Vector Sport, whose Oreca 07 had remained on the reserve list.

A loyal LMP3 competitor, Michael Jensen returns to Le Mans after making his debut with CD Sport in 2022.

Ryan Cullen, a proven Silver-rated driver, will also be part of the line-up, as will Patrick Pilet, who will be making his 17th Le Mans start.

The team's main weakness is the lack of any LMP2 programme this year.

IDEC SPORT

A MILESTONE TO CELEBRATE

It has already been 10 years since IDEC Sport first hit the track, and 2025 will mark the team's ninth appearance at Le Mans for Patrice Lafargue's squad, which will be fielding two LMP2 entries. After finishing third last June, Paul Lafargue and Job van Uitert will once again be teammates. However, they will be without Paul-Loup Chatin, who is committed to Alpine, and will be replaced by Mexican driver Sebastian Alvarez. The second Oreca 07 — being run to help Genesis Magma Racing prepare its crew ahead of its move into Hypercar in 2026 — will feature Mathys Jaubert and Jamie Chadwick (who has been in fine form this season, including an ELMS win on the team's home ground at Paul Ricard) alongside three-time Le Mans winner André Lotterer, a future Genesis WEC driver.

UNITED AUTOSPORTS

AIMING FOR BACK-TO-BACK WINS

Since 2017, the team of Zak Brown and Richard Dean has run 16 LMP2 entries at Le Mans, with just two retirements. A class winner in 2020, the Anglo-American squad comes to Le Mans 2025 as the defending champion. For this edition, United Autosports is fielding a new line-up:

Renger van der Zande joins forces with Pietro Fittipaldi and David Heinemeier Hansson in the #22 — the team's lucky number, having delivered both of its Le Mans victories. In Pro-Am, Oliver Jarvis and Ben Hanley will be partnered by Daniel Schneider.

NIELSEN RACING

A PRO-AM DARK HORSE

The British squad returns to Pro-Am this year for its fourth start at Le Mans. Turkish driver Cem Bölükbaşı will be making his Le Mans debut, alongside Californian Naveen Rao, who joins from CLX Motorsport.

With three Le Mans starts to his name, Colin Braun is the most experienced of the trio. A reminder: the team, led by Sven Thompson, is a regular contender in the European Le Mans Series, fielding a pair of Oreca 07s.

ALGARVE PRO RACING

NOW PLAYING WITH THE BIG BOYS

Since its creation in 2010 by Samantha and Stewart Cox, Algarve Pro Racing has gone from strength to strength, becoming one of the most feared teams in LMP2. After winning the Asian Le Mans Series title last winter, the Portuguese squad secured a second invitation to Le Mans. It's hard not to rank this team among the favourites. All eyes will be on the debut of Théo Pourchaire — Peugeot Sport reserve driver — in the #25, alongside Lorenzo Fluxa (20 years old) and Matthias Kaiser.

In Pro-Am, George Kurtz will be aiming for a second class win, having already tasted victory in 2023.

INTER EUROPOL COMPETITION

HUNGRY FOR REVENGE

The Polish squad tasted LMP2 victory at the Centenary edition of Le Mans, and followed that with a runner-up finish last June. Jakub Smiechowski, one of the driving forces behind the team, has secured the services of the fast Tom Dillmann and Nick Yelloly. Watch out too for the team's Pro-Am entry, featuring Jean-Baptiste Simmenauer, Luca Ghiotto, and Nick Boulle. As a side note, Inter Europol Competition is the only team in the category that did not go through the Selection Committee — both of its cars were granted automatic entries: one via IMSA (through the Jim Trueman Award for Nick Boulle), and the other through the ELMS.

CLX PURE RXCING

A NEW NAME, BIG AMBITIONS

Goodbye Cool Racing, hello CLX. While the name has changed, Nicolas Lapierre's team remains at the helm. Pure Rxcing has now come on board — closely linked to Alex Malykhin, the 2024 LMGT3 champion, who is making his LMP2 debut this year. After a year away from Le Mans, Tom Blomqvist — an Acura driver in IMSA — makes his return. And what can be said about the addition of Tristan Vautier as the third driver, whose outright pace is beyond question? Without a doubt, CLX Pure Rxcing ranks among the favourites in LMP2 Pro/Am.

VDS PANIS RACING

WELL ARMED

The feline returns to Le Mans after more than a decade away. Marc van der Straten and Olivier Panis have put together a strong programme, with technical support from TDS Racing. All the ingredients are in place for a potential podium finish on Sunday, 15 June. Oliver Gray, a Le Mans rookie, is joined by the very promising Esteban Masson — a young driver under Toyota's wing — and Franck Perera, who steps in to support the ELMS duo as Charles Milesi is committed to Alpine.

AF CORSE

QUIET STRENGTH

Selected for Le Mans thanks to its ELMS title in LMP2 Pro/Am, the Italian team — active across all three categories — is a true mainstay of the class. François Perrodo, competing at Le Mans without interruption since 2013, has already tasted victory twice: in GTE-Am in 2021, and in LMP2 Pro/Am last year. Eager to defend his crown, he will once again team up with his friend Matthieu Vaxivière — the pair contesting the race together for the fourth time — along with António Félix da Costa, a true star stand-in.

AO BY TF

FIRED UP

A loyal member of the team led by Gunnar Jeannette, Louis Delétraz serves as captain of the Oreca 07 jointly entered by AO Racing and TF Sport, run by Tom Ferrier. The Swiss driver, now racing for Cadillac in IMSA, has twice finished runner-up in LMP2 at Le Mans, and comes off a 6th place last year — already with AO by TF, alongside PJ Hyett, owner of AO Racing and also racing in IMSA.

This year, Dane Cameron — the former Porsche factory driver — joins the line-up as the third driver in the #14, still sporting its iconic Spike the Dragon livery.

24h
INTER ENTREPRISES



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**AU KARTING
DES 24 HEURES
LE MANS (72)**



ORECA 07 LMP2

BY THE NUMBERS



70+

teams have

raced an

ORECA 07

285

HOURS OF ASSEMBLY





ASSEMBLING

AN ORECA 07

INVOLVES,

2700

PARTS ACROSS

892 UNIQUE

COMPONENTS



164
POLES

162
WINS

189
RACES



35

**ORECA MOTORSPORT
STAFF MEMBERS
DEPLOYED AT LE MANS**





VMAX

ESTIMATED TOP SPEED

320.2 km/h

10+
MILLION
KILOMETERS
COVERED
SINCE 2017





UNDEFEATED
AT THE 24 HOURS
OF LE MANS
IN LMP2 SINCE 2017

142

**CHASSIS
PRODUCED
SINCE 2017**



27%

OF THE TOTAL GRID

1,800

SPARE PARTS AVAILABLE
IN THE ORECA CUSTOMER
RACING TRUCK



17

ORECA 07

aux 24H du Mans 2025

13 TEAMS



WHAT'S AT STAKE



LMGT3

ASTON MARTIN

A BLEND OF CONTINUITY AND NEW FACES

Alongside its debut in the top class, Aston Martin continues its LMGT3 programme with two Vantage LMGT3 EVOs. The Heart of Racing returns for another Le Mans campaign, this time with a single car aiming to erase the disappointment of last year's retirement. Of note, Mattia Drudi joins the line-up this year. The second Aston Martin is no longer entered by D'station Racing, but by Racing Spirit of Léman. The Barbier family's team, based in La Roche-sur-Foron (Switzerland), arrives off the back of a strong ELMS season with the Vantage LMGT3 EVO, now entering its second season. Their line-up includes «Dudu» Barrichello, son of former F1 driver Rubens Barrichello, whose career spanned Ferrari, Williams, and Brawn GP.

CORVETTE

THREE CORVETTES FLYING THE STARS AND STRIPES

While both TF Sport-entered Corvette Z06 LMGT3.Rs saw the chequered flag last June, the British team comes to Le Mans 2025 with even higher ambitions. The #33 Corvette, driven by double GTE Am winner Ben Keating, is considered by many observers as a favourite. The car claimed victory in Qatar, but has since struggled somewhat at Imola and Spa-Francorchamps, notably due to an unexpectedly restrictive BoP. Reliability, however, is no longer a concern. Orey Fidani, winner of the Bob Akin Award for the best Bronze driver in IMSA, brings a third Corvette to Le Mans, entered under Canadian colours with AWA Racing. He will be joined by two rookies and Matt Bell.

FERRARI

STRENGTH IN NUMBERS AND QUALITY

When you think of Ferrari in GT racing, victory often comes to mind. No fewer than five Ferrari 296 LMGT3s appear on the LMGT3 entry list. The two cars entered by Vista AF Corse in the WEC, fresh off a win and third place at the 6 Hours of Spa-Francorchamps, will undoubtedly be ones to watch on French soil. For its return to Le Mans, Kessel Racing can rely on the experience of Daniel Serra, a Ferrari factory GT driver. At Richard Mille AF Corse, Lilou Wadoux brings her impressive speed to the line-up. A new entry comes from Ziggo Sport Tempesta, whose place on the grid stems from the invitation awarded to the GT World Challenge Europe Bronze Cup champion. Technical support for the Ferrari — featuring Eddie Cheever, son of the former F1 driver — is also provided by AF Corse.

BMW

THE PROPELLER AT FULL SPEED

Like its rivals, BMW and Team WRT made their WEC debut last year in LMGT3, with mixed fortunes and a single win for the BMW M4 LMGT3. Now equipped with an Evo version, the car has already claimed two podiums so far this season. The drivers have clearly come to grips with this latest iteration of the BMW — notably Augusto Farfus, team leader in the #31, and Kelvin van der Linde, who supports Valentino Rossi and Ahmad Al Harthy in the #46. Last year, the Belgian squad finished second. To go one better, they'll need to win.

McLAREN

THIRTY YEARS ON?

Fans will have to wait until 2027 to see McLaren return to the top class. In the meantime, the Woking manufacturer is aiming for LMGT3 glory, thirty years after the legendary F1 GTR clinched an overall win at Le Mans. To achieve this, the United Autosports team of Zak Brown and Richard Dean will need to deliver a flawless performance — especially after two retirements in 2024. Aside from the Papaya livery, the 720S LMGT3 EVO remains unchanged from last year. That said, United Autosports has made some adjustments to its driver line-ups, although Grégoire Saucy stays in the #59 and Marino Sato continues in the #95..

LEXUS

IS IT LEXUS' TIME TO SHINE?

It would be no exaggeration to say that Lexus struggled last season as Akkodis ASP made its debut with the Japanese brand. The off-season, however, proved valuable for Jérôme Policand's squad, which used the time to fine-tune its preparation. Proof of progress: this season, the team has consistently reached Hyperpole with both of its RC F LMGT3s, including a pole in Belgium for the rapid Finn Gehrsitz. At Le Mans 2024, Akkodis ASP showed strong pace early on before falling back through the field. This year, both line-ups look impressive — though Ben Barnicoat, still recovering from a mountain biking accident, has had to hand over his seat to Jack Hawksworth.

PORSCHE

BACK-TO-BACK GLORY FOR PORSCHE AND MANTHEY?

As the defending LMGT3 champion, Porsche is determined to fend off the competition and claim another trophy. Richard Lietz remains the cornerstone of the German squad. The Austrian, the most experienced driver on the 93rd edition grid with 18 Le Mans starts, was instrumental in the #92's victory at Imola and now targets a sixth class win in La Sarthe. The big news is the arrival of the Iron Dames under the Porsche Manthey banner, running the #85 911 LMGT3 R. Rahel Frey stays in the game and will be reunited with Sarah Bovy, now classified as Silver, stepping in at the last minute for Michelle Gatting, who was injured during the Test Day. Manthey will also field a third Porsche, earning its spot thanks to the Asian LMS title.

FORD

FORD MUSTANG THIRSTY FOR VICTORY

Third and fourth in LMGT3 at the 2024 24 Hours of Le Mans, Ford heads into this year's race with high ambitions for its Mustang LMGT3, as the pony car still chases its first WEC victory. Of the six drivers who competed in 2024, only three return — including Ford factory drivers Ben Barker and Dennis Olsen. Proton Competition, led by Christian Ried, continues to run the programme. Last year, three Ford Mustang LMGT3s took the start — and all three made it to the finish, including one on the third step of the podium.

MERCEDES

MERCEDES RETURNS AFTER 26 YEARS

It has taken more than a quarter of a century for Mercedes-AMG to return to Le Mans, following the painful CLR episode of 1999. Three Mercedes-AMG LMGT3s will line up on the grid, entered by Iron Lynx, whose third car comes thanks to the ELMS title secured last year. A recent switch from Lamborghini, Iron Lynx has struggled so far this season, failing to score points despite the addition of Matteo Cairoli and Maxime Martin. Mercedes still needs to adapt to ACO-specific regulations — such as torque sensors and energy management — while Iron Lynx continues to get to grips with its new machinery. For Le Mans, the team has opted for a grey livery inspired by the iconic Sauber-Mercedes that triumphed at Le Mans 1989.

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MERCEDES AT THE 24 HOURS OF LE MANS,

PIONEERS
AND TRAGEDY

ITS RECORD AT LE MANS MAY FALL SHORT OF ITS GERMAN RIVALS - PORSCHE (19 WINS) AND AUDI (13), THE TWO MOST SUCCESSFUL MARQUES TO DATE - BUT IT WAS MERCEDES-BENZ THAT FIRST OPENED THE DOOR FOR GERMAN VICTORIES AT THE 24 HOURS OF LE MANS. NOW, WITH THE MERCEDES-AMG LMGT3 EVOS FIELDIED BY IRON LYNX, THE THREE-POINTED STAR IS BACK AT LA SARTHE. HERE'S A LOOK BACK AT A LEGACY MARKED BY BOTH GLORY AND HEARTBREAK.

1952: The First Triumph

A distant successor to the legendary Silver Arrows of the 1930s, and just before achieving success in the Formula 1 World Championship, the Mercedes W194 emerged victorious at Le Mans 1952, driven by Hermann Lang and Fritz Riess. It was a 1-2 finish for Mercedes, with Helmut Niedermayr and Theo Helfrich completing the sweep — and notably, it was the first-ever overall win for a closed-cockpit car at Le Mans. Yet the W194s were far from favourites, racing in the early Jaguar era against the likes of Ferrari and Talbot-Lago. In fact, Pierre Levegh seemed poised for victory before the connecting rod on his Talbot T26 GS Spyder failed, handing Mercedes the double win.

It was Pierre Levegh himself who would be recruited by Mercedes for the team's next appearance in 1955.



1955: The Tragedy

Absent in 1953 and 1954 as the brand focused on Formula 1, Mercedes returned in 1955 with the 300 SLR, determined to take on the likes of Jaguar and Ferrari. Tragically, the race would be overshadowed by the catastrophic accident involving Pierre Levegh on the start/finish straight, which claimed 82 lives and led to Mercedes' withdrawal from all motorsport for decades. The disaster prompted the Automobile Club de l'Ouest to undertake major efforts to modernise and improve safety at Le Mans. Among the changes were new pit buildings, repositioned further back, and a new main grandstand, offering far greater separation from the track. This tragedy undoubtedly marked the beginning of a broader awareness of safety in motorsport. As for Mercedes, the Three-Pointed Star would later return as an engine supplier in Formula 1 in 1994 and at Le Mans in 1985 — both times with Sauber.

1985: The Comeback

Already a regular in sports car racing for several years, Sauber benefited from Mercedes' return to competition in 1985 — this time solely as an engine supplier. Replacing the previously used BMW engine, German engineers developed a twin-turbo V8, producing over 650 hp for the Sauber C8. Unfortunately, the partnership never even reached the starting grid after John Nielsen suffered a testing crash on the Hunaudières straight, where his car became airborne near the kink... An incident that ominously foreshadowed another to come.



1989: Back on the Top Step

It wasn't Mercedes alone, but rather Sauber-Mercedes, with the German marque once again involved solely as an engine supplier. The Group C Sauber C9s, clad in their iconic silver livery, were nevertheless almost factory cars, with a strong three-car effort. Jean-Louis Schlesser (Sauber C9 #62) initially secured pole position, just ahead of teammate Mauro Baldi (Sauber C9 #61). However, the reigning champions — Jaguar — dominated the opening stages of the race. But as dawn broke, the British cars were struck down by gearbox issues, leaving Sauber-Mercedes to fight it out internally for overall victory. The decisive moment came when Mauro Baldi made a mistake at the Dunlop Chicane, allowing Stanley Dickens to take the lead for good. He crossed the line to win alongside the late Jochen Mass and Manuel Reuter. To this day, it remains Mercedes' last victory at Le Mans.



1999: The Final Programme

The CLK GTR had thoroughly dominated FIA GT in 1997 and 1998, marking Mercedes' return to sports car racing, alongside a highly successful Formula 1 programme. After an unsuccessful outing in 1998 with the CLK-LM (pole for Bernd Schneider, but no car completed more than 31 laps), the CLR arrived in 1999 for what many dubbed the race of the century. With rivals such as Nissan, Toyota, Ferrari, BMW, and Panoz, the CLRs faced stiff competition. But it would ultimately be physics, not the opposition, that ended their challenge. Mark Webber flipped at Indianapolis during Thursday qualifying. Urgent modifications were made to all three cars to try and address the issue, but Webber flipped again. Then came Peter Dumbreck's spectacular airborne moment before Indianapolis — producing one of the most iconic images in motorsport history. Mercedes promptly withdrew its remaining car and ended its sports car programme. It would take until 2025, with the AMG LMGT3 EVOs fieldied by Iron Lynx, for the brand to return to Le Mans.



HOW TO FOLLOW THE RACE?



The Endurance-Info Coverage

As every year, Endurance-Info will be on-site at the 24 Hours of Le Mans, starting from Scrutineering, to bring you as close as possible to the action throughout the ten days of the event.

Each session will of course be followed by a full report, and throughout the week you'll find our interviews, analysis, and race updates.

After two years of fine-tuning, we will once again be offering live commentary of both Qualifying and Hyperpole.

Don't forget to follow us on social media (Instagram, Facebook, X, Threads) to catch our photos, videos, and behind-the-scenes features, all produced by our team on-site.



ENDURANCE-INFO

ALL SPORTSCAR NEWS

TEAM GUIDE



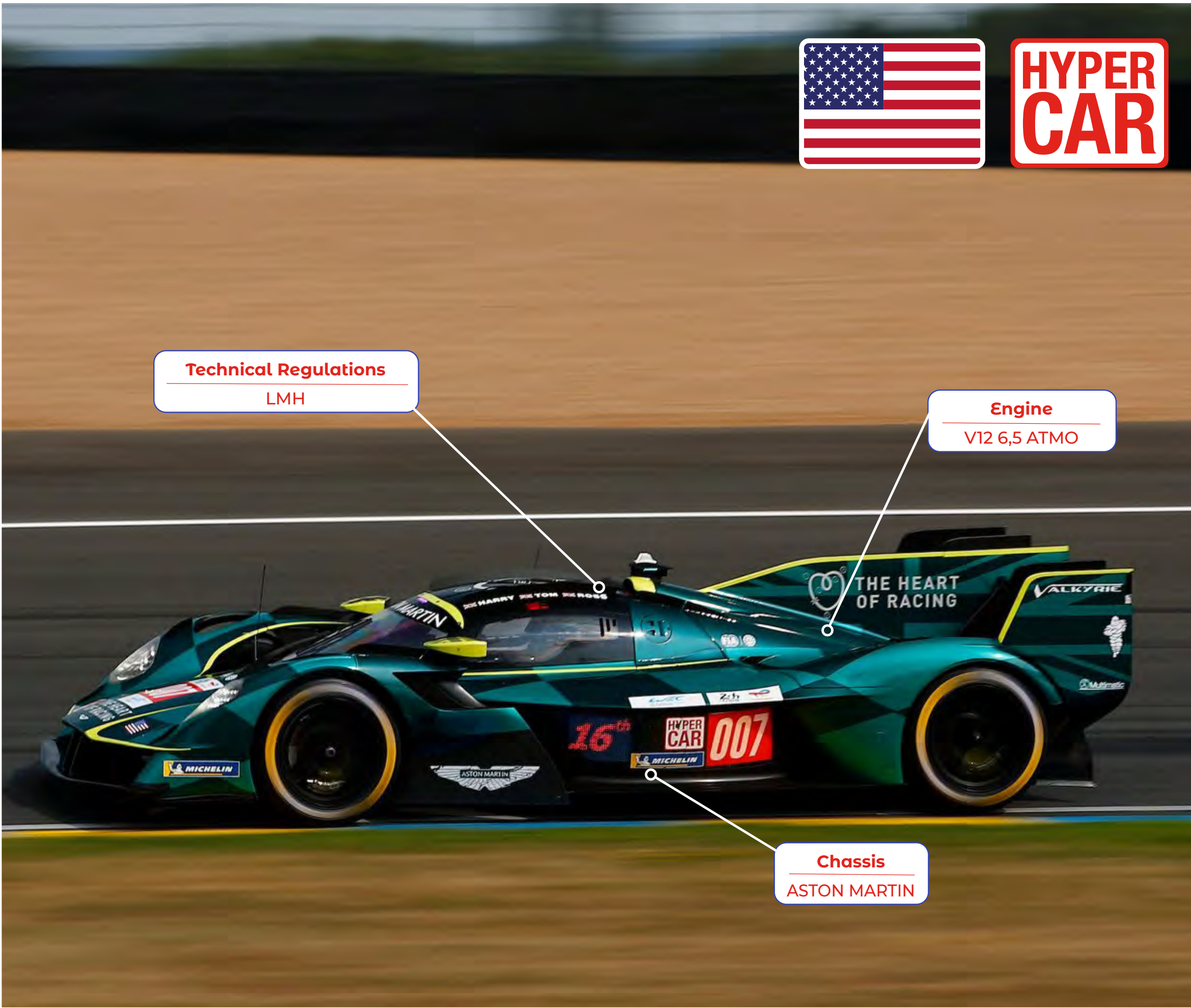
ASTON MARTIN
THOR TEAM

ASTON MARTIN VALKYRIE



#007

1 WIN (1959), 8 PODIUM FINISHES



Harry
TINCKNELL

PLATINUM

- 33 years
- 11 entries
- **Best result:**
1st in LMP2 (2014) and 1st in
GTE Pro (2020)



Tom
GAMBLE

GOLD

- 23 years
- 2 entries
- **Best result:**
14th in GTE Am (2021)



Ross
GUNN

PLATINUM

- 28 years
- 3 entries
- **Best result:**
4th in GTE Am (2017)

Did You Know?

The last time Aston Martin appeared in the top class was back in 2011, with the ill-fated AMR-One — an open-top prototype powered by a turbocharged inline-six. The quicker of the two cars was 20 seconds off pole in qualifying. One retired after just two laps, and the other lasted only four more.

ASTON MARTIN
THOR TEAM

ASTON MARTIN VALKYRIE



#009

1 WIN (1959), 8 PODIUM FINISHES



Roman
DE ANGELIS

GOLD

- 24 years
- 1 entree
- **Best result:**
8th in LMP2 in 2024



ALEX
RIBERAS

GOLD

- 31 years
- 2 entries
- **Best result:**
6th GTE Am in 2023



MARCO
SORENSEN

PLATINUM

- 34 years
- 10 entries
- **Best result:**
1st GTE Am in 2022

Did You Know?

To find the trace of a V12 engine in the top category at Le Mans, you have to go back to 2011. It was the engine of the Kronos Racing Lola-Aston Martin. This engine architecture has claimed victory 20 times, the last one being in 2009.

PORSCHE
PENSKE MOTORSPORT

PORSCHE 963

INVITED TEAM

#4

19 WINS (LAST IN 2017), 54 PODIUMS, 19 POLE POSITIONS (LAST IN 2024)



FELIPE
NASR

PLATINUM

- 31 years
- 5 entries
- **Best result:**
9th en 2022
- **Other results:**
39 F1 Grands Prix ;
Champion IMSA 2018, 2021
and 2024



NICK
TANDY

PLATINUM

- 40 years
- 12 entries
- **Best result:**
Vainqueur en 2015 (Porsche)
- **Other results:**
the only driver to have won
the 24 Hours of Le Mans, 24
Hours of Spa, and 24 Hours of
Daytonaa



PASCAL
WEHRLEIN

PLATINUM

- 30 years
- **Rookie**
- **Other résultat:**
39 F1 Grands Prix

Did You Know?

Nick Tandy est devenu le premier pilote à remporter les 24 H. du Mans, les 24 H. de Daytona, les 24 H. de Spa et les 24 H. du Nürburgring. Il y a même ajouté en mars dernier les 12 H. de Sebring. En cas de victoire, Laurens Vanthoor, engagé sur la n°6, le rejoindrait au palmarès.

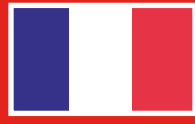
PORSCHE
PENSKE MOTORSPORT

PORSCHE 963



#5

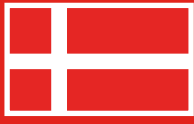
19 WINS (LAST IN 2017), 54 PODIUMS, 19 POLE POSITIONS (LAST IN 2024)



JULIEN
ANDLAUER

GOLD

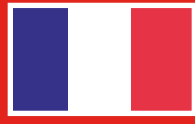
- 25 years
- 7 entries
- **Best result:**
GTE Am winner in 2018
(Porsche)



MICHAEL
CHRISTENSEN

PLATINUM

- 34 years
- 10 entries
- **Best result:**
GTE Pro winner in 2018
(Porsche)
- **Best result:**
Champion WEC GTE 2018-19



MATHIEU
JAMINET

PLATINUM

- 30 years
- 3 entries
- **Best result:**
7th GTE Pro in 2019

Did You Know?

Porsche is the only manufacturer to have scored an ... eightfold finish at the 24 Hours of Le Mans. That was back in 1983 — including, of course, privately-entered cars that year.

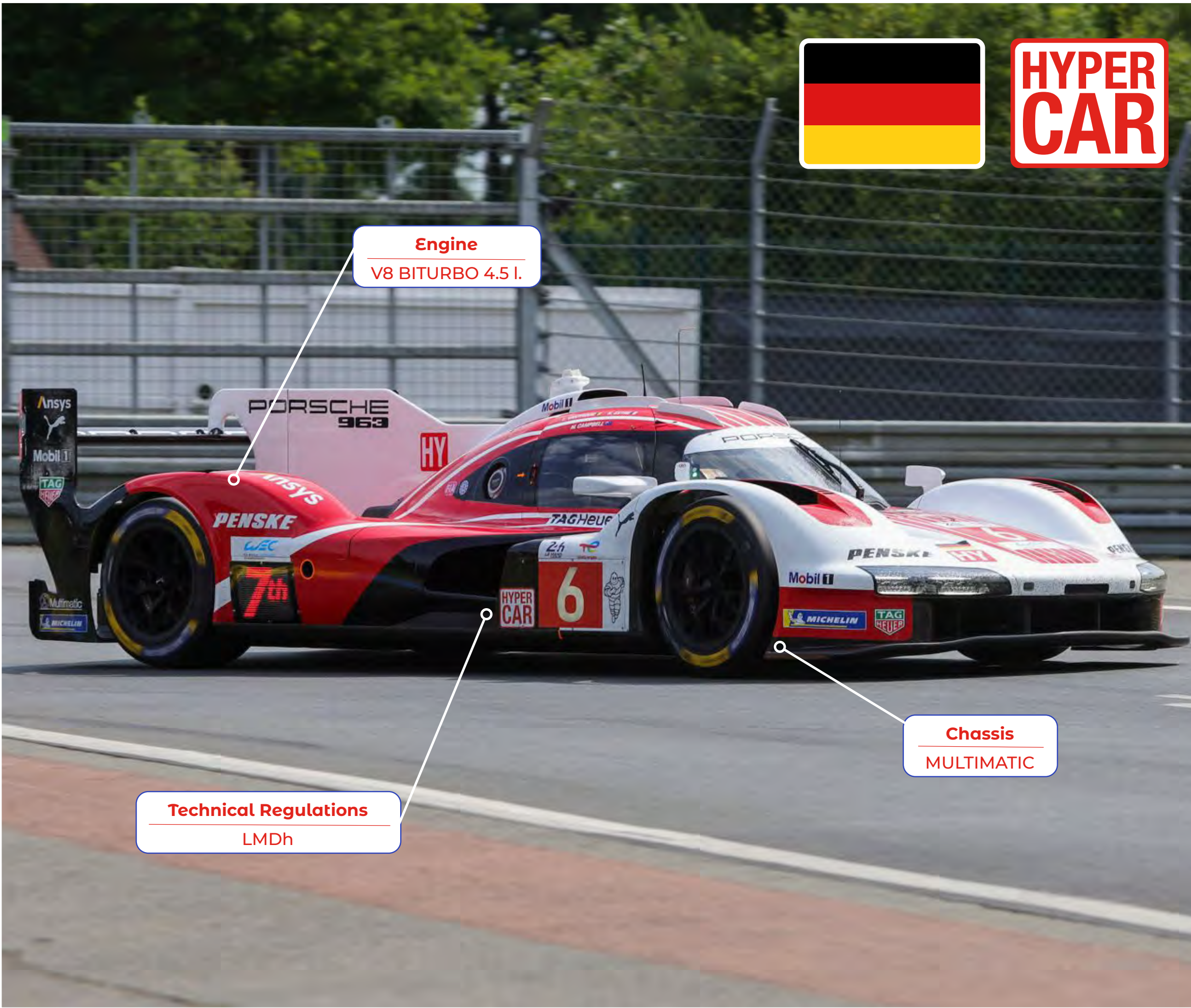
PORSCHE
PENSKE MOTORSPORT

PORSCHE 963



#6

19 WINS (LAST IN 2017), 54 PODIUMS, 19 POLE POSITIONS (LAST IN 2024)



KÉVIN
ESTRE

PLATINUM

- 36 years
- 10 entries
- Best result:**
GTE Pro winner in 2018 (Porsche)
- Other results:**
Champion WEC GTE 2018-19,
Champion WEC Hypercar 2024



MATT
CAMPBELL

PLATINUM

- 30 years
- 6 entries
- Best result:**
GTE Am winner in 2018 (Porsche)



LAURENS
VANTHOOR

PLATINUM

- 34 years
- 9 entries
- Best result:**
GTE Pro winner in 2018 (Porsche))
- Other results:**
WEC GTE Champion 2018-19
WEC Hypercar Champion 2024

Did You Know?

Si le meilleur résultat du Porsche Penske Motorsport en WEC cette saison est une très décevante huitième place, l'équipe caracole en tête des championnats IMSA avec quatre victoires en cinq courses.

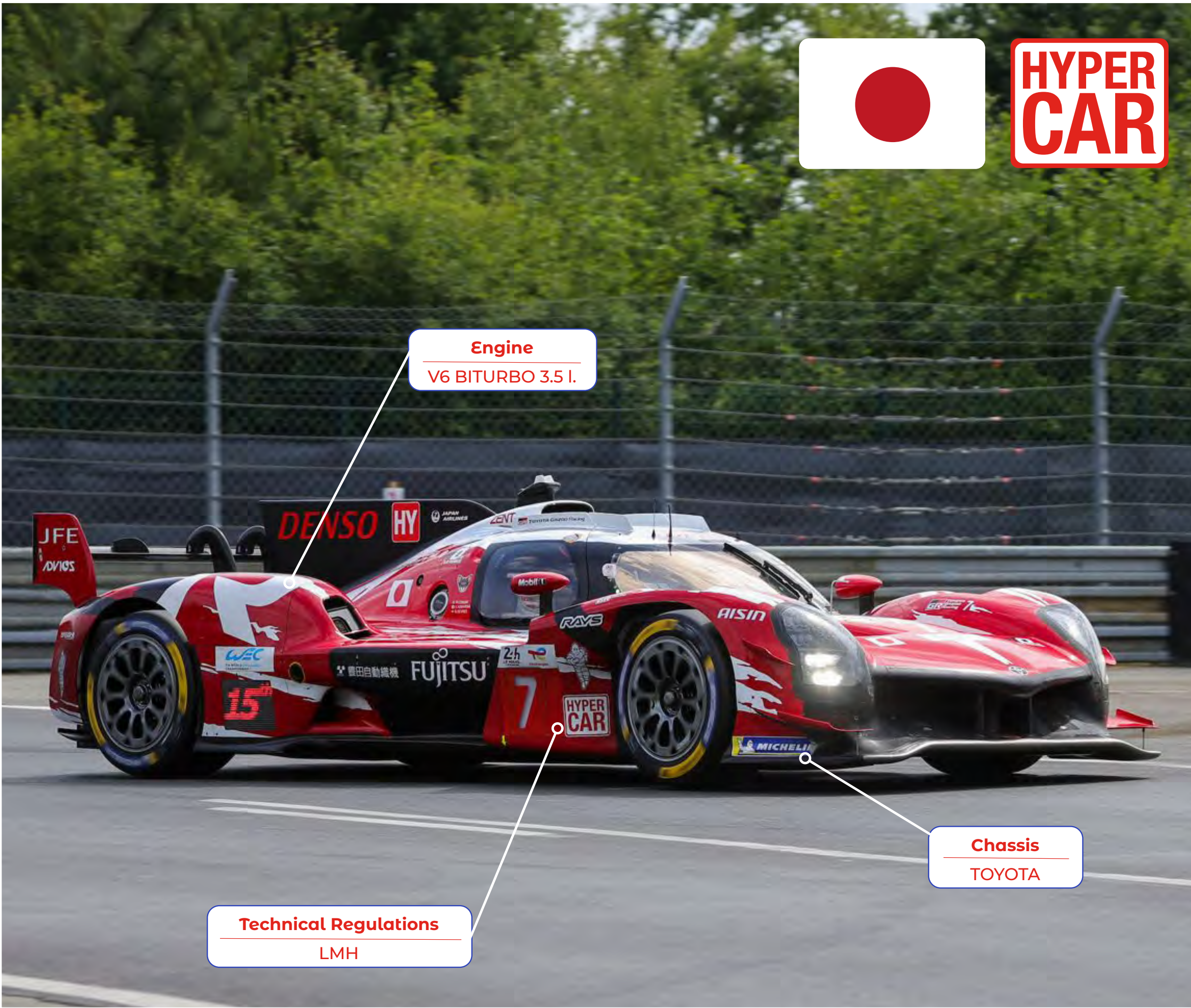
TOYOTA GAZOO
RACING

TOYOTA GR010 - HYBRID



#7

5 WINS (LAST IN 2022), 17 PODIUMS, 8 POLE POSITIONS (LAST IN 2022)



MIKE
CONWAY

PLATINUM

- 41 years
- 10 entries
- **Best result:**
Win in 2021 (Toyota)
- **Other results:**
Champion WEC 2019-20
and 2021



KAMUI
KOBAYASHI

PLATINUM

- 38 years
- 10 entries
- **Best result:**
Win in 2021 (Toyota)
- **Other results:**
Champion WEC 2019-20
and 2021 ; 75 F1 Grands Prix
(1 podium)



NYCK
DE VRIES

PLATINUM

- 30 years
- 5 entries
- **Best result:**
2nd in 2024 (Toyota)
- **Other résultat:**
10 F1 Grands Prix

Did You Know?

The GR010 Hybrid driven by Kamui Kobayashi, Nyck de Vries, and Mike Conway features the livery of the 1998 TS020 — better known as the GT-One. An iconic car that carried Toyota’s hopes for two years, though it never managed to turn them into victory.

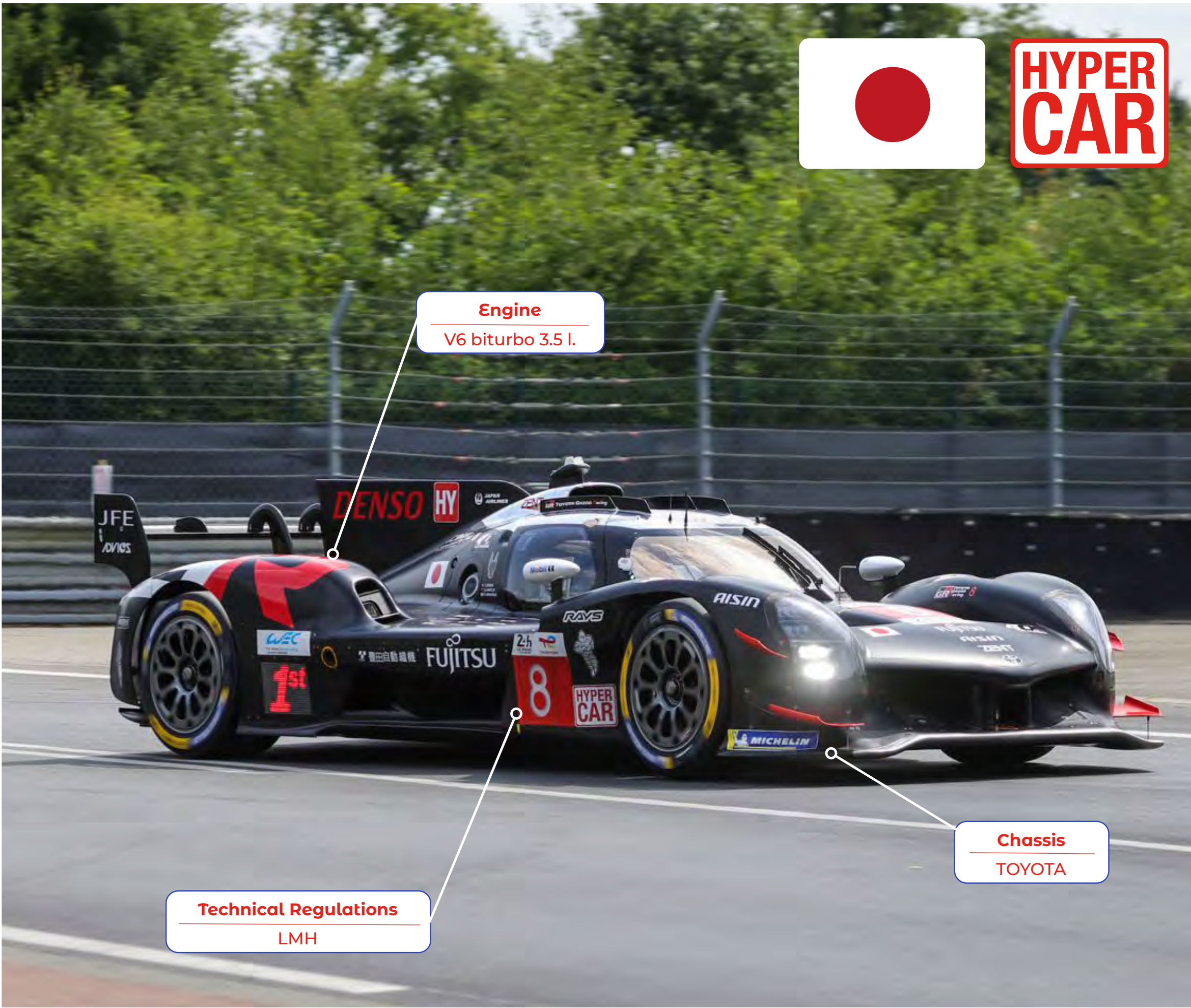
TOYOTA GAZOO
RACING

TOYOTA GR010 - HYBRID



#8

5 WINS (LAST IN 2022), 17 PODIUMS, 8 POLE POSITIONS (LAST IN 2022)



Engine
V6 biturbo 3.5 l.

Chassis
TOYOTA

Technical Regulations
LMH



SÉBASTIEN
BUEMI

PLATINUM

- 36 years
- 13 entries
- Best results:**
Winner in 2017 (Porsche),
2019 and 2022 (Toyota)
- Other results:**
Champion WEC 2014, 2018-19,
2022 and 2023 ; 55 F1 GP



BRENDON
HARTLEY

PLATINUM

- 35 years
- 10 entries
- Best results:**
Winner in 2017 (Porsche), 2019
and 2022 (Toyota)
- Other results:**
Champion WEC 2015, 2017,
2022 and 2023 ; 25 F1 GP



RYO
HIRAKAWA

PLATINUM

- 31 years
- 5 entries
- Best result:**
Winner in 2022
- Other results:**
Champion WEC 2022
and 2023

Did You Know?

Among the most successful numbers at the 24 Hours of Le Mans, number 8 ranks high. While numbers 1 and 2 have each claimed ten victories, number 8 has done so eight times — and remains the only one to have achieved three consecutive wins, with Toyota from 2018 to 2020.

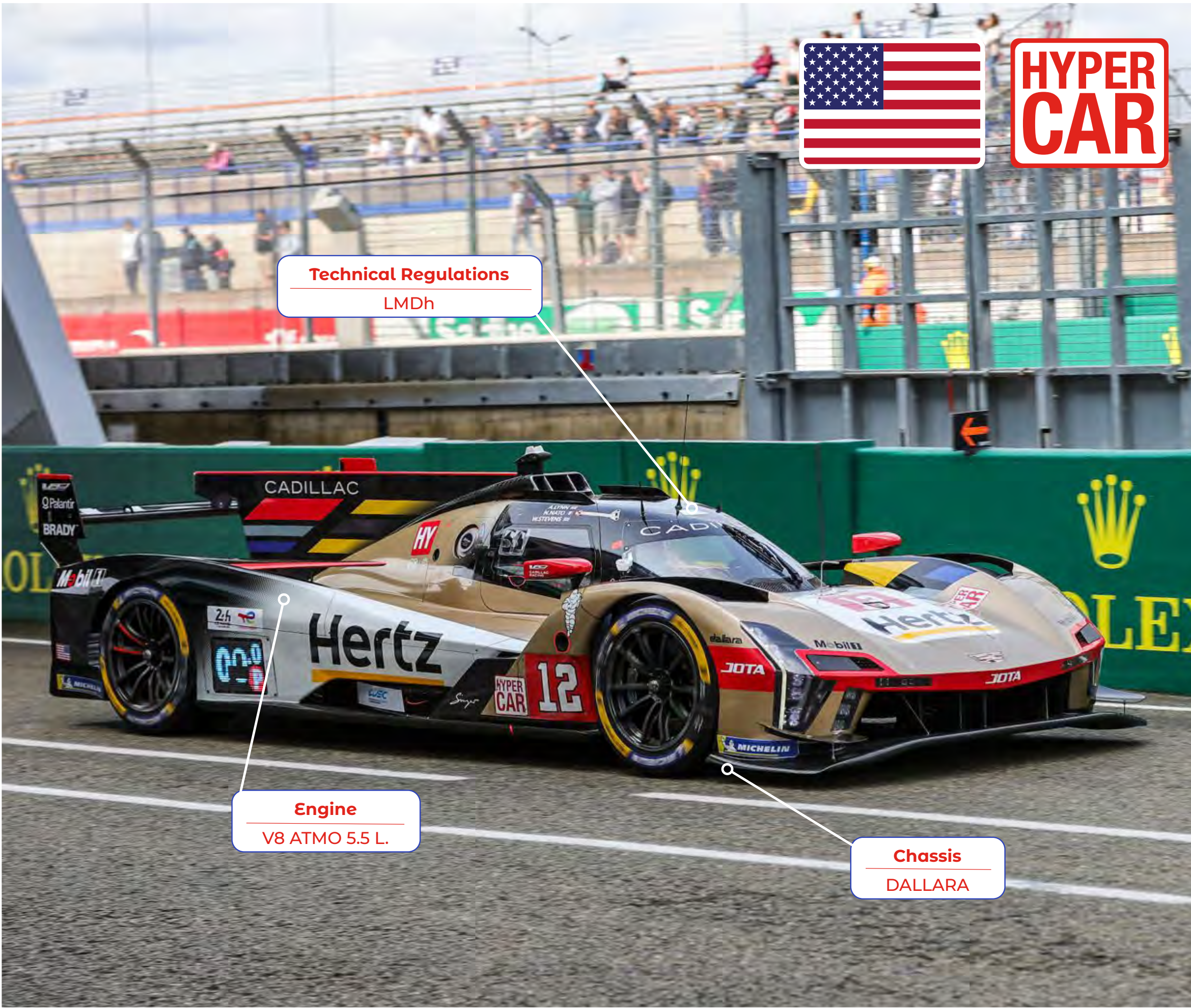
CADILLAC HERTZ
TEAM JOTA

CADILLAC V-SERIES.R



#12

0 WINS, 1 PODIUM



WILL
STEVENS

PLATINUM

- 33 years
- 9 entries
- **Best results:**
GTE Am winner in 2017 (Ferrari) and LMP2 winner in 2022 (Oreca)
- **Others results:**
18 F1 GP



NORMAN
NATO

GOLD

- 32 years
- 7 entries
- **Best result:**
2nd en 2020



ALEX
LYNN

PLATINUM

- 31 years
- 8 entries
- **Best result:**
Winner GTE-Am in 2023 (Aston Martin)

Did You Know?

Why number 12? Quite simply because it's the favorite number of Tom Brady — one of the most famous quarterbacks in history, with seven Super Bowl wins to his name. The American star's clothing brand logo is also a partner of the British team.

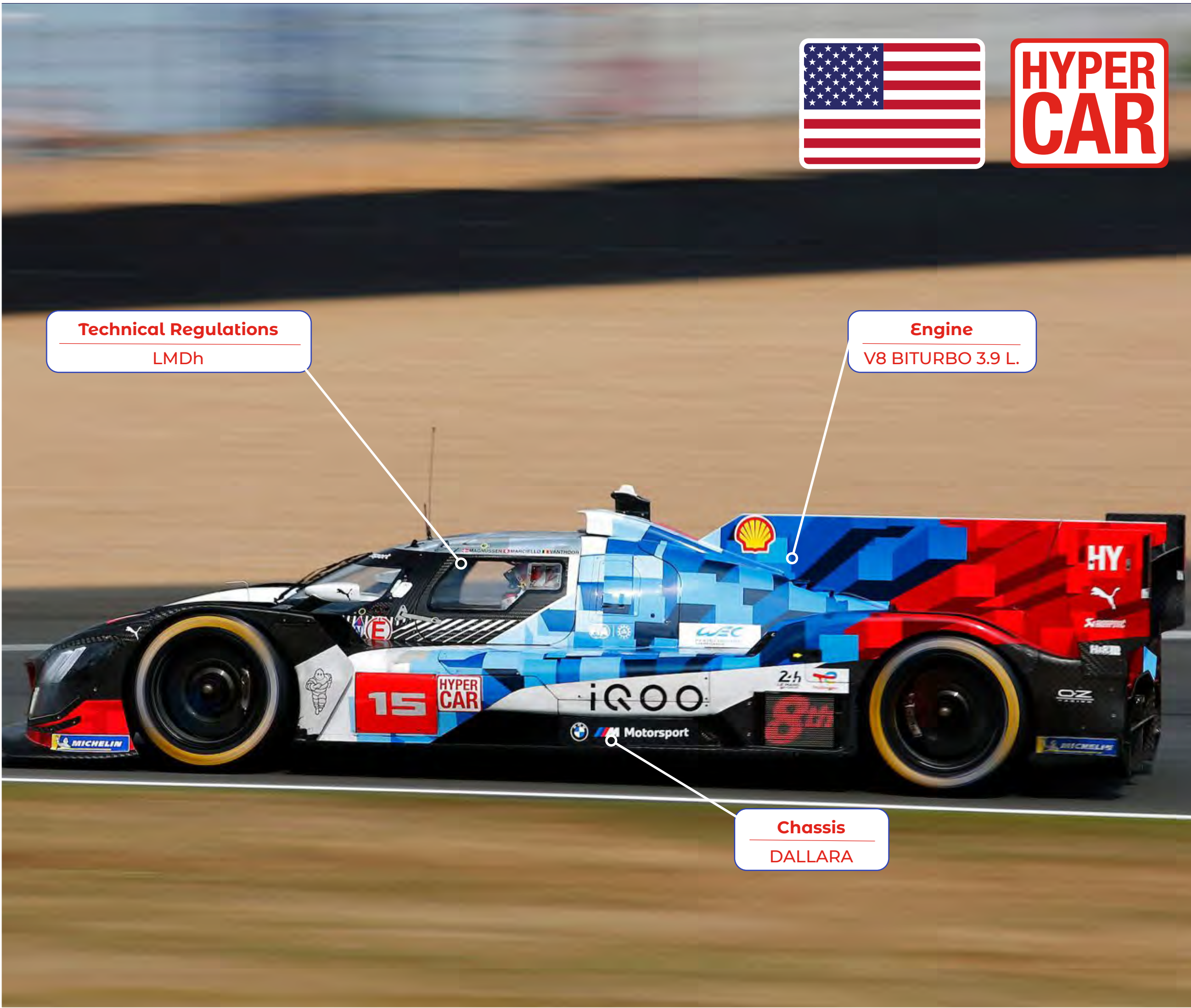
BMW M
TEAM WRT

BMW M HYBRID V8



#15

1 WIN (1999), 1 PODIUM



DRIES
VANTHOOR

PLATINUM

- 33 years
- 9 entries
- **Best results:**
GTE Am winner in 2017
(Ferrari) and LMP2 winner
in 2022 (Oreca)



RAFFAELE
MARCIELLO

PLATINUM

- 30 years
- 1 entrie
- **Best result:**
Retired in 2024



KEVIN
MAGNUSSEN

PLATINUM

- 32 years
- 1 entrie
- **Best result:**
17th in LMP2 in 2021

Did You Know?

With its V12 engine, the BMW V12 LMR remains the last car powered by a naturally aspirated V12 petrol engine to win at Le Mans. The most recent V12 victories since then were all achieved with diesel power, courtesy of Audi and Peugeot between 2006 and 2009.

BMW M
TEAM WRT

BMW M HYBRID V8



1 WIN (1999), 1 PODIUM

#20



RENÉ
RAST

PLATINUM

- 38 years
- 6 entries
- **Best result:**
2nd in LMP2 in 2016



ROBIN
FRIJNS

PLATINUM

- 33 years
- 4 entries
- **Best result:**
LMP2 winner in 2021



SHELDON
VAN DER LINDE

PLATINUM

- 26 years
- 1 entrie
- **Best result:**
Retired in 2024

Did You Know?

Sheldon van der Linde’s brother is also competing in this year’s 24 Hours of Le Mans. Kelvin is driving a BMW M4 GT3 EVO for Team WRT in the LMGT3 class.

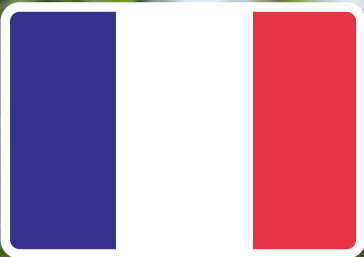
ALPINE
ENDURANCE TEAM

ALPINE A424



#35

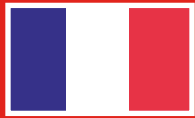
1 WIN (1978), 2 PODIUMS, 2 POLE POSITIONS (LAST IN 1977)



Engine
V6 TURBO 3.4 L.

Technical Regulations
LMDh

Chassis
ORECA



PAUL-LOUP
CHATIN

GOLD

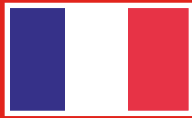
- 33 years
- 10 entries
- **Best result:**
3rd in LMP2 in 2014



FERDINAND
HABSBURG

GOLD

- 27 years
- 4 entries
- **Best result:**
LMP2 winner in 2021 (Oreca)



CHARLES
MILESI

GOLD

- 24 years
- 5 entries
- **Best result:**
LMP2 winner in 2021 (Oreca)

Did You Know?

Behind the Alpine Endurance Team is, of course, Signatech. Based in Bourges, the team led by Philippe Sinault has claimed three LMP2 victories at Le Mans (2016, 2018, and 2019), along with two LMP2 WEC titles in 2016 and 2018–2019.

ALPINE
ENDURANCE TEAM

ALPINE A424



#36

1 WIN (1978), 2 PODIUMS, 2 POLE POSITIONS (LAST IN 1977)



MICK
SCHUMACHER

PLATINUM

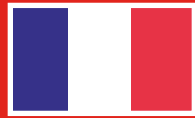
- 26 years
- 1 entree
- **Best result:**
43 F1 GP



FRÉDÉRIC
MAKOWIECKI

PLATINUM

- 44 years
- 14 entries
- **Best result:**
Winner in GTE Pro in 2022
(Porsche)



JULES
GOUNON

PLATINUM

- 31 years
- 3 entries
- **Best result:**
4th in GTE Pro in 2020

Did You Know?

Jules Gounon, Mick Schumacher, and Charles Milesi are all sons of former drivers who competed in the 24 Hours of Le Mans. Jean-Marc Gounon made 12 appearances (finishing 2nd in 1997 with a McLaren F1 GTR), while seven-time Formula 1 World Champion Michael Schumacher took part once (finishing 5th in 1991 with Sauber Mercedes), as did Patrice Milesi (7th in GTE Am in 2013 with Porsche).

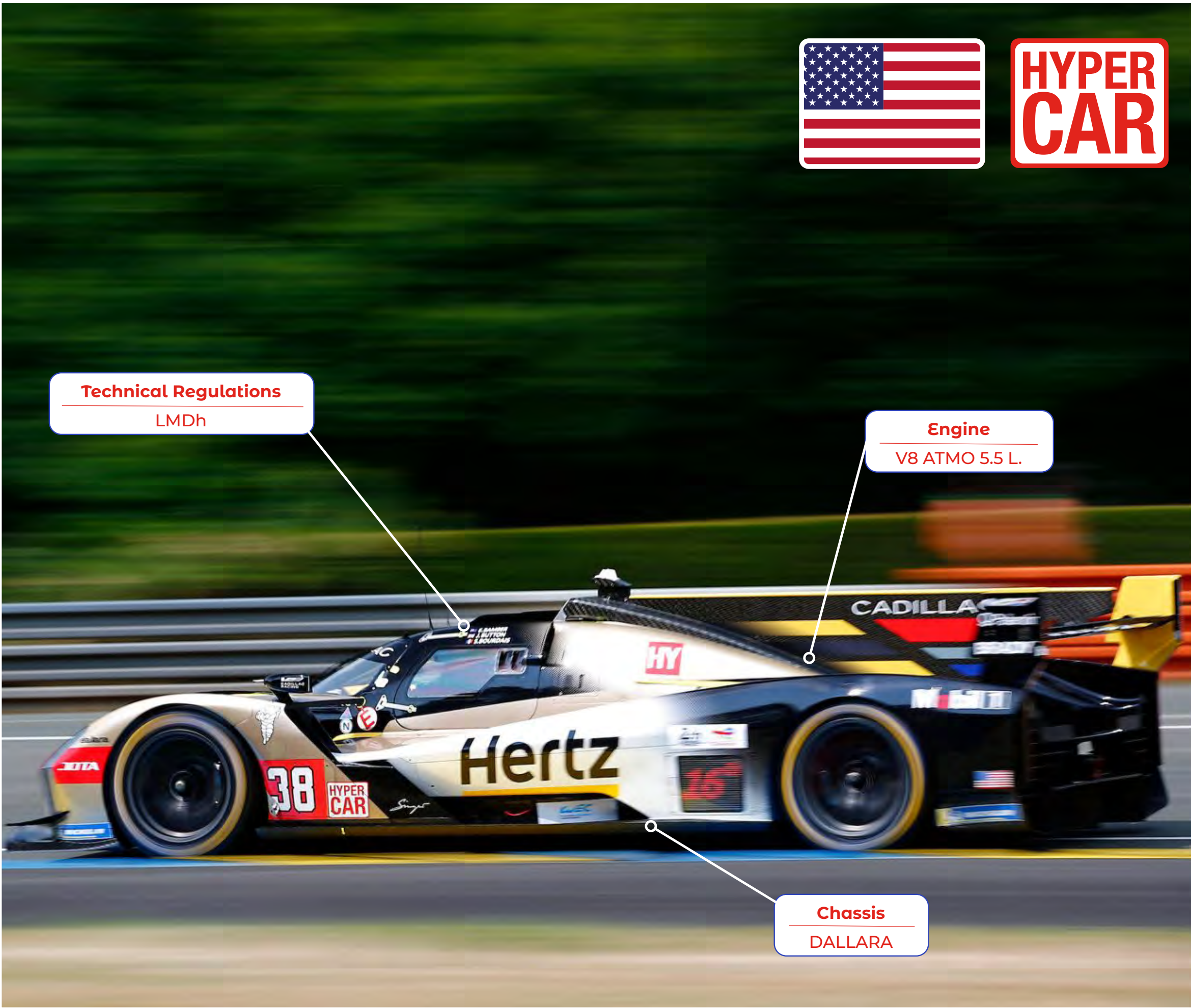
CADILLAC HERTZ
TEAM JOTA

CADILLAC V-SERIES.R



#38

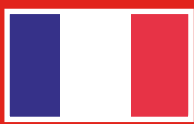
0 WIN, 1 PODIUM



EARL
BAMBER

PLATINUM

- 34 years
- 8 entries
- **Best result:**
Winner in 2015 and 2017 (Porsche)
- **Other results:**
winner WEC 2017



SÉBASTIEN
BOURDAIS

PLATINUM

- 46 years
- 17 entries
- **Best result:**
2nd in 2007, 2009 and 2011
- **Other results:**
Four-time Champ Car champion; 27 F1 Grands Prix



JENSON
BUTTON

PLATINUM

- 45 years
- 3 entries
- **Best result:**
9th in 2024 (Porsche)
- **Other results:**
F1 (2009 World Champion / 306 starts / 15 wins)

Did You Know?

Sébastien Bourdais is the only driver on this year's grid to have competed in an edition of the 24 Hours of Le Mans held in the previous century. His first entry dates back to 1999.

FERRARI
AF CORSE

FERRARI 499P



#50

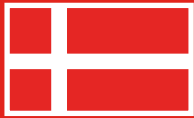
11 WINS (LAST IN 2024), 29 PODIUMS, 4 POLE POSITIONS (LAST IN 2023)



ANTONIO
FUOCO

PLATINUM

- 29 years
- 4 entries
- **Best result:**
Winner in 2024



NICKLAS
NIELSEN

PLATINUM

- 28 years
- 5 entries
- **Best results:**
Winner in GTE Am in 2021;
Winner in 2024
- **Other results:**
WEC GTE Am Champion
2019-20 and 2021 (Ferrari),
and LMP2 Pro/Am
Champion 2022 (Oreca)



MIGUEL
MOLINA

PLATINUM

- 36 years
- 8 entries
- **Best result:**
Winner in 2024

Did You Know?

Ferrari has had a perfect start to the season. With three wins from three races, the Prancing Horse leads the Constructors' standings and holds the top three positions in the Drivers' standings.

FERRARI
AF CORSE

FERRARI 499P



#51

11 WINS (LAST IN 2024), 29 PODIUMS, 4 POLE POSITIONS (LAST IN 2023)



ALESSANDRO
PIER GUIDI

PLATINUM

- 41 years
- 9 entries
- Best results:**
Winner in 2023 (Ferrari)
Winner in GTE Pro (Ferrari)
in 2019 and 2021
- Other results:**
WEC GTE Pro Champion
in 2017, 2021 and 2022



JAMES
CALADO

PLATINUM

- 35 years
- 10 entries
- Best results:**
Winner in 2023 (Ferrari)
Winner in GTE Pro (Ferrari)
in 2019 and 2021
- Other results:**
WEC GTE Pro Champion
in 2017, 2021 and 2022



ANTONIO
GIOVINAZZI

PLATINUM

- 31 years
- 3 entries
- Best result:**
Winner in 2023 (Ferrari)
- Other results:**
62 F1 GP

Did You Know?

Ferrari is one of only three manufacturers in the history of the 24 Hours of Le Mans to win on its debut appearance. For the Italian marque, this happened in 1949 with the 166 MM driven by Luigi Chinetti and Peter Mitchell-Thompson.

FERRARI
AF CORSE

FERRARI 499P



#83

11 WINS (LAST IN 2024), 29 PODIUMS, 4 POLE POSITIONS (LAST IN 2023)



ROBERT
KUBICA

PLATINUM

- 40 years
- 4 entries
- **Best results:**
2nd in LMP2 (Oreca) in 2022 and 20233
- **Other results:**
99 F1 Grands Prix (1 win / 12 podiums)



YIFEI
YE

GOLD

- 24 years
- 4 entries
- **Best result:**
7th in LMP2 in 2022



PHILIP
HANSON

GOLD

- 25 years
- 8 entries
- **Best result:**
Winner in LMP2 (Oreca) in 2020

Did You Know?

While enjoying the same factory support as the two other 499Ps on the grid, this car is a private entry run directly by AF Corse. The Italian team is the most represented on the grid, with a total of eight cars under its management.

PEUGEOT
TOTALENERGIES

PEUGEOT 9X8



#93

3 WINS (LAST IN 2009), 12 PODIUMS, 6 POLE POSITIONS (LAST IN 2010)



PAUL
DI RESTA

PLATINUM

- 39 years
- 6 entries
- **Best result:**
Winner LMP2 (Oreca) in 2020
- **Other results:**
59 F1 GP



MIKKEL
JENSEN

PLATINUM

- 30 years
- 5 entries
- **Best result:**
8th in 2023



JEAN-ERIC
VERGNE

PLATINUM

- 35 years
- 6 entries
- **Best result:**
5th in LMP2 in 2020
- **Other results:**
58 F1 GP

Did You Know?

After 13 entries, the Lion holds the best finishing ratio of any Hypercar manufacturer on the 2025 Le Mans grid, with 64.86% of its cars making it to the chequered flag.

PEUGEOT
TOTALENERGIES

PEUGEOT 9X8



#94

3 WINS (LAST IN 2009), 12 PODIUMS, 6 POLE POSITIONS (LAST IN 2010)



LOÏC
DUVAL

PLATINUM

- 42 years
- 12 entries
- **Best result:**
Winner in 2013 (Audi)
- **Other result:**
Champion WEC 2013



MALTHE
JAKOBSEN

GOLD

- 21 years
- 2 entries
- **Best result:**
2nd LMP2 Pro-Am 2023



STOFFEL
VANDOORNE

PLATINUM

- 33 years
- 3 entries
- **Best result:**
2nd in LMP2 in 2021
- **Other results:**
42 F1 GP

Did You Know?

Peugeot was the first manufacturer to win at Le Mans with a V10 engine, powering the 905 to victory in 1992. The Lion still holds the all-time top speed record at Le Mans: 405 km/h with Roger Dorchy’s WM P88 in 1988 — before the introduction of the chicanes.

PROTON
COMPETITION

PORSCHE 963



#99

19 WINS (LAST IN 2017), 54 PODIUMS, 19 POLE POSITIONS (LAST IN 2024)



NEEL
JANI

PLATINUM

- 36 years
- 14 entries
- Best results:**
Winner in 2016 (Porsche),
winner in GTE Pro
in 2018 (Porsche)
- Best result:**
Champion WEC GTE 2018-19



NICOLAS
PINO

SILVER

- 20 years
- 3 entries
- Best result:**
3th LMP2 in 2023



NICOLAS
VARRONE

GOLD

- 24 years
- 3 entries
- Best result:**
Winner in GTE Am
(Corvette Racing) in 2023

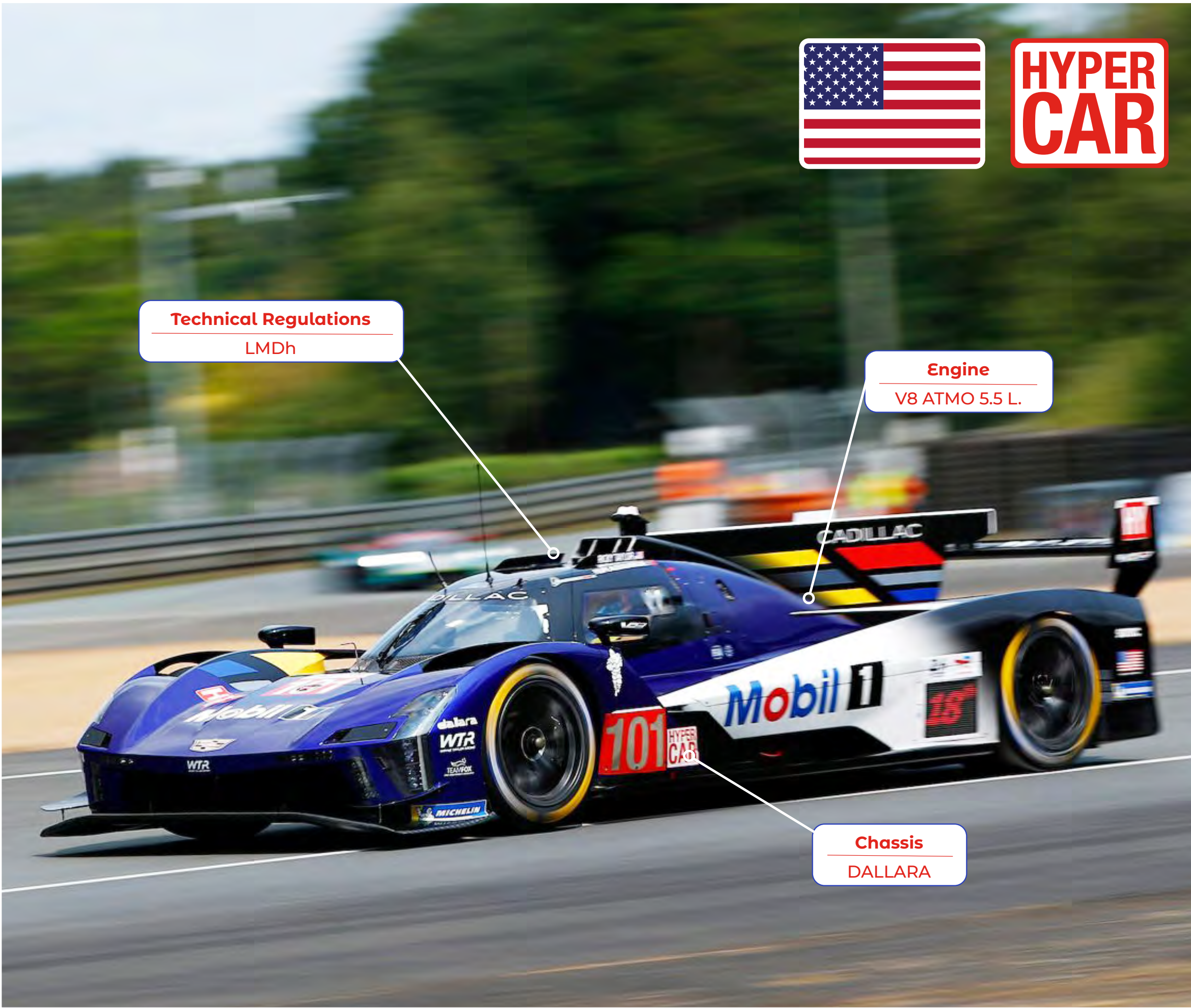
Did You Know?

Present across multiple classes, Proton Competition could have had a second Porsche 963 on the grid, with the #44 topping the reserve list.

CADILLAC WTR
CADILLAC V-SERIES.R

#101

0 WIN, 1 PODIUM



RICKY
TAYLOR

PLATINUM

- 36 years
- 9 entries
- **Best results:**
4th LMP2 Pro-Am in 2021



JORDAN
TAYLOR

PLATINUM

- 34 years
- 9 entries
- **Best result:**
1 GTE Pro win (2015)



FILIFE
ALBUQUERQUE

PLATINUM

- 40 years
- 11 entries
- **Best result:**
Victory LMP2 (United
Autosports) in 2020

Did You Know?

The American brand was among the manufacturers entered in the early 2000s with its famous Northstar LMP. No major results came for this car, which notably featured behind the wheel... Wayne Taylor, mostly teamed up with Max Angelelli, Eric van de Poele, and Christophe Tinseau.

CADILLAC
WHELEN

CADILLAC V-SERIES.R

#311

0 WIN, 1 PODIUM



JACK
AITKEN

PLATINUM

- 29 years
- 3 entries
- **Best result:**
17th in 2023



FELIPE
DRUGOVICH

PLATINUM

- 25 years
- 1 entrie
- **Best result:**
29th in 2024
- **Other result:**
Champion FIA F2 2022



FREDERIK
VESTI

PLATINUM

- 23 years
- 1 entrie
- **Best result:**
10th in LMP2 in 2024

Did You Know?

Of all the major manufacturers on this year's grid, Cadillac is the only one yet to add its name to the 24 Hours of Le Mans winners' list.



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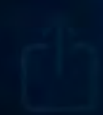
FOR MORE INFORMATION, CONTACT US:

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or contact@endurance-info.com

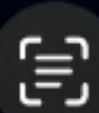


TEAM GUIDE



00:00:04:29

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IRON LYNX-PROTON

ORECA 07 - GIBSON

#9



JONAS
RIED

SILVER

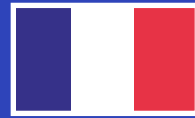
- 20 years
- 2 entries
- **Best result:**
12th in GTE Am in 2023



MACÉO
CAPIETTO

SILVER

- 19 years
- 1 entrie
- **Best result:**
Retired in 2024



RESHAD
DE GERUS

GOLD

- 21 years
- 3 entries
- **Best result:**
3rd in LMP2 in 2024

Did You Know?

Jonas Ried is the son of Christian Ried, the boss of Proton Competition. The latter, incidentally, has 14 entries to his name at the 24 Hours of Le Mans.

PROTON
COMPETITION

ORECA 07 - GIBSON

Pro/Am

#11



GIORGIO
RODA

BRONZE

- 31 years
- 3 entries
- **Best result:**
3rd in LMPGT3 in 2024 (Ford)



RENÉ
BINDER

GOLD

- 33 years
- 6 entries
- **Best result:**
3rd LMP2 in 2023



BENT
VISCAAL

GOLD

- 25 years
- 3 entries
- **Best result:**
16rd in LMP2 in 2023

Did You Know?

With one car in Hypercar, two in LMP2 and two in LMGT3, the Proton Competition team is running five cars on the starting grid. Only AF Corse has more.

RLR M SPORT

ORECA 07 - GIBSON

INVITED TEAM

Pro/Am

#16



MICHAEL
JENSEN

BRONZE

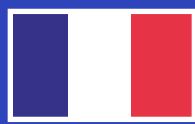
- 50 years
- 1 entrie
- Best result:**
25th LMP2 in 2022



RYAN
CULLEN

SILVER

- 34 years
- 6 entries
- Best result:**
5th in LMP2 in 2024



PATRICK
PILET

PLATINUM

- 43 years
- 16 entries
- Best result:**
2nd GTE Pro in 2013

Did You Know?

The No. 16 Oreca is in fact technically supported by Gary Holland's Vector Sport team, whose car is only sixth on the reserve list.

IDEC SPORT
ORECA 07 - GIBSON

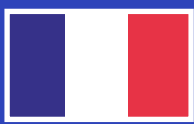
#18



JAMIE
CHADWICK

SILVER

- 27 years
- Rookie



MATHYS
JAUBERT

SILVER

- 20 years
- Rookie



ANDRÉ
LOTTERER

PLATINUM

- 43 years
- 13 entries
- **Best result:** Winner (Audi) in 2011, 2012 and 2014)
- **Best result:** Champion WEC 2012 ; 1 F1 GP

Did You Know?

While this car carries the Genesis Magma Racing logo, it is simply being used by the Korean manufacturer to train its crews ahead of its entry into Hypercar in 2026.

UNITED
AUTOSPORTS

ORECA 07 - GIBSON

#22



RENGER
VAN DER ZANDE

PLATINUM

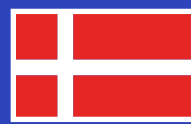
- 39 years
- 7 entries
- **Best result:**
4th in 2023



PIETRO
FITTIPALDI

GOLD

- 28 years
- 2 entries
- **Best result:**
13th in LMP2in 2024



DAVID
HEINEMEIER
HANSSON

SILVER

- 45 years
- 11 entries
- **Best result:**
Winner GTE Am (Aston
Martin Racing) in 2014

Did You Know?

Reigning LMP2 champion, the team led by Richard Dean and Zak Brown is juggling multiple fronts. They will also take on the major responsibility of running the McLaren Hypercar programme, set to debut in 2027.

UNITED
AUTOSPORTS

ORECA 07 - GIBSON

Pro/Am

#23



DANIEL
SCHNEIDER

BRONZE

- 51 years
- Rookie



OLIVIER
JARVIS

PLATINUM

- 41 years
- 13 entries
- **Best result:**
Winner LMP2 (Jackie Chan
DC Racing) in 2017



BENJAMIN
HANLEY

GOLD

- 40 years
- 8 entries
- **Best result:**
Winner LMP2 (Jackie Chan
DC Racing) in 2017

Did You Know?

For the first time since 2016, the Anglo-American team will be without Filipe Albuquerque, who is committed to the No. 110 Cadillac entry.

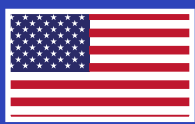
NIELSEN
RACING

ORECA 07 - GIBSON
Pro/Am

#24



P2



NAVEEN
RAO

BRONZE

- 50 years
- 1 entrie
- Best result:**
5th in LMP2 Pro-Am in 2024



CEM
BÖLÜKBAŞI

SILVER

- 27 years
- Rookie



COLIN
BRAUN

GOLD

- 36 years
- 3 entries
- Best result:**
Winner LMP2 Pro-Am
(Algarve Pro Racing)
in 2023

Did You Know?

In addition to endurance racing, Nielsen Racing branched out into single-seaters in 2025, entering Dallara 324s in the Euroformula Open.

ALGARVE
PRO RACING

ORECA 07 - GIBSON

#25



MATTHIAS
KAISER

SILVER

- 34 years
- 2 entries
- **Best result:**
7th LMP2 in 2023



LORENZO
FLUXA

SILVER

- 20 years
- 1 entrie
- **Best result:**
12th LMP2 in 2024



THÉO
POURCHAIRE

PLATINUM

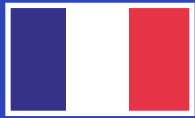
- 21 years
- Rookie
- **Best result:**
Champion F2ien 2023

Did You Know?

2023 FIA F2 champion and a competitor in IndyCar last year, Théo Pourchaire makes his 24 Hours of Le Mans debut. He's been placed by Peugeot, where he serves as reserve driver — and the French marque would love to see him in a full-time seat next year.

IDEC SPORT
ORECA 07 - GIBSON

#28



PAUL
LAFARGUE

SILVER

- 36 years
- 8 entries
- Best result:**
3th LMP2 in 2024



JOB
VAN UITER

GOLD

- 26 years
- 6 entries
- Best results:**
2nd LMP2 Pro-Am in 2021,
3rd LMP2 in 2024



SEBASTIAN
ALVAREZ

SILVER

- 22 years
- Rookie

Did You Know?

It's the first time since 2021 that IDEC Sport is fielding two cars on the grid for the 24 Hours of Le Mans.

TDS RACING

ORECA 07 - GIBSON

Pro/Am

#29



RODRIGO
SALES

BRONZE

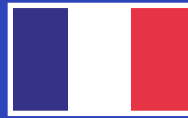
- 51 years
- 4 entries
- **Best result:**
2nd in LMP2 Pro-Am in 2022



MATHIAS
BECHE

GOLD

- 38 years
- 11 entries
- **Best result:**
Winner LMP1-L
(Rebellion Racing) in 2014



CLÉMENT
NOVALAK

GOLD

- 24 years
- 1 entrie
- **Best result:**
2nd LMP2 in 2024

Did You Know?

TDS Racing returns to the 24 Hours of Le Mans under its own name after having worked behind the scenes for various teams over the years. These include Panis Racing, Tower Motorsports, Racing Team Nederland, G-Drive Racing, and Thiriet by TDS Racing.

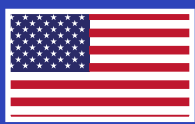
INTER EUROPOL
COMPETITION

ORECA 07 - GIBSON

INVITED TEAM

Pro/Am

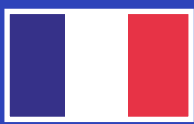
#34



NICK
BOULLE

BRONZE

- 35 years
- 2 entries
- **Best result:**
8th LMP2 in 2018
- **Best result:**
Champion IMSA LMP2 in 2024



JEAN-BAPTISTE
SIMMENAUER

GOLD

- 24 years
- 1 entrie
- **Best result:**
Retired in 2024



LUCA
GHOTTO

PLATINUM

- 30 years
- Rookie

Did You Know?

After clinching the IMSA title and securing the honorary title of vice-champion in the ELMS, the Polish team is the only one to have been granted two automatic invitations.

CLX PURE RXCING

ORECA 07 - GIBSON

#37



ALIAKSANDR
MALYKHIN

SILVER

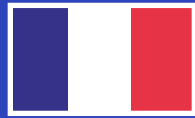
- 37 years
- 1 entrie
- **Best result:**
14th LMGT3 in 2024
- **Best result:**
Champion WEC LMGT3ien
2024



TOM
BLOMQVIST

PLATINUM

- 31 years
- 3 entries
- **Best result:**
2nd in LMP2 in 2021
- **Best result:**
Winner of the 24 Hours of
Daytona in 2022 and 2023.



TRISTAN
VAUTIER

GOLD

- 35 years
- 2 entries
- **Best result:**
21th in LMP2 in 2022
- **Best result:**
Winner of the 12 Hours
of Sebring in 2021.

Did You Know?

Never heard of this name? No worries — it's simply the new name of Nicolas Lapierre's Cool Racing team. However, at Le Mans, they'll have to make do without their team boss, who will be busy fulfilling his role as Alpine's sporting director.

INTER EUROPOL
COMPETITION

ORECA 07 - GIBSON

INVITED TEAM

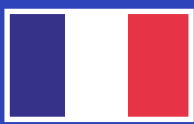
#43



JAKUB
SMIECHOWSKI

SILVER

- 33 years
- 6 entries
- **Best result:**
Winner in LMP2 (Inter Europol Competition) in 2023



TOM
DILLMANN

GOLD

- 36 years
- 4 entries
- **Best result:**
Retired in 2018, 2019, 2020 and 2023
- **Best result:**
Champion IMSA LMP2 in 2024



NICK
YELLOLY

PLATINUM

- 34 years
- Rookie
- **Best result:**
Winner of the Nürburgring 24 Hours in 2020

Did You Know?

If you are a regular reader of Endurance-Info, you probably already know this: Inter Europol is actually a bakery company based in Poland.

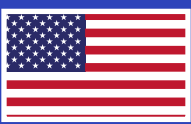
ALGARVE
PRO RACING

ORECA 07 - GIBSON

INVITED TEAM

Pro/Am

#45



GEORGE
KURTZ

BRONZE

- 55 years
- 2 entries
- **Best result:**
Winner LMP2 Pro-Am
(Algarve Pro Racing) in 2023



NICKY
CATSBURG

PLATINUM

- 37 years
- 6 entries
- **Best result:**
Winner GTE Am (Corvette
Racing) in 2023
- **Best result:**
Winner of the Nürburgring
24 Hours in 2020 and 2023



ALEXANDER
QUINN

GOLD

- 24 years
- 1 entree
- **Best result:**
2nd LMP2 Pro-Amien 2024

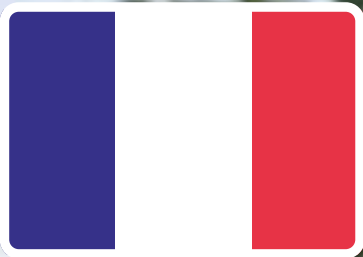
Did You Know?

Nicky Catsburg is an endurance racing specialist. In 2023, the Dutchman stood on the podium at the 24 Hours of Le Mans (class win in GTE Am with the Corvette C8.R - Corvette Racing), the 24 Hours of Nürburgring (overall win with the Ferrari 296 GT3 – Frikadelli Racing), and the 24 Hours of Spa (Pro-Am class win with the Mercedes-AMG GT3 EVO – SunEnergy1).

VDS PANIS
RACING

ORECA 07 - GIBSON

#48



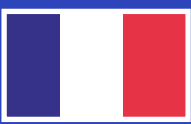
P2



OLIVER
GRAY

SILVER

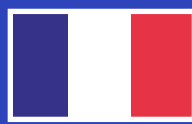
- 20 years
- Rookie



ESTEBAN
MASSON

GOLD

- 20 years
- 1 entree
- **Best result:**
10th LMGT3 in 2024



FRANCK
PERERA

PLATINUM

- 41 years
- 1 entree
- **Best result:**
16th LMGT3 in 2024

Did You Know?

Esteban Masson is making his debut in Prototypes this year. As a reminder, the young Frenchman is part of the TGR Driver Challenge Program and is therefore closely watched by Toyota.

AF CORSE
ORECA 07 - GIBSON

INVITED TEAM

Pro/Am

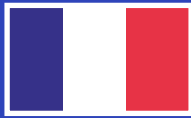
#183



FRANÇOIS
PERRODO

BRONZE

- 48 years
- 12 entries
- **Best results:**
Winner in GTE Am (AF Corse)
in 2021,
Winner in LMP2 Pro-AM
in 2024



MATTHIEU
VAXIVIERE

GOLD

- 30 years
- 8 entries
- **Best results:**
3rd in LMP2 in 2019 et 2020
(Oreca) ; 3rd in 2021 (Alpine)



ANTONIO
FELIX DA COSTA

PLATINUM

- 33 years
- 6 entries
- **Best result:**
Winner LMP2 in 2022
- **Best result:**
Champion WEC LMP2
in 2022

Did You Know?

António Félix da Costa returns to Le Mans for the first time since 2023. His employer, Porsche, wanted the Portuguese driver to focus on Formula E last year. However, he already has a LMP2 class win to his name, achieved with Jota in 2022.

AO BY TF

ORECA 07 - GIBSON

Pro/Am

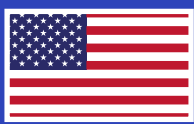
#199



PJ
HYETT

BRONZE

- 41 years
- 2 entries
- **Best result:**
2nd LMP2 Pro-Am in 2024



DANE
CAMERON

PLATINUM

- 36 years
- 2 entries
- **Best result:**
5th LMP2 en 2023
- **Other results:**
Champion IMSA in 2016,
2019 and 2024,
Winner of the 2024
24 Hours of Daytona



LOUIS
DELÉTRAZ

GOLD

- 28 years
- 5 entries
- **Best results:**
2nd LMP2 in 2022 and 2023
- **Other results:**
Champion ELMS in 2021,
2022 and 2024

Did You Know?

You probably know AO Racing for its eye-catching liveries featuring Spike the Dragon and REXY and ROXY the dinosaurs — but do you know who P.J. Hyett, the team's founder, is? He's the co-founder of GitHub, the leading platform for hosting and developing software projects (that is, code).

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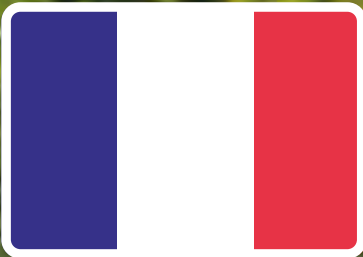
TEAM GUIDE



RACING SPIRIT
OF LEMAN

ASTON MARTIN VANTAGE AMR LMGT3

#10



Engine
ENGINE V8 BI-TURBO 4 L.



DEREK
DEBOER

BRONZE

- 50 years
- Rookie



EDUARDO
BARRICHELLO

SILVER

- 23 years
- Rookie
- Best result:**
3rd in Stock Car Pro Series
2024



VALENTIN
HASSE CLOT

GOLD

- 29 years
- 1 entree
- Best result:**
Retired in 2023

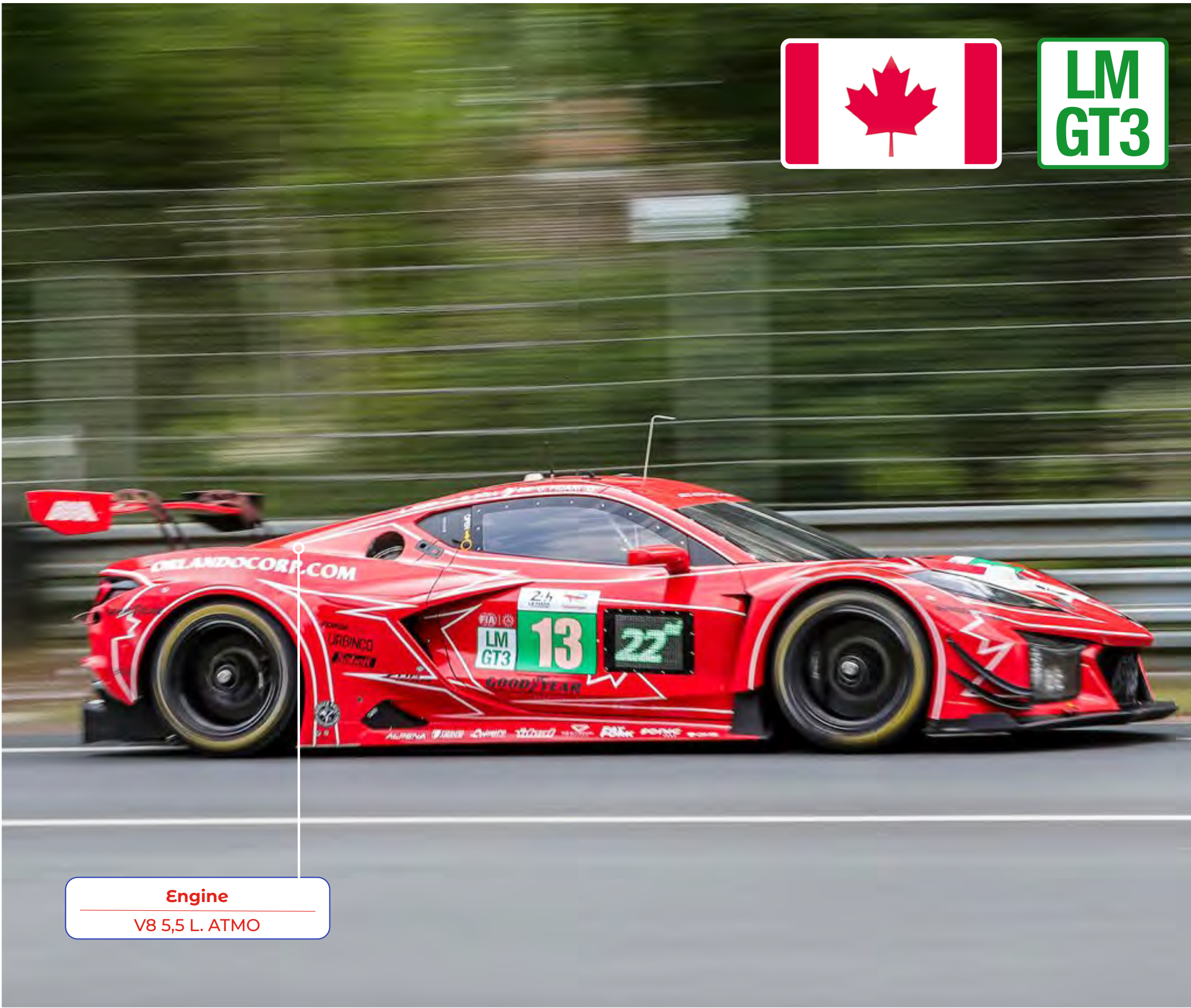
Did You Know?

The Racing Spirit of Léman team is managed by Herminie and Patrick Barbier, who previously operated under the COOL Racing banner in LMP2.

AWA RACING
CORVETTE Z06 LMGT3.R

INVITED TEAM

#13



Engine

V8 5,5 L. ATMO



OREY
FIDANI

BRONZE

- 38 years
- Rookie



LARS
KERN

SILVER

- 37 years
- Rookie



MATTHEW
BELL

GOLD

- 34 years
- 1 entree
- **Best result:**
16th LMP2 2022

Did You Know?

It is thanks to Orey Fidani, winner of the Bob Akin Award (best Bronze-rated driver in GTD) in IMSA last year, that the Canadian team earned its invitation to the 24 Hours of Le Mans.

VISTA AF CORSE

FERRARI 296 LMGT3



#21



Engine
V6 3.0 L. BI-TURBO



FRANÇOIS
HÉRIAU

BRONZE

- 41 years
- 2 entries
- **Best result:**
6th in LMGT3 in 2024



SIMON
MANN

SILVER

- 22 years
- 3 entries
- **Best result:**
6th in LMGT3 in 2024



ALESSIO
ROVERA

PLATINUM

- 29 years
- 4 entries
- **Best result:**
Winner in GTE Am in 2021
(Ferrari)

Did You Know?

In LMGT3, Vista AF Corse is the only team fielding the same two driver trios as last year. Will loyalty pay off?

HEART OF RACING
TEAM

ASTON MARTIN VANTAGE AMR LMGT3

#27



IAN
JAMES

BRONZE

- 50 years
- 4 entries
- **Best result:**
3rd in LMP2 in 2006



MATTIA
DRUDI

PLATINUM

- 26 years
- Rookie
- **Best result:**
Winner of the 24H. de SPA
2024



ZACHARIE
ROBICHON

SILVER

- 32 years
- 3 entries
- **Best result:**
16th GTE Am in 2022

Did You Know?

The Heart of Racing est aussi de la partie en Hypercar avec deux Aston Martin Valkyrie, sans oublier un double programme en IMSA.

THE BEND
TEAM WRT

BMW M4 LMGT3



#31



LM
GT3



YASSER
SHAHIN

BRONZE

- 48 years
- 1 entree
- **Best result:**
Winner in LMGT3 in 2024



TIMUR
BOGUSLAVSKIY

SILVER

- 25 years
- 1 entree
- **Best result:**
7th in LMGT3 in 2024



AUGUSTO
FARFUS

PLATINUM

- 41 years
- 6 entries
- **Best result:**
2nd in LMGT3 in 2024

Did You Know?

Owner of Australia's The Bend circuit, Yasser Shahin is aiming for back-to-back LMGT3 wins. To achieve this, he has switched to the car that finished... second in 2024.

TF SPORT

CORVETTE Z06 LMGT3.R



#33



BEN
KEATING

BRONZE

- 53 years
- 10 entries
- **Best results:**
2 GTE Am victories (Aston Martin in 2022 and Corvette in 2023).



JONNY
EDGAR

SILVER

- 21 years
- Rookie



DANIEL
JUNCADELLA

PLATINUM

- 33 years
- 1 entree
- **Best result:**
11th in LMGT3 in 2024

Did You Know?

While the American brand has never shone overall, its GT record speaks volumes: nine class victories at Le Mans since 1999 (2001-02, 2004-06, 2009, 2011, 2015, 2023), adding to its successes in the US (5 class wins at Daytona, 12 at Sebring, and 8 at Petit Le Mans). And that's not even counting the titles.

TEAM WRT

BMW M4 LMGT3



#46



AHMAD
AL HARTHY

BRONZE

- 43 years
- 2 entries
- **Best result:**
2nd in GTE Am in 2023



VALENTINO
ROSSI

SILVER

- 46 years
- 1 entrie
- **Best result:**
Retired in 2024
- **Other results:**
9 world titles in MotoGP



KELVIN
VAN DER LINDE

PLATINUM

- 28 years
- 1 entrie
- **Best result:**
7^e en LMGT3 en 2024
- **Other results:**
Winner of the 24H. of
Nürburgring in 2017 and 2022

Did You Know?

Through his official website, Valentino Rossi has launched the Memorabilia Authentic project, allowing fans to purchase authentic or replica items. The first wave of items on sale includes tyres from the BMW M4 GT3 used in the victory at Misano in the GT World Challenge Europe, signed by Rossi himself.

VISTA AF CORSE

FERRARI 296 LMGT3



#54



Engine
V6 3.0 L. BI-TURBO



THOMAS
FLOHR

BRONZE

- 65 years
- 8 entries
- **Best result:**
2nd GTE Am in 2018



FRANCESCO
CASTELLACCI

SILVER

- 38 years
- 9 entries
- **Best result:**
2nd GTE Am in 2018



DAVIDE
RIGON

PLATINUM

- 38 years
- 10 entries
- **Best result:**
2nd GTE Pro in 2015

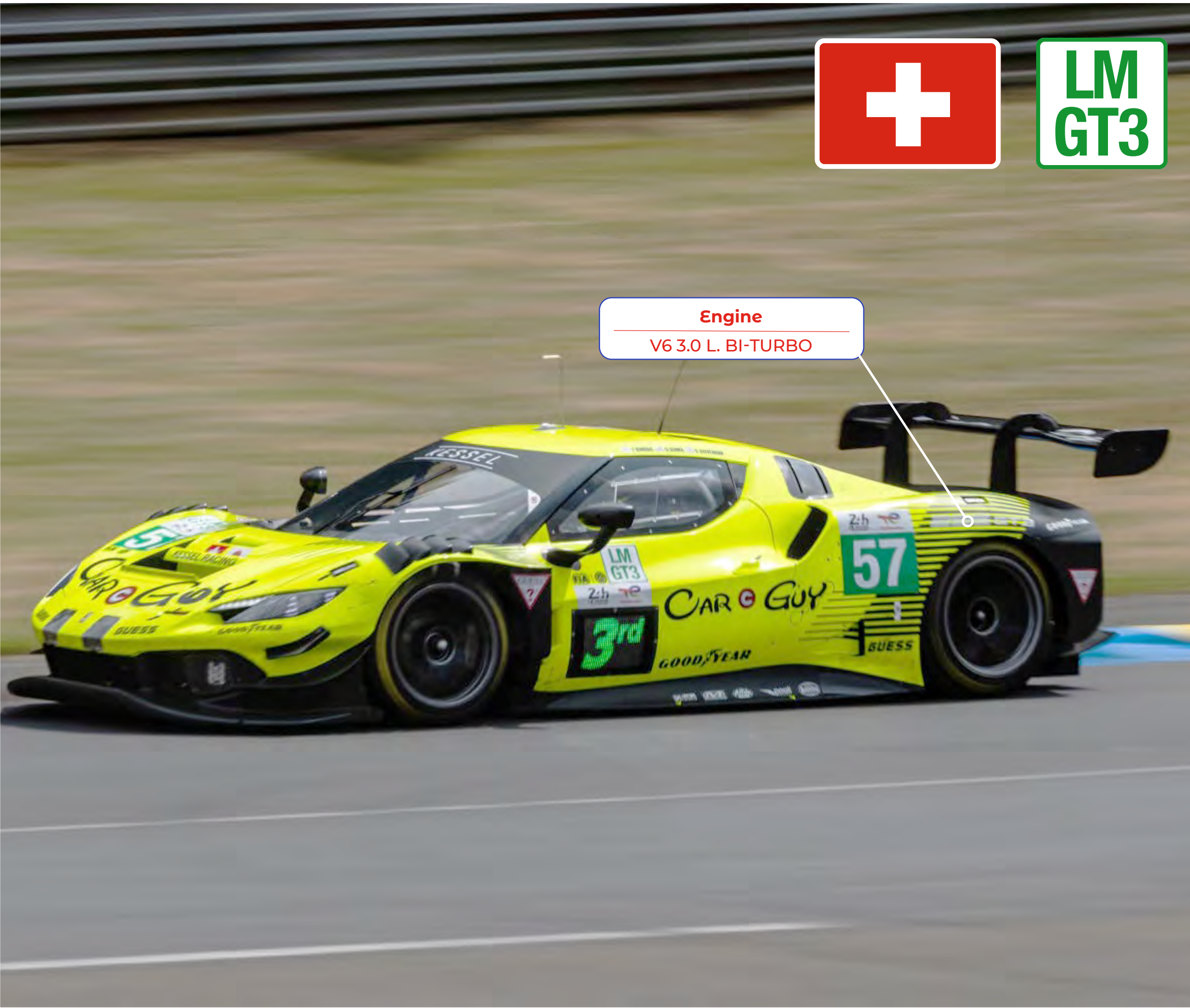
Did You Know?

Why Vista AF Corse? Simply because Thomas Flohr is the owner of VistaJet, a global private aviation company founded in 2004.

#57

KESSEL RACING

FERRARI 296 LMGT3



TAKESHI
KIMURA

BRONZE

- 54 years
- 6 entries
- **Best result:**
5th in GTE Am in 2019



DANIEL
SERRA

PLATINUM

- 41 years
- 4 entries
- **Best result:**
Winner in GTE-Pro in 2017 and 2019 (Ferrari)
- **Best result:**
Best result: Champion of Stock Car Pro Series in 2017, 2018, and 2019.



CASPER
STEVENSON

SILVER

- 22 years
- 1 entrie
- **Best result:**
Retired in 2023

Did You Know?

The No. 57 Ferrari 296 LMGT3 is the only Ferrari on the grid not run under the wing of AF Corse, Ferrari's official racing arm.

UNITED
AUTOSPORTS

MCLAREN 720S LMGT3 EVO



#59



JAMES
COTTINGHAM

BRONZE

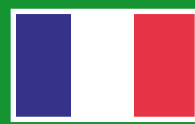
- 41 years
- 1 entrée
- **Best result:**
Retired in 2024



GRÉGOIRE
SAUCY

GOLD

- 25 years
- 1 entrée
- **Best result:**
Retired in 2024



SÉBASTIEN
BAUD

SILVER

- 25 years
- 1 entrée
- **Best result:**
11th in LMGT3 in 2024

Did You Know?

The number used by this 720S LMGT3 EVO is, of course, a reference to the one used by the F1 GTR - Kokusai Kaihatsu Racing driven by JJ Lehto, Masanori Sekiya, and Yannick Dalmas. Conversely, the No. 95 refers to the year 1995.

#60

IRON LYNX

MERCEDES-AMG LMGT3



LM
GT3

Engine

V8 4,0 L. BI-TURBO



ANDREW
GILBERT

BRONZE

- 44 years
- Rookie



FRAN
RUEDA

SILVER

- 28 years
- Rookie



LORCAN
HANAFIN

SILVER

- 22 years
- Rookie

Did You Know?

The No. 60 trio was the last to be announced, just a few days before the Test Day. The three drivers replace Matteo Cairoli, Claudio Schiavoni, and Matteo Cressoni.

IRON LYNX

MERCEDES-AMG LMGT3



#61



LM
GT3

Engine
V8 4,0 L. BI-TURBO



MARTIN
BERRY

BRONZE

- 47 years
- Rookie



LIN
HODENIUS

SILVER

- 18 years
- Rookie



MAXIME
MARTIN

PLATINUM

- 39 years
- 9 entries
- **Best result:**
Winner in GTE Pro 2020
(Aston Martin)

Did You Know?

This is the fourth manufacturer in seven years that Iron Lynx will represent at Le Mans, following Ferrari, Porsche, and Lamborghini.

#63

IRON LYNX

MERCEDES-AMG LMGT3

INVITED TEAM



STEPHEN
GROVE

BRONZE

- 58 years
- Rookie



BRENTON
GROVE

SILVER

- 28 years
- Rookie



LUCA
STOLZ

PLATINUM

- 29 years
- 1 entree
- **Best result:**
3rd GTE-Am in 2018

Did You Know?

The three AMG LMGT3 EVOs entered this year by Iron Lynx sport the iconic livery of the 1989 Sauber C9. That year, the No. 63 car, driven by Stanley Dickens, Manuel Reuter, and the late Jochen Mass, claimed victory — a fitting tribute following his recent passing.

PROTON
COMPETITION

FORD MUSTANG LMGT3



#77



LM
GT3

Engine
V8 5,4 L. ATMO



BERNARDO
SOUSA

BRONZE

- 38 years
- Rookie



BEN
TUCK

SILVER

- 28 years
- 1 entrie
- **Best result:**
4th in LMGT3 in 2024



BENJAMIN
BARKER

GOLD

- 34 years
- 9 entries
- **Best result:**
3rd GTE Am in 2023

Did You Know?

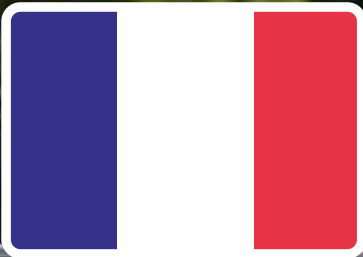
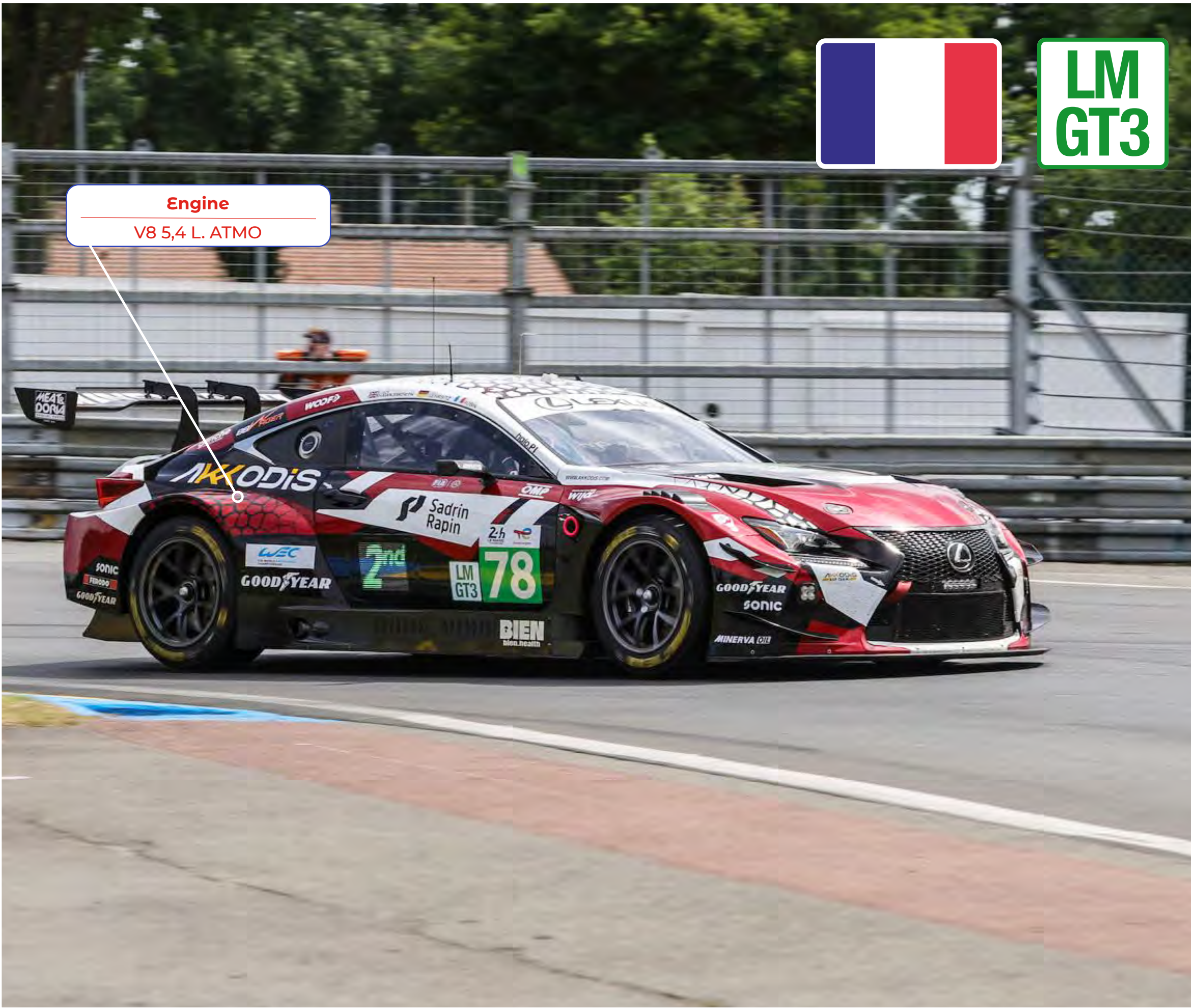
Four chassis have won the 24 Hours of Le Mans in back-to-back editions. Among them is the Ford GT40 chassis No. 1075, victorious in 1968 and 1969. Ford also remains the only American manufacturer to have claimed overall victory at the 24 Hours of Le Mans.

AKKODIS
ASP TEAM

LEXUS RC F LMGT3



#78



LM
GT3



ARNOLD
ROBIN

BRONZE

- 39 years
- 3 entries
- **Best result:**
5th in LMP2 Pro Am in 2021



JACK
HAWKSWORTH

GOLD

- 34 years
- 1 entrie
- **Best result:**
10th in LMGT3 in 2024
- **Other result:**
Champion IMSA GTD 2023



FINN
GEHRSTZ

SILVER

- 20 years
- Rookie

Did You Know?

While Lexus is not a regular at the 24 Hours of Le Mans, Akkodis-ASP team principal Jérôme Policand has plenty of experience at the event, with 13 starts to his name and three class podiums (2nd in LMP1 in 1997, 3rd in GT1 in 2006, and 2nd in GT1 in 2010).

TF SPORT

CORVETTE Z06 LMGT3.R



#81



TOM
VAN ROMPUY

BRONZE

- 37 2ans
- 2 entries
- **Best result:**
3rd in LMP2 Pro-Am in 2023



RUI
ANDRADE

SILVER

- 25 years
- 4 entries
- **Best result:**
2nd LMP2 in 2023



CHARLIE
EASTWOOD

GOLD

- 29 years
- 5 entries
- **Best result:**
Winner in GTE Am in 2020
(Aston Martin)

Did You Know?

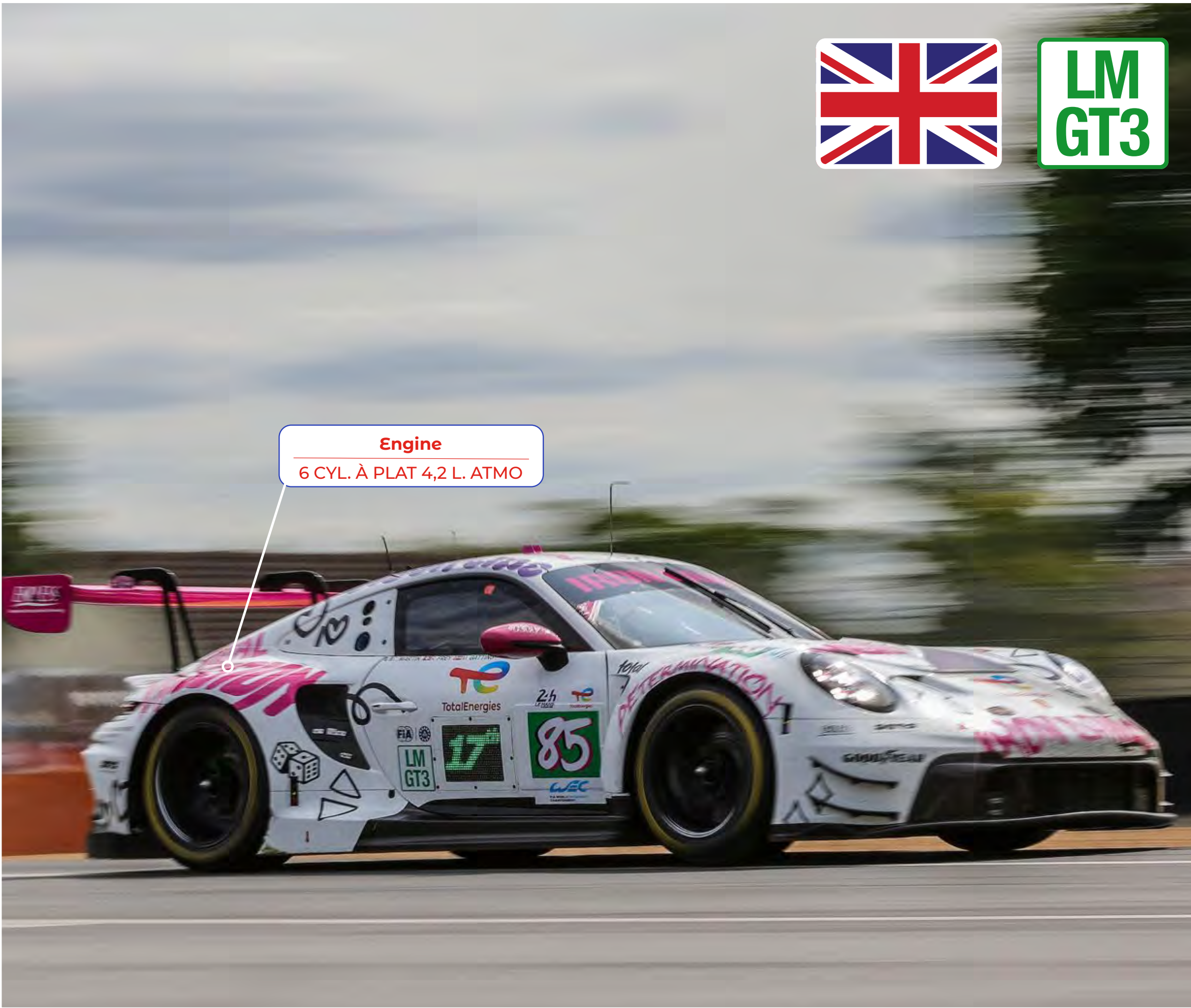
The Corvette Z06 GT3.R race car's engine shares 80% of its components with the production model's engine.

IRON DAMES

PORSCHE 911 GT3 R LMGT3



#85



Engine
6 CYL. À PLAT 4,2 L. ATMO



CÉLIA
MARTIN

BRONZE

- 33 years
- Rookie



RAHEL
FREY

SILVER

- 39 years
- 7 entries
- **Best result:**
4th in GTE Am in 2023



SARAH
BOVY

SILVER

- 36 years
- 4 entries
- **Best result:**
4th in GTE Am in 2023

Did You Know?

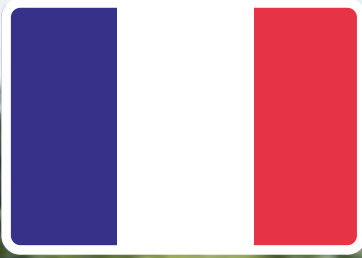
Now classified as a Silver driver by the FIA, Sarah Bovy has handed over her seat to Célia Martin, the new Bronze driver in the trio. However, Rahel Frey and Michelle Gatting have been part of the Iron Dames' Le Mans programme since its debut in 2019.

AKKODIS
ASP TEAM

LEXUS RC F LMGT3



#87



Engine
V8 5,4 L. ATMO



PETRU RAZVAN
UMBREARSCU

BRONZE

- 31 years
- Rookie



JOSÉ MARIA
LOPEZ

PLATINUM

- 41 years
- 8 entries
- **Best result:**
Winner in 2021 (Toyota)



CLEMENS
SCHMID

SILVER

- 34 years
- Rookie

Did You Know?

Akkodis-ASP knows its way around 24-hour races. The team from Rabastens (Tarn) won the 24 Hours of Spa in 2022 with Mercedes, and has also secured several overall podiums, along with a Pro-Am class victory in 2011.

PROTON
COMPETITION

FORD MUSTANG LMGT3



#888



Engine
V8 5,4 L. ATMO



STEFANO
GATTUSO

BRONZE

- 41 years
- Rookie



GIAMMARCO
LEVORATO

SILVER

- 21 years
- Rookie



DENNIS
OLSEN

PLATINUM

- 29 years
- 3 entries
- Best result:**
7th GTE Pro in 2019

Did You Know?

Ford was the first manufacturer to break the symbolic 200 km/h average speed barrier at Le Mans. It happened in 1966 with Chris Amon and Bruce McLaren, covering 4,843.090 km. A year later, Ford surpassed the 5,000 km mark with the car driven by Dan Gurney and A.J. Foyt.

#90

MANTHEY

PORSCHE 911 GT3 R LMGT3

INVITED TEAM



ANTARES
AU

BRONZE

- 46 years
- Rookie



LOEK
HARTOG

SILVER

- 22 years
- Rookie



KLAUS
BACHLER

PLATINUM

- 33 years
- 4 entries
- **Best result:**
2nd in GTE Am in 2014

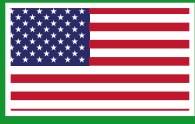
Did You Know?

Now racing in IMSA, Klaus Bachler is the reigning WEC LMGT3 champion. He will take on the role of team leader in the No. 90.

#92

MANTHEY

PORSCHE 911 GT3 R LMGT3



RYAN
HARDWICK

BRONZE

- 44 years
- 2 entries
- **Résultat :**
Retired in 2023



RICCARDO
PERA

SILVER

- 25 years
- 5 entries
- **Best results:**
2nd GTE Am in 2020
3rd GTE Am in 2023



RICHARD
LIETZ

PLATINUM

- 41 years
- 18 entries
- **Best results:**
Winner in GTE Pro in 2013 and 2022
Winner in LMGT3 in 2024

Did You Know?

Richard Lietz is about to make his 19th start at the 24 Hours of Le Mans, making him the most experienced driver on the grid. The Austrian is aiming for a sixth class win, with his most recent victory coming just last year.

UNITED AUTOSPORTS

MCLAREN 720S LMGT3 EVO #95



#95



DARREN
LEUNG

BRONZE

- 37 years
- 1 entrie
- **Best Result:**
2nd in LMGT3 in 2024



SEAN
GELAE

SILVER

- 28 years
- 4 entries
- **Best results:**
2nd in LMP2 in 2021 and
2nd in LMGT3 in 2024



MARINO
SATO

GOLD

- 26 years
- 1 entrie
- **Best result:**
Retired in 20244

Did You Know?

Darren Leung and Sean Gelael were already teammates last year at the 24 Hours of Le Mans, competing in one of the two BMW M4 GT3s entered by Team WRT.

RICHARD MILLE
AF CORSE

FERRARI 296 LMGT3



#150



CUSTODIO
TOLEDO

BRONZE

- 55 years
- Rookie



LILOU
WADOUX

SILVER

- 24 years
- 2 entries
- **Best result:**
9th in LMP2 in 2022



RICCARDO
AGOSTINI

GOLD

- 31 years
- Rookie

Did You Know?

There are no fewer than five women on the grid this year, including Lilou Wadoux, returning after a year's absence. The record, dating back to 1935, stands at ten female drivers. The best overall result belongs to Odette Sicko, who finished fourth in 1932.

ZIGGO SPORT
TEMPESTA

FERRARI 296 LMGT3

INVITED TEAM

#193



JONATHAN
HUI

BRONZE

- 42 years
- Rookie



CHRIS
FROGGATT

SILVER

- 31 years
- Rookie



EDWARD
CHEEVER III

GOLD

- 32 years
- 2 entries
- **Best result:**
9th in GTE Am in 2019

Did You Know?

Behind Ziggo Sport Tempesta is AF Corse. But did you know that Ziggo Sport is a Dutch television channel?

MPS Agency

MOTORSPORT
PHOTOGRAPHY



EMOTIONS THROUGH IMAGES

The passion and knowledge of motor sports allows MPS Agency to work closely with its clients to capture creative images intended for the press, organizers, teams and drivers.

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HERE ARE KEY MANUFACTURER STATISTICS
FOR THE 2025 24 HOURS OF LE MANS

PORSCHE

PORSCHE

870 CARS ENTERED
452 FINISHES
418 RETIREMENTS

FINISH
RATE
51,95%



FERRARI

477 CARS ENTERED
228 FINISHES
249 RETIREMENTS

FINISH
RATE
47,80%



ASTON MARTIN

168 CARS ENTERED
83 FINISHES
85 RETIREMENTS

FINISH
RATE
49,40%



ORECA

175 CARS ENTERED
129 FINISHES
46 RETIREMENTS

FINISH
RATE
73,71%



CHEVROLET

96 CARS ENTERED
58 FINISHES
38 RETIREMENTS

FINISH
RATE
60,42%



FORD

82 CARS ENTERED
31 FINISHES
51 RETIREMENTS

FINISH
RATE
37,80%



BMW

65 CARS ENTERED
25 FINISHES
40 RETIREMENTS

FINISH
RATE
38,46%



ALPINE

60 CARS ENTERED
19 FINISHES
41 RETIREMENTS

FINISH
RATE
31,67%



PEUGEOT

38 CARS ENTERED
24 FINISHES
14 RETIREMENTSS

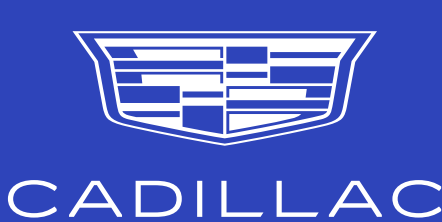
FINISH
RATE
63,16%



MCLAREN

24 CARS ENTERED
15 FINISHES
9 RETIREMENTS

FINISH
RATE
62,5%



CADILLAC

16 CARS ENTERED
13 FINISHES
3 RETIREMENTS

FINISH
RATE
81,25%



LEXUS

2 CARS ENTERED
2 FINISHES
0 RETIREMENTS

FINISH
RATE
100%



MERCEDES

14 CARS ENTERED
3 FINISHES
11 RETIREMENTS

FINISH
RATE
21,43%



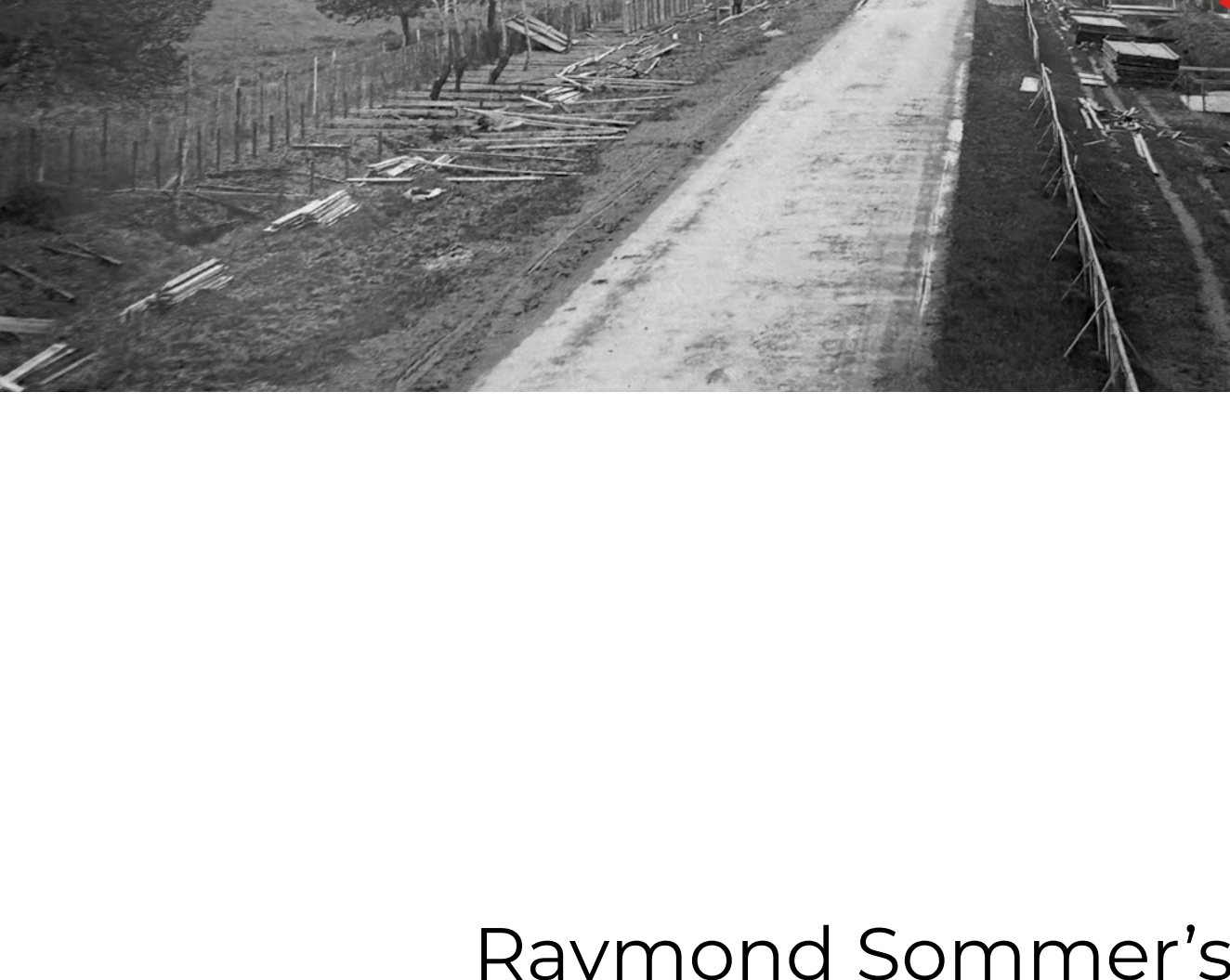
TOYOTA

63 CARS ENTERED
39 FINISHES
24 RETIREMENTS

FINISH
RATE
61,9%

A YEAR ENDING IN 5,
A STORY...

1925

Raymond Sommer's
Solo Attempt

Raymond Sommer, two-time winner of the race in 1932 and 1933, was set to compete alongside Raymond Destrez. However, Destrez, having fallen ill, was unable to take the wheel of the #15 Alfa Romeo 8C.

Undeterred, Sommer decided to take on the challenge solo, to the cheers of the crowd at the start.

Leading after just the second lap, the Ardennes-born driver soon ran into mechanical trouble.

His Alfa Romeo was ultimately forced to retire during the night.

Three years earlier, during his victorious run, Sommer had already driven much of the race solo, after teammate Luigi Chinetti fell ill shortly after the start.

1955

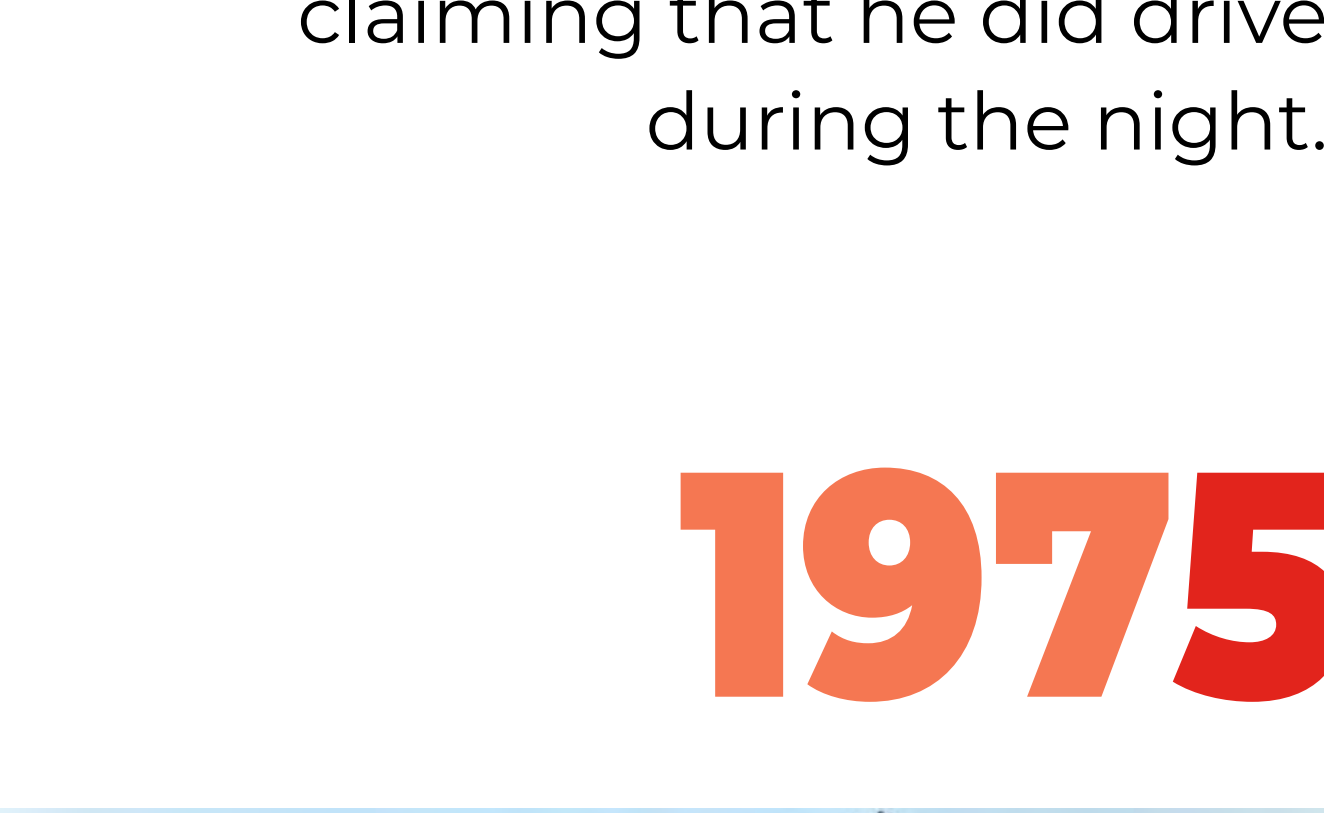
A Story Still Without
an answer

Did Ed Hugus drive as a third driver in the Ferrari 275 LM that won alongside Masten Gregory and Jochen Rindt? It's a rumour that resurfaces time and again.

Though officially listed as a reserve driver, Ed Hugus is said to have taken the wheel midway through the night,

wearing Masten Gregory's helmet, as the American was reportedly suffering from vision problems. One thing is certain: Ed Hugus does not appear in the official record books — and no one has ever been able to fully confirm or disprove the story, despite a letter from Hugus himself claiming that he did drive during the night.

1975



Playing It Smart — and Fast

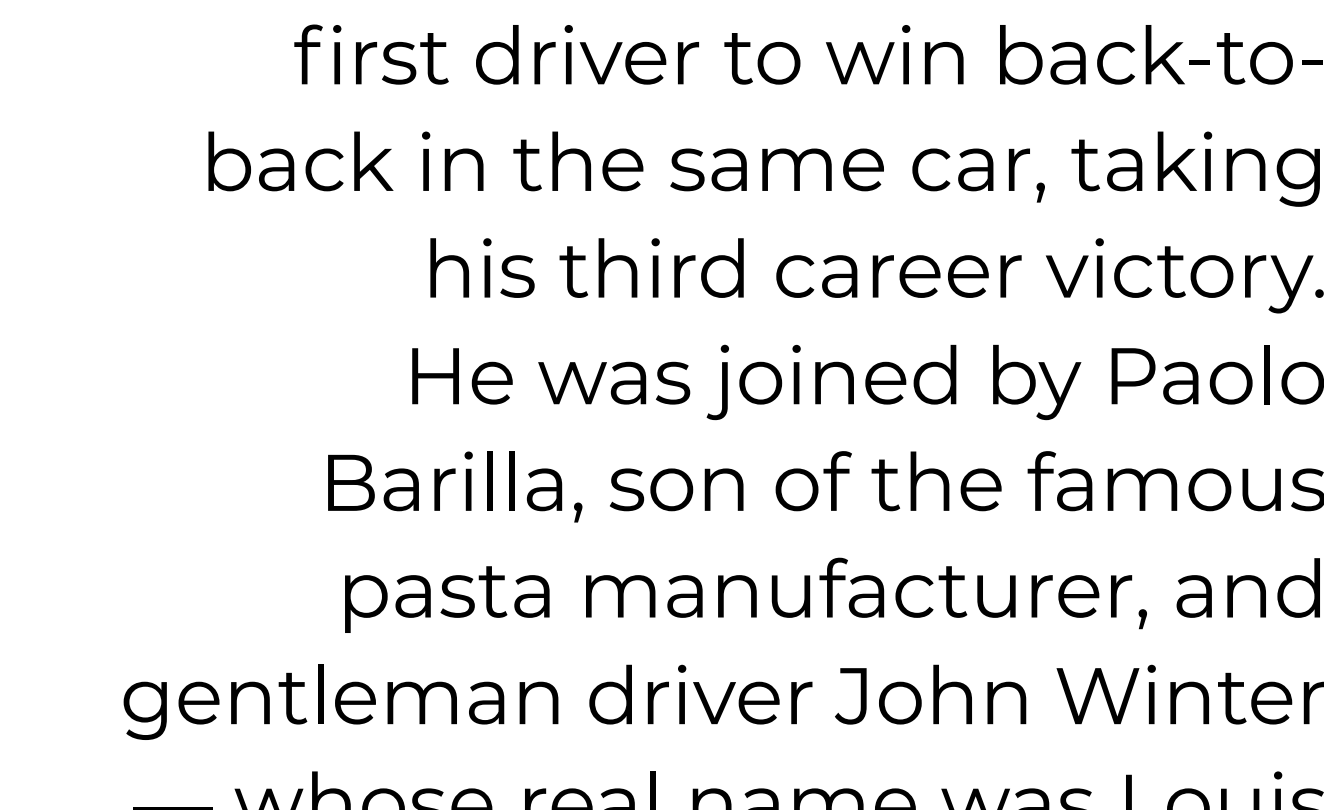
Completing 347 laps in the lead out of 373 during the 53rd edition, the Porsche 956 chassis 956-117, run by Joest Racing, claimed its second consecutive victory at Le Mans — with a particularly eclectic driver line-up.

Klaus Ludwig became the first driver to win back-to-back in the same car, taking his third career victory.

He was joined by Paolo Barilla, son of the famous pasta manufacturer, and gentleman driver John Winter — whose real name was Louis Krages. Blisteringly fast on the Hunaudières Straight (clocked at 372 km/h), yet remarkably fuel-efficient, the Porsche 956 spent much of the race battling another Porsche, run by Richard Lloyd.

The two teams had agreed to run nose-to-tail whenever possible to minimise fuel consumption — a clever strategy that paid off.

1995

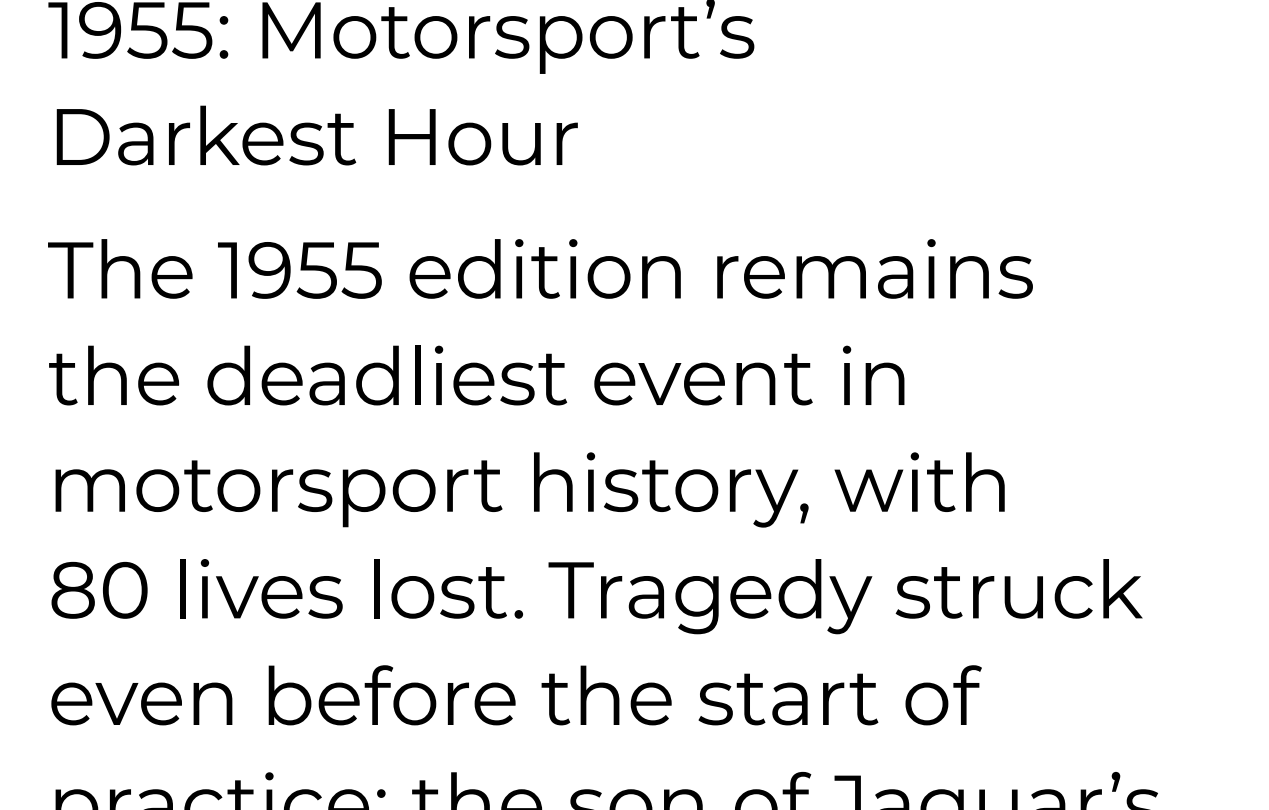
Loeb's Incredible Race
Against Time

20 years ago, Sébastien Loeb, then a World Rally Champion with Citroën, set his sights on competing in the 24 Hours of Le Mans, driving a Pescarolo C60H entered by Pescarolo Sport. He was to share the car with Eric Hélary (winner in 1993) and Soheil Ayari. There was one problem: the Test Day clashed with the Rally of Turkey. Regulations required that all Le Mans rookies complete a minimum of 10 laps on Test Day — even if your name was Sébastien Loeb. At 12:15 pm, fresh from the rally stages, Loeb boarded a helicopter to Antalya Airport, then jumped on a private jet bound for Le Mans. A PlayStation 2 simulator was set up on board so he could complete a few virtual laps of the circuit. The test session was extended by one hour to accommodate his arrival. At 6:02 pm, his plane landed at Le Mans. Carrying the Rally of Turkey winner's trophy in hand, he raced straight to the paddock — and hit the track at 6:16 pm. By 6:44 pm, he had completed six laps. When the race director waved the chequered flag, Loeb had covered 11 laps — mission accomplished. In the race itself, the #17 car was forced to retire on Sunday morning following an off-track excursion by Soheil Ayari.

International Brands Arrive,
and a New Chapter Begins

International manufacturers began arriving at the 24 Hours of Le Mans, but the event organisers soon faced resistance from local landowners near the Raineries section of the circuit. When negotiations failed, the ACO responded by moving the heart of the race to the Hunaudières Straight, along the Route Nationale 138, connecting Le Mans to Tours. In just a few months, grandstands were built and pits were constructed from scratch. This new area was located just before the Hunaudières kink. It was also the first year that featured the now-legendary Le Mans-style start, with drivers lined up on one side of the track facing their cars on the opposite side.

1935

1955: Motorsport's
Darkest Hour

The 1955 edition remains the deadliest event in motorsport history, with 80 lives lost. Tragedy struck even before the start of practice: the son of Jaguar's founder was killed in a road accident en route to Le Mans. During practice, Peter Taylor suffered a serious crash at the wheel of his Arnott. Shortly afterwards, Jean Behra was struck in front of his garage while talking to two journalists. Apparently caught off guard by the sudden departure of Stirling Moss's Mercedes 300 SLR, a DB swerved and hit the Frenchman, forcing him to withdraw from the race. Pierre Levegh, who would perish in the tragic June 11th accident, had been recruited by Mercedes-Benz to replace driver-journalist Paul Frère, who was committed to Aston Martin.

1965



1975: The Year of Women

The United Nations declared 1975 the International Women's Year. Renault and Elf seized the opportunity by fielding an all-female duo in the Renault-Alpine A441, with Marie-Claude Beaumont and Lella Lombardi. Moynet and Esso followed suit with the LM75, driven by Michèle Mouton, Marianne Höpfner, and Christine Dacremont. The trio went on to win the 2.0-litre class. Also worth mentioning: Anny-Charlotte Verney, who narrowly missed out on a top-10 finish at the wheel of a Porsche Carrera RS.

1985

The Long-Awaited Ferrari
Prototype — a Disappointing
Return

Fans had been waiting for the return of a Ferrari prototype since 1974, and it finally happened 21 years later. Wearing #1, the bright yellow 333 SP looked ready to make its mark — but Euromotorsport Racing faced a string of setbacks. A technical regulation issue with the engine torque sensor prevented the Ferrari from running on Wednesday. Once brought into compliance, Massimo Sigala, René Arnoux, and Jay Cochran finally took to the track — but the problems didn't stop there. The sensor prevented the engine from delivering its full potential: 303 km/h top speed instead of the expected 343 km/h. A much-hyped marketing stunt with Ericsson quickly turned into a fiasco. More trouble came during the warm-up, when the gearbox started acting up. In the race, the Ferrari 333 SP managed just 7 laps before retiring with a blown engine.

2015



A Presidential Visit

It hadn't happened since 1972, when Georges Pompidou visited the 24 Hours of Le Mans. Forty-three years later, a French President returned to the race. François Hollande came to experience the atmosphere of the world's greatest endurance race. He toured race control and the Prefecture command centre. Accompanied by Bernard Cazeneuve, Minister of the Interior, Hollande headed to the pit lane, taking a keen interest in Toyota's hybrid system, and made a stop at Alpine's garage, the only team fielding an all-French driver line-up. A visit to the Audi garage, guided by Dr. Ullrich, followed — and the President also took time to greet Patrick Dempsey, competing in a Porsche GT, and posed for a photo with the drivers.



WEC

24 H DU MANS 2025

CHAMPIONSHIP STANDINGS UPDATE

You would have to go back to the early days of the World Endurance Championship (WEC) — the 2012 or 2013 seasons — to find such a dominant start from a manufacturer. By winning the first three rounds in Qatar, Imola, and Spa, Ferrari AF Corse has already opened up a commanding lead in both the Drivers' and Manufacturers' standings.

The Prancing Horse heads to Le Mans with 136 points, nearly double the total of its closest rival, Toyota. The picture looks equally one-sided in the Drivers' standings, to the point that a strong result at Le Mans could see the battle for the crown become an intra-Ferrari fight.

With a third-place finish followed by back-to-back victories in Italy and Belgium, the crew of James Calado, Antonio Giovinazzi, and Alessandro Pier Guidi leads the standings on 75 points — returning to the scene of Ferrari AF Corse's first overall Le Mans win since rejoining the top class in 2023. They are 18 points ahead of the reigning Le Mans winners, Antonio Fuoco, Nicklas Nielsen, and Miguel Molina, while Phil Hanson, Robert Kubica, and Yifei Ye, driving the AF Corse-run #83 «private» 499P, sit another 18 points behind.



In LMGT3, the battle is far tighter.

Three teams have each claimed a victory so far (TF Sport in Qatar, Manthey 1st Phorm at Imola, and Vista AF Corse at Spa), meaning Le Mans could well shake up the order. Having been tipped as pre-season favourites and winners at Losail, the #33 TF Sport Corvette Z06 LMGT3.R crew of Jonny Edgar, Ben Keating, and Dani Juncadella leads with 44 points - four clear of the Belgian winners, François Heriau, Alessio Rovera, and Simon Mann (Ferrari 296 LMGT3 #21).

With a consistent start to the season — including a podium at Imola — Finn Gehrsitz and Arnold Robin (Lexus RC F LMGT3 #78) remain firmly in contention, just 6 points adrift.

Remarkably, just 20 points separate the top six crews in the class.

Le Mans offers double points:
50, 36, 30, 24, 20, 16, 12, 8, 4, 2.

TOP 3 HYPERCAR

1. A. Giovinazzi – A. Pier Guidi – J. Calado (Ferrari n°51) : 75 pts
2. A. Fuoco – M. Molina – N. Nielsen (Ferrari n°50) : 57 pts
3. Y. Ye – R. Kubica – P. Hanson (Ferrari n°83) : 39 pts

TOP 3 LMGT3

1. J. Edgar – D. Juncadella – B. Keating (Corvette n°33) : 44 pts
2. F. Heriau – S. Mann – A. Rovera (Ferrari n°21) : 40 pts
3. F. Gehrsitz – A. Robin (Lexus n°78) : 38 pts

REMAINING WEC RACES

- **24 Hours of Le Mans – France** (14-15 June)
- **6 Hours of São Paulo – Brazil** (12-13 July)
- **Lone Star Le Mans / 6 Hours of Austin – USA** (6-7 September)
- **6 Hours of Fuji – Japan** (27-28 September)
- **8 Hours of Bahrain** (7-8 November)



ROAD TO LE MANS

ROAD TO LE MANS

58 cars are once again expected on the grid for the headline event of the Michelin Le Mans Cup, the intermediate step in the ACO continental pyramid, sitting between the Ligier European Series and the European Le Mans Series.

Launched in 2016, the Michelin Le Mans Cup's flagship race will celebrate its 10th edition on the legendary Le Mans circuit in 2025. It's the perfect opportunity for fans to admire the new-generation LMP3s, introduced this season in ELMS and Le Mans Cup — now powered by the brand-new Toyota twin-turbo V6 engine. These LMP3s will make up the bulk of the grid, with 43 cars, including 24 entries in the newly introduced Gold / Silver driver class. An additional 19 Pro-Am entries round out the prototype field. In GT3, 15 cars are expected, with manufacturers including Aston Martin, BMW, Ferrari, McLaren, Mercedes-AMG, and Porsche represented. For 2025, a small tweak to the sporting regulations: both races will now run for 60 minutes, instead of the previous 55-minute format.

CLX Motorsport heads to Le Mans as the team to beat, having won both of the first two races this season — one in Barcelona, courtesy of Swiss duo Cédric Oltramare – David Droux, and another at Paul Ricard, with Pierre-Alexandre Provost – Alvis Rodella behind the wheel. Both crews have built an early championship lead and will be aiming to extend it at Le Mans. In GT3, Code Racing Development has enjoyed a stellar start to its debut campaign in the category, with Philip Sager and Rory van der Steur finishing second in Catalunya and winning at Paul Ricard. Also of note: Team WRT will be present at Le Mans with a BMW M4 GT3 EVO for Samantha Tan and Gustav Bergström.

PROGRAMME

Wednesday 11 June

Free Practice 1 (11:15–12:15)
Free Practice 2 (20:30–21:30)

Thursday 12 June

Qualifying 1 (11:45–12:05)
Qualifying 2 (12:20–12:40)
Race 1 (18:25–19:25)

Saturday 14 June

Race 2 (10:05–11:05)

PORSCHE SPRINT CHALLENGE

PROGRAMME

Wednesday 11 June

Free Practice 1 (09:00–09:30)
Free Practice 2 (12:45–13:15)

Thursday 12 June

Qualifying 1 (09:00–09:20)
Qualifying 2 (09:35–09:55)
Race 1 (13:10–13:55)

Friday 13 June

Race 2 (09:30–10:15)



FORD MUSTANG CHALLENGE

PROGRAMME

Wednesday 11 June

Free Practice 1 (10:00–10:45)
Free Practice 2 (17:30–18:15)

Thursday 12 June

Qualifying 1 & 2 (10:30–11:15)

Friday 13 June

Race 1 (11:00–11:45)

Saturday 14 June

Race 2 (08:45–09:30)

THEY'RE COMING...

2026-2027

...IN 2026 - 2027

24 H DU MANS 2025

GENESIS

As discussed right after the 2024 edition of the 24 Hours of Le Mans, Genesis / Hyundai officially confirmed its WEC program last September. The team, led by Cyril Abiteboul, will campaign its GMR-001 Hypercar, built to LMDh regulations in partnership with chassis supplier Oreca. On the engine front, the technical squad — headed by François-Xavier Demaison — has chosen a V8, with its architecture derived from the 4-cylinder engine of the i20 Rally1. The car is scheduled to hit the track in late summer 2025, ahead of its full race debut in 2026.

After clinching WRC titles for both Drivers and Manufacturers, Hyundai is now opening a new chapter in its motorsport history with an ambitious endurance racing project, based out of brand-new facilities at Circuit Paul Ricard. In terms of drivers, Genesis / Hyundai has prioritized experience to ensure a strong development program, confirming Luis Felipe «Pipo» Derani and André Lotterer — both proven stars in IMSA and WEC — as its first signings..

To better understand the nuances of endurance racing, Genesis has partnered with IDEC Sport Racing for 2025 to build know-how ahead of its Hypercar entry. This learning program includes a full ELMS campaign (class win at Barcelona and overall victory at Paul Ricard) and entree in this year's 24 Hours of Le Mans with an Oreca 07 crewed by Jamie Chadwick, Mathys Joubert, and Dani Juncadella. The latter, also competing in LMGT3 at Le Mans with Corvette and TF Sport, will be replaced by André Lotterer for the race.

"The idea of starting from scratch with Genesis Magma Racing in the 2026 World Championship, with no endurance experience at all, quickly became quite daunting," admits Team Principal Cyril Abiteboul. "The ELMS offers a great platform for our drivers to prove themselves and earn their place in our 2026 Hypercar line-up. It is also the ideal opportunity for everyone involved to learn about endurance racing — its culture, its demands, its community — and to understand exactly what we will need to succeed when we join the WEC."

More details regarding the full structure of Genesis Magma Racing are expected to be revealed during Le Mans week.



MCLAREN

30 years after its one and only outright victory at Le Mans in 1995, McLaren has announced its return to the top tier of endurance racing with a planned LMDh entry in 2027.

The timing is no coincidence — perfectly chosen to celebrate the landmark success of the F1 GTR – Kokusai Kaihatsu, driven to victory by Masanori Sekiya, Yannick Dalmas, and JJ Lehto. That triumph came on the car's very first appearance at the 24 Hours of Le Mans, with a second outing in 1996 resulting in a 4th place finish for the best-placed entry from David Price Racing.

You have to go back to 1998 to find the last time a McLaren competed at the sharp end of the field at Le Mans. That year marked the final appearance of the iconic Gordon Murray-designed GT, which once again finished 4th, this time with Gulf Team Davidoff.

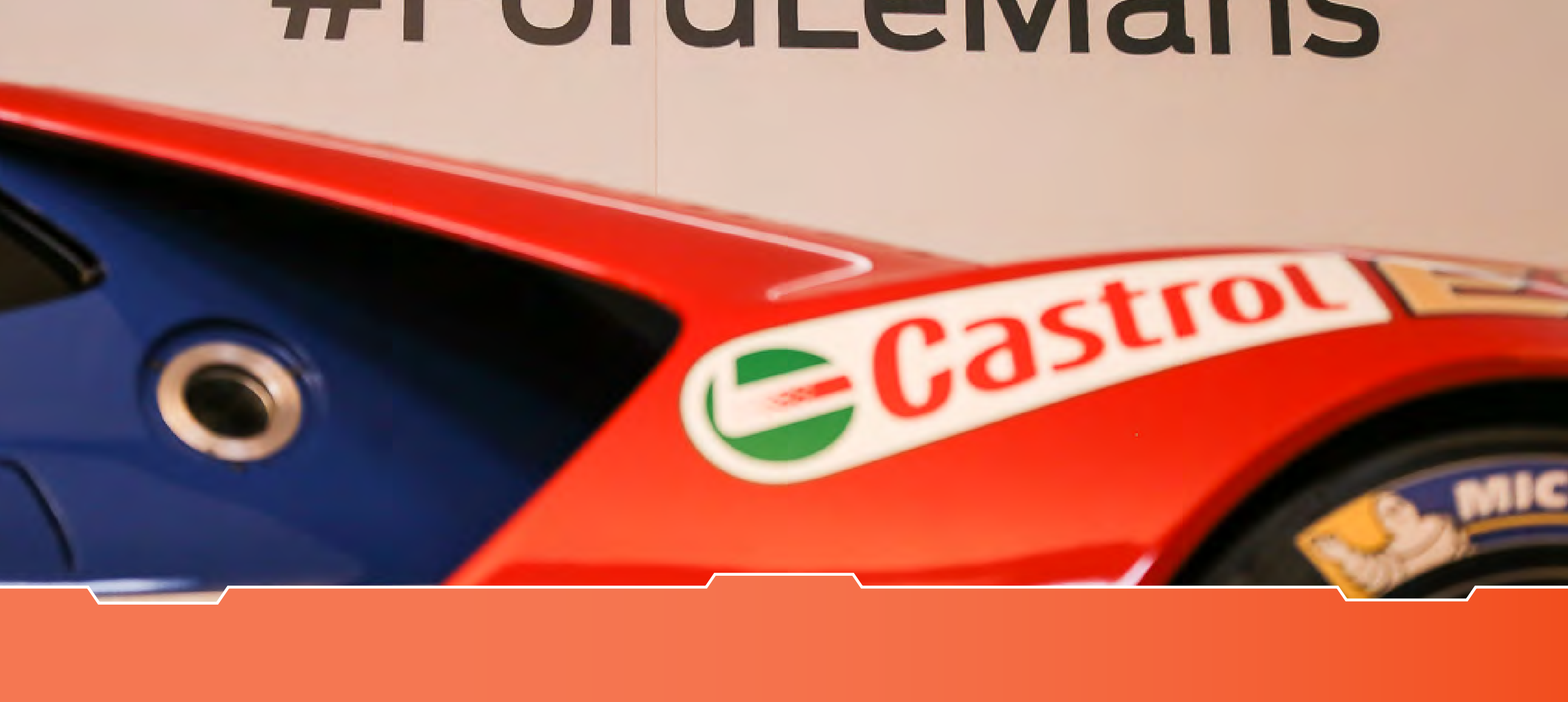


FORD

WRC, NASCAR, F1 (through its power unit partnership with Red Bull from 2026), Rally-Raid, GT3 with the Mustang, a presence in the WEC...

The Blue Oval is active across almost every major motorsport discipline — with one exception: the top tier of endurance racing. After years of speculation and various behind-the-scenes projects — the most recent being a potential partnership with McLaren — it will ultimately be under its own banner that Ford, the Dearborn (Michigan)-based manufacturer, will enter Hypercar in 2027. As is also the case with McLaren, detailed information remains scarce for now — other than the confirmed choice to follow the LMDh regulations. According to our sources, Oreca is expected to be the chosen partner.

#FordLeMans



THE TIMES



PROVISIONAL ENTRY LIST



FREE PRACTICE 1



FREE PRACTICE 1 - BY CATEGORY



FREE PRACTICE 1 - BY DRIVER



QUALIFYING

LMP2-LMGTS



HYPERCAR



LMP2-LMGTS
BY DRIVER



HYPERCAR
BY DRIVER



FREE PRACTICE



FREE PRACTICE 2 - BY CATEGORY



FREE PRACTICE 2 - BY DRIVER



FREE PRACTICE 3



FREE PRACTICE 3 - BY CATEGORY



FREE PRACTICE 3 - BY DRIVER



HYPERPOLE + QUALIFICATIONS

HYPERPOLE 1
LMP2-LMGTC



HYPERPOLE 1
LMP2-LMGTC
BY DRIVER



HYPERPOLE 2
LMP2-LMGTC



HYPERPOLE 2
LMP2-LMGTC
BY DRIVER



HYPERPOLE 1
HYPERCAR



HYPERPOLE 1
HYPERCAR
BY DRIVER



HYPERPOLE 2
HYPERCAR



HYPERPOLE 2
HYPERCAR
BY DRIVER



FREE PRACTICE 4



FREE PRACTICE 4 - BY CATEGORY



FREE PRACTICE 4 - BY DRIVER



24 HOURS
OF LE MANS


SATURDAY STARTING GRID


EI


STARTING GRID





H + 1 

H + 2 

H + 3 

H + 4 

H + 5 

H + 6 

H + 7 

H + 8 

H + 9 

H + 10 

H + 11 

H + 12 


H + 13 

H + 14 

H + 15 

H + 16 

H + 17 

H + 18 

H + 19 

H + 20 

H + 21 

H + 22 

H + 23 

FINISH 