AUTOSPORT

LE MANS YEARBOOK 1989





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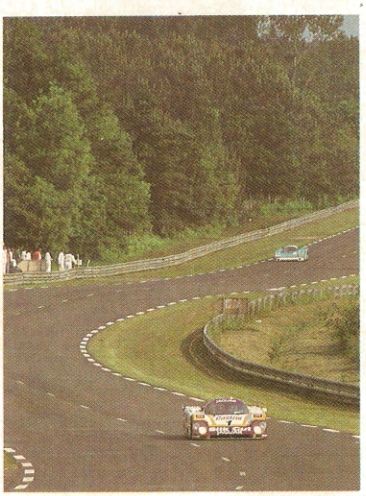
THE LE MANS 24 HOURS

Where to go, what to do, and how to find out what is going on during the 57th Le Mans 24 Hours, whether you make the trip to Le Sarthe or are staying in the comfort of your own home. **4**



A LAP OF LE MANS

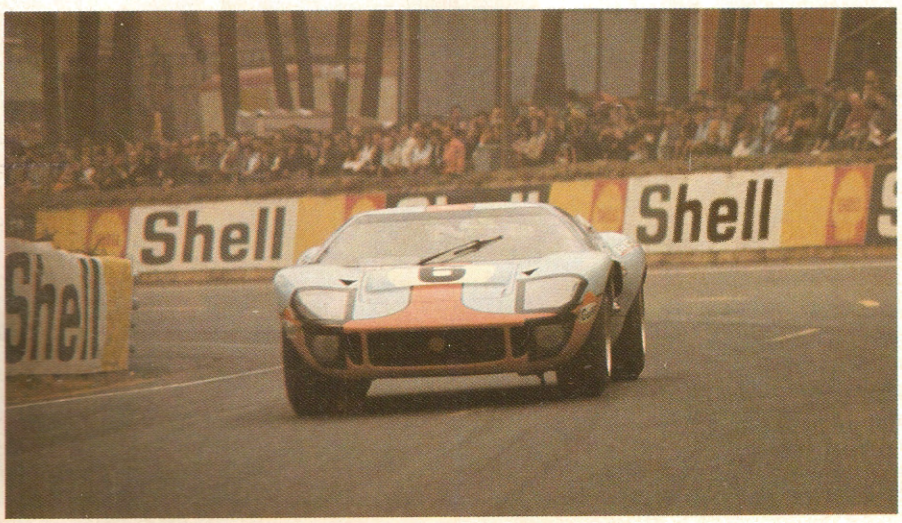
Who better to guide you around the tricky 8.411 mile circuit than the 1988 winner Jan Lammers? The Dutchman once again lines up for Jaguar this year, and is regarded as one of the favourites. **24**





FACTS AND FIGURES

All the relevant statistics – and some that are not so. The Le Mans trivia can be found here; closest finish, most wins, and some very entertaining figures... **57**



HALL OF FAME

The 56 Le Mans 24 Hours races have provided a great number of winners. Those who have placed their names in the record books get another mention in AUTOSPORT, with our very own 'hall of fame'. **55.**

CONTENTS

4 Introduction
8 Entry List:
Who's who and what's what
9 Team Guide:
In depth look at runners and riders
24 A Lap of Le Mans:
Your driver today is Jan Lammers
32 Derek Bell:
Five-time winner
36 A mechanic's week:
Track-side endurance
42 Aston Martin:
Thirty years on
46 Martin Donnelly:
Le Mans debutant
49 Ray Bellm:
No economy run
53 The drivers:
Three for the top
55 Previous winners:
Success from years gone by
57 Facts and figures:
Le Mans 24 Hour trivia

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By JOE SAWARD

Fever!

If you were at Le Mans last year, to see Jaguar's triumph, you will probably never forget the close-fought race and the release of emotion at the finish.

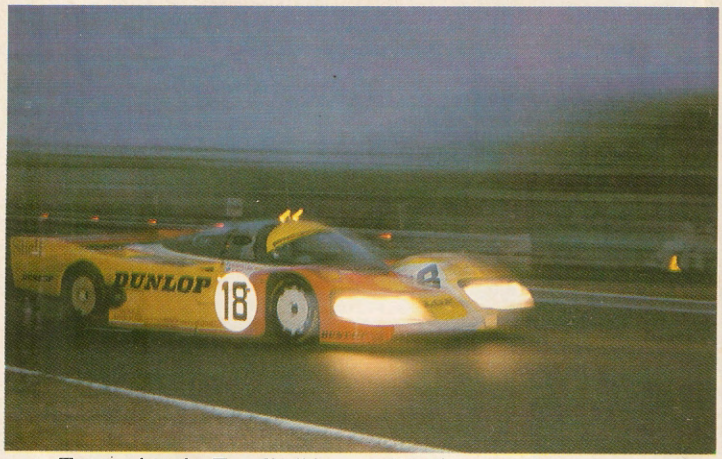
But will it happen again this year? Will the Cats once again be able to take the cream?

It'll certainly be harder this year. There may not be any factory Porsches, but Mercedes, Toyota, Aston Martin and Nissan are all mounting formidable works challenges and Porsche privateers will be upholding the honour of Stuttgart.

This year Jaguar has four cars, the challenge led by last year's winner Jan Lammers who will share the No 1 machine with former Ferrari Formula 1 driver Patrick Tambay and hotshoe Andrew Gilbert-Scott.

Andy Wallace, one of Lammers's co-drivers last year, is back too, teamed with John Nielsen and American Price Cobb in the second Jaguar.

Johnny Dumfries, the third man in last year's winning crew, has moved on to Toyota, but the Tom Walkinshaw Racing team has some rapid men in the remaining two Big Cats: CART and former Williams F1 star Derek Daly, IMSA veteran Jeff Kline, Chilean Eliseo Salazar, rapid young American hero Davy Jones and the French Ferté brothers, Michel and Alain.



Although the Jaguars have been struggling thus far this year, they should never be discounted, particularly in the gruelling atmosphere of a 24 Hour race, where experience counts for much.

The major opposition is expected to come from Sauber Mercedes, which has a star-studded cast of drivers, led by Frenchman Jean-Louis Schlesser. 'Schless' has made no secret of his distaste for Le Mans, but he is back, representing the German manufacturer.

Jean-Louis will share with former Renault F1 ace Jean-Pierre Jabouille and the under-rated Alain Cudini, a touring car specialist in recent years.

Mauro Baldi shares the second Merc with Kenny Acheson and Gianfranco Brancatelli, while Jochen Mass teams up with young German Manuel Reuter and Swede Stanley Dickens.

Watch out for Nissan, for the team has a new and competitive car and a string of topliners led by former Tyrrell F1 man Julian Bailey and F3000 chargers Mark Blundell and Martin Donnelly. They will be supported by the all-Japanese line-up of Masahiro Hasemi, Kazuyoshi Hoshio and Toshio Suzuki with IMSA Champion Geoff Brabham, sharing the third car with his predecessor as IMSA title-winner Chip Robinson and Indycar star Arie Luyendyk.

Toyota is another Japanese manufacturer which is taking sportscar racing much more seriously this year and the Toyota line-up is hard to fault: one car features Japanese F3000 frontrunners Hitoshi Ogawa, Paolo Barilla and Ross Cheever, the second former Grand Prix men Dumfries, Geoff Lees and John Watson and the third Kauro Hoshino, Keiichi Suzuki and Frenchman Didier Artzet.

Aston Martin, winner 30 years ago, returns to Le Mans with two cars featuring Brian Redman, ▶

LATEST NEWS

The ninth edition of the AUTOSPORT Le Mans Yearbook has been published well in advance of this year's 24 Hours so that our readers who are intending to spectate at the Sarthe circuit can take a copy with them. For the very latest news regarding car and driver line-ups, and other information regarding the 1989 Le Mans 24 Hours, see AUTOSPORT's International Racing news pages in the main issues dated June 1 and June 8.

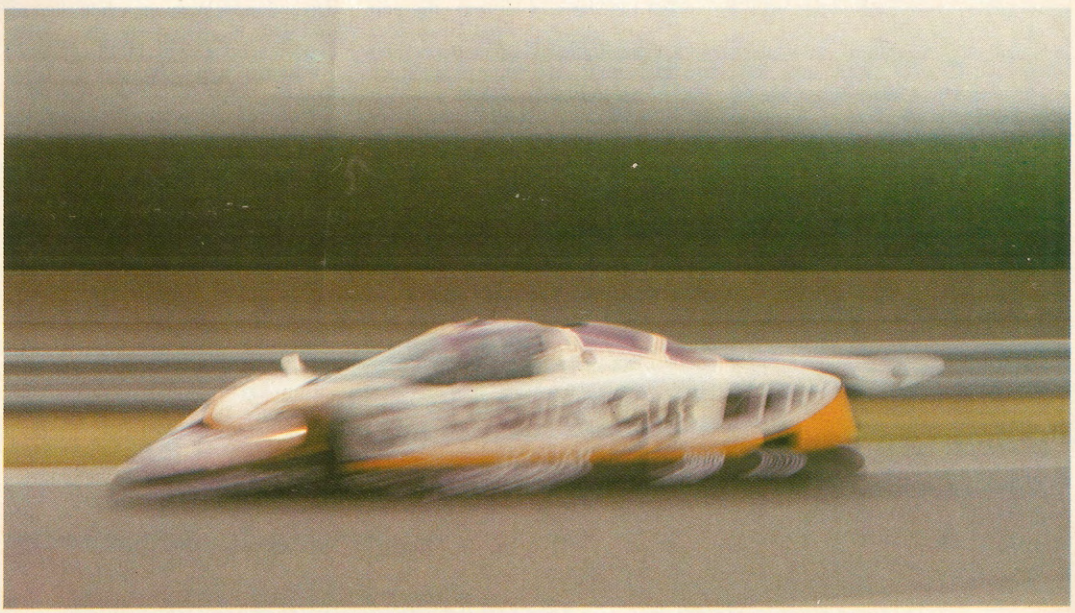








Nearly 200,000 spectators are anticipated to attend Le Mans this year, where a battle between the prestige manufacturers Porsche (far left), Mercedes (left) and Jaguar will each try to add to their tally. Among their rivals will be challengers from the Far East; Nissan and Toyota, while from Britain comes Aston Martin (right), 30 years after the company's last Le Mans victory.





Whether you are at Le Mans, or at home, there are plenty of ways to enjoy yourself *and* keep up with the action...

►► Michael Roe, Costas Los, David Leslie, Ray Mallock and David Sears.

But what about the Porsche men, who once again form the majority of the entry? The battle to be Porsche top dog will be tight indeed, with Joest, Kremer, Brun and Richard Lloyd Racing likely to figure strongest.

This year there are eight previous Le Mans winners in the field and Joest has three of them: 'John Winter', Henri Pescarolo and Hans Stuck having won a total of seven times between them.

The team has three cars this year with 'Winter' joining Frank Jelinski and F1 man Pierre-Henri Raphanel; Pescarolo teaming up with Claude Ballot-Lena (who shares with Pescarolo the honour of the most visits to the Le Mans 24 Hours – the pair celebrating 22 participations apiece this year) and Jean-Louis Ricci (heir to the Nina Ricci fortune); and Stuck sharing with Bob Wollek.

Brun has a truly multi-racial driver line-up, but no previous winners in its four entries: Germans Uwe Schafer and Harald Grohs joining up with Austrians Walter Lechner and Roland Ratzenberger, Norwegian Harald Huysman, Brazilian Maurizio Sandro Sala, Argentine Oscar Larrauri, Japan's Akihiko Nakaya, South African Sarel van der Merwe and Spaniards Carlos Sainz and Jesus Pareja. Richard Lloyd Racing has five previous wins – all courtesy of Derek Bell, who shares his car with Tiff Needell and Indycar and British Touring Car Championship driver James Weaver, while the second car is shared by the vastly-experienced David Hobbs, Steven Andskar and Japanese driver Totani.

Not to be overlooked are the Cougar, Davey and Spice teams.

The entry has strength in depth and should provide for another terrific 24 Hours.

But don't forget that Le Mans is so much more than a motor race. For a week the town enjoys a festival as racing folk from all around the world converge for one of the most famous events in the sporting calendar.

It is also a very British event, with thousands of fans heading south for an annual weekend of racing, fine food and good wine.

The atmosphere at Le Mans is always very special and if you've never been before, you can guarantee a weekend you will never forget. If you are a regular, you know what to expect. Let us hope that the 1989 Le Mans will be as close a race as last year – and a safe one too.

Have a good trip... ■

The atmosphere at Le Mans is always special

RADIO LE MANS

Radio Le Mans will be in operation for the third year, providing English language commentary throughout the 24 Hours and in the days running up to the event. Organised in association with AUTOSPORT and P&O Ferries, Radio Le Mans is the ACO's station, will be sponsored this year by Jaguar, Silk Cut and Castrol, and is operated and promoted by Studio 6 Marketing.

The service is broadcast on 100.6FM from the paddock, starting at 12:00 on Wednesday June 7, and continuing through to 18:00 on Sunday June 11. This year's commentary team is led by Bob Constanduros, ably assisted by Ian Titchmarsh, Paul Trusswell, Janice Minton, Neville Hay, and our very own Joe Saward. Bob and Janice will handle all of the pit reports, while there will also be studio interviews, spectator information, musical entertainment and 'fun and games'.

The station will be backed up by radio presenters Steve Ancsell (from Ocean Sound) and John Hindhaugh (from Metro Radio). Requests can be handed in to the Radio Le Mans Shop in the Village (shop No 45 – opposite the bar...)

So, in order to be well and truly informed through this year's Le Mans 24 Hours, don't forget to pack your FM radios, or alternatively, take some money with you, and purchase a personal radio, or radio hat which will be available along with many other goodies from the Radio Le Mans shop.

TIMETABLE

Tuesday, June 6
0900-2000 Scrutineering

Wednesday, June 7
1830-2030 First qualifying
2130-2330 sessions

Thursday June 8
1830-2030 Second qualifying
2130-2330 sessions

Friday, June 9
1000 Official list of qualifiers!

Saturday, June 10
1000-1035 Warm up
1420-1500 Presentation of drivers
1600 Start of 57th Le Mans 24 Hours

Sunday, June 11
1600 Finish

ADMISSION PRICES

Bend enclosures.....130F
General enclosures.....250F
Qualifying (per session).....60F

TELEPHONES

The AUTOSPORT Grand Prix Line will be carrying news and results from Le Mans, reports from Simon Taylor and Joe Saward updating race positions hourly, on the half hour. The broadcasts start on Tuesday June 6 at 5pm, and can be found on 0898 654313.

Two other telephone services are being provided for those unable to make the trip across the channel. Information will be available from Wednesday June 7, with a brief preview, scrutineering and practice. By Friday, the grid will be available, and on Saturday morning there will be news from the warm-up. At 2pm on Saturday the services will be split, with 0898 700953 carrying a live feed from the English language Radio Le Mans commentary, while 0898 500564 will run overall and class positions which will be updated each hour. After the race, the former line will broadcast full results, while the latter will provide a race summary.

TELEVISION

BBC TV has no plans to cover the 1989 Le Mans 24 Hours over the weekend of June 10/11, although there may well be edited highlights at a later stage. However, those of you lucky enough to have satellite or cable TV will be able to watch a large proportion of the race from the comfort of your living room.

Screensport, the European Sports network, is planning to broadcast 13 hours of action from Le Mans in four languages; French, German, Spanish and, of course, English. The English commentary will be provided by Andrew Marriott, assisted by Stuart Sykes, Neville Hay and Andy Smith.

Coverage starts at 1430 UK time, and will be interspersed with other motorsports action, including IMSA from Lime Rock, the Acropolis Rally, NASCAR, and Rallycross. So reserve your favourite armchair, sort out some TV dinners, and settle down...

CEEFAX

BBC Ceefax will again be covering the event in depth, starting with a comprehensive preview by John Watson in the week prior to the race. Practice times and news will be on air from Friday June 9, along with driver comments. For the race itself, the leader board will be regularly updated from the circuit, and there will be small snippets of news from the Le Mans press centre where Ceefax's equipment will be set up. Le Mans information will be found on Ceefax page 350.

BBC RADIO

Of the many ways of keeping up to date with this year's Le Mans 24 Hours, perhaps the easiest will be with BBC Radio 2 medium wave. The station will preview the event and cover the start in Saturday's *Sport on 2* from 1330-1800, and will then broadcast hourly reports from 2200 until 1300 on Sunday. The end of the race, a round-up and driver interviews will then be carried in *Sunday Sport* from 1400 until 1900.

By ADAM COOPER

One of the best

Le Mans may have lost its World Championship status at a very late stage, but that has had virtually no effect on the entry. We know we've said it before, but this year's race promises to be one of the best yet...

It's hard to pick a winner; the quality of the field is so strong. Will Jaguar be as competitive as last year, despite the problems the team is facing in the sprint races? Has Mercedes done enough testing to ensure that there is no repeat of last year's withdrawal? Will the Silver Arrows last for 24 Hours? How strong will the superb new cars from Toyota and Nissan be over a full race distance? And what does Reinhold Joest have up his sleeve?

All those questions will be answered over the weekend of June 10-11. And there are plenty of other cars worth watching. The Porsches from the Richard Lloyd and Vern Schuppan teams can be expected to be right up there, while Cougar's successful WS-PC exploits will have done the local team no harm at all. The new Aston Martin team brings the legendary name back, 30 years after its first win. And the WM Peugeot will return, looking for a result rather than a high speed this year.

And don't forget Group C2. There are strong private Spices from the Chamberlain, PC Automotive, Mako, Lombardi, Grand, France Prototeam and RBR teams, as well as Tigas, ALDs, a Cougar-Porsche and the late entry from ADA. And then there are the Mazdas, running alone again in IMSA GTP.

If you missed out last year, now's your chance...

57th LE MANS 24 HOURS

ENTRY LIST

No	Entrant (Nat)	Chassis-Engine	Drivers (Nat)		
Group C1					
1	Silk Cut Jaguar Team (GB)	7.0 Jaguar XJR9LM	Jan Lammers (NL)	Patrick Tambay (F)	Andrew Gilbert-Scott (GB)
2	Silk Cut Jaguar Team (GB)	7.0 Jaguar XJR9LM	John Nielsen (D)	Andy Wallace (GB)	Price Cobb (USA)
3	Silk Cut Jaguar Team (GB)	7.0 Jaguar XJR9LM	Davy Jones (USA)	Jeff Kline (USA)	Derek Daly (IRL)
4	Silk Cut Jaguar Team (GB)	7.0 Jaguar XJR9LM	Michel Ferté (F)	Alain Ferté (F)	Eliseo Salazar (RCH)
5	Repsol Brun Motorsport (CH)	3.0t Porsche 962	Harald Grohs (D)	Akihiko Nakaya (J)	Sarel van der Merwe (ZA)
6	Repsol Brun Motorsport (CH)	3.0t Porsche 962	Maurizio Sandro Sala (BR)	Walter Lechner (A)	Roland Ratzenberger (A)
7	Joest Racing (D)	3.0t Porsche 962	Frank Jelinski (D)	'John Winter' (D)	Pierre-Henri Raphanel (F)
8	Joest Racing (D)	3.0t Porsche 962	Henri Pescarolo (F)	Claude Ballot-Lena (F)	Jean-Louis Ricci (F)
9	Joest Racing (D)	3.0t Porsche 962	Hans-Joachim Stuck (D)	Bob Wollek (F)	'John Winter' (D)
10	Porsche Kremer Racing (D)	3.0t Porsche 962	Kunimitsu Takahashi (J)	Bruno Giacomelli (I)	Giovanni Lavaggi (I)
11	Porsche Kremer Racing (D)	3.0t Porsche 962	Masanori Sekiya (J)	Hideki Okada (J)	George Fouché (ZA)
12	Courage Competition (F)	3.0t Cougar-Porsche C22	Jean-Denis Deletraz (CH)	Alessandro Santin (I)	Bernard Santal (CH)
13	Courage Competition (F)	3.0t Cougar-Porsche C22	Jean-Louis Bousquet (F)	Pascal Fabré (F)	Jiro Yoneyama (J)
14	Richard Lloyd Racing (GB)	3.0t Porsche 962GTI	Derek Bell (GB)	Tiff Needell (GB)	James Weaver (GB)
15	Richard Lloyd Racing (GB)	3.0t Porsche 962GTI	David Hobbs (GB)	Steven Andskar (S)	Chiumi Totani (J)
16	Repsol Brun Motorsport (CH)	3.0t Porsche 962	Harald Huysman (N)	Oscar Larrauri (RA)	Uwe Schäfer (D)
17	Dauer Racing (D)	3.0t Porsche 962	Jochen Dauer (D)	Franz Konrad (D)	
18	Aston Martin (GB)	6.0 Aston Martin AMR1	Brian Redman (GB)	Michael Roe (IRL)	Costas Los (GR)
19	Aston Martin (GB)	6.0 Aston Martin AMR1	David Leslie (GB)	Ray Mallock (GB)	David Sears (GB)
20	Team Davey (GB)	3.0t Porsche 962	Tim Lee-Davey (GB)	Tom Dodd-Noble (GB)	Katsunori Ikata (J)
21	Spice Engineering (GB)	3.5 Spice-Cosworth SE89C	Ray Bellm (GB)	Lyn St James (USA)	Gordon Spice (GB)
22	Spice Engineering (GB)	3.5 Spice-Cosworth SE89C	Thorkild Thyrring (DK)	Wayne Taylor (ZA)	Tim Harvey (GB)
23	Nissan Motorsports Int'l (J)	3.5t Nissan R89C	Julian Bailey (GB)	Mark Blundell (GB)	Martin Donnelly (GB)
24	Nissan Motorsports Int'l (J)	3.5t Nissan R89C	Masahiro Hasemi (J)	Kazuyoshi Hoshino (J)	Toshio Suzuki (J)
25	Nissan Motorsports Int'l (J)	3.5t Nissan R89C	Geoff Brabham (AUS)	Chip Robinson (USA)	Arie Luyendijk (NL)
27	Repsol Brun Motorsport (CH)	3.0t Porsche 962	Jesus Pareja (E)	Carlos Sainz Cenamor (E)	Walter Brun (CH)
29	Mussato Action Car (I)	3.0t Lancia-Ferrari LC2	Ernst Franzmaier (A)	Franco Scapini (I)	Gianni Mussato (I)
32	Courage Competition (F)	3.0t Cougar-Nissan C22	Takao Wada (J)	Akio Morimoto (J)	Anders Olofsson (S)
33	Team Schuppan (GB)	3.0t Porsche 962	Jean Alesi (F)	Will Hoy (GB)	Dominic Dobson (USA)
34	Porsche Almeras Freres (F)	3.0t Porsche 962	Jacques Almeras (F)	Jean-Marie Almeras (F)	Francois Migault (F)
36	Toyota Team TOM'S (J)	3.2t Toyota 89CV	Hitoshi Ogawa (J)	Paolo Barilla (I)	Ross Cheever (USA)
37	Toyota Team TOM'S (J)	3.2t Toyota 89CV	Johnny Dumfries (GB)	Geoff Lees (GB)	John Watson (GB)
38	Toyota Team TOM'S (J)	2.1t Toyota 88C	Kaoru Hoshino (J)	Keiichi Suzuki (J)	Didier Artzet (F)
51	WM/Secateva (F)	2.8t WM Peugeot P88	Roger Dorchy (F)	Philippe Gache (F)	
55	Team Schuppan (GB)	3.0t Porsche 962	Vern Schuppan (AUS)	Eje Elgh (S)	Gary Brabham (AUS)
61	Team Sauber Mercedes (CH/D)	5.0t Sauber-Mercedes C9-88	Jean-Louis Schlesser (F)	Jean-Pierre Jabouille (F)	Alain Cudini (F)
62	Team Sauber Mercedes (CH/D)	5.0t Sauber-Mercedes C9-88	Mauro Baldi (I)	Kenneth Acheson (GB)	Gianfranco Brancatelli (I)
63	Team Sauber Mercedes (CH/D)	5.0t Sauber-Mercedes C9-88	Jochen Mass (D)	Manuel Reuter (D)	Stanley Dickens (S)
72	Obermaier Primagaz (D)	3.0t Porsche 962	Jurgen Lässig (D)	Pierre Yver (F)	Paul Belmondo (F)
Group C2:					
101	Chamberlain Engineering (GB)	3.3 Spice-Cosworth SE89C	Fermin Velez (E)	Nick Adams (GB)	Gigi Taverna (I)
102	Chamberlain Engineering (GB)	1.8t Spice-Hart SE86C	Ian Khan (GB)	John Hotchkis (USA)	John Hotchkis Jr (USA)
103	France Prototeam (F)	3.3 Spice-Cosworth SE88C	Bernard Thuner (CH)	Pierre de Thoisy (F)	Almo Coppelli (I)
104	Spice Engineering (GB)	3.3 Spice-Cosworth SE89C	Jean-Philippe Grand (F)	Remy Pochauvin (F)	Jean-Luc Roy (F)
105	Porto Kaleo Team (I)	3.3 Tiga-Cosworth GC289	Patrick Oudet (F)	Jean-Claude Justice (F)	Remy Julienne (F)
106	Porto Kaleo Team (I)	3.3 Tiga-Cosworth GC288/9	Rainieri Randaccio (I)	Pasquale Barberio (I)	'Stingbrace' (I)
107	Tiga Race Team (GB)	3.9 Tiga-Cosworth GC289	John Sheldon (GB)	Jari Nurminen (SF)	Robin Donovan (GB)
108	Roy Baker Racing (GB)	3.3 Spice-Cosworth SE87C	Philippe de Henning (F)	Dudley Wood (GB)	Evan Clements (GB)
111	PC Automotive (GB)	3.3 Spice-Cosworth SE88C	Richard Piper (GB)	Olindo Iacobelli (USA)	Alain Iannetta (USA)
113	Courage Competition (F)	2.8t Cougar-Porsche C20	Jean-Claude Andruet (F)	Philippe Farjeon (F)	Shunji Kasuya (J)
115	ADA Engineering (GB)	3.3 ADA-Cosworth 02	Ian Harrower (GB)	Laurence Bristow (GB)	
151	Pierre-Alain Lombardi (CH)	3.3 Spice-Cosworth SE86C	Pierre-Alain Lombardi (CH)	Bruno Sotty (F)	Steve Earle (USA)
171	Team Mako (GB)	3.3 Spice-Cosworth SE88C	Donovan Shead (GB)	Robbie Stirling (GB)	Ross Hyett (GB)
176	Louis Descartes (F)	3.5 ALD-BMW 04	Thierry Serfaty (F)	Simon Boulay (F)	William Batmalle (F)
177	Louis Descartes (F)	3.3 ALD-Cosworth C289	Louis Descartes (F)	Jacques Heuclin (F)	Thierry Lecerf (F)
178	Didier Bonnet (F)	3.5 ALD-BMW 05	Didier Bonnet (F)	Gerard Tremblay (F)	Gerard Dillmann (F)
179	Didier Bonnet (F)	3.5 ALD-BMW 06	Yves Bey-Rozet (F)	François Cardon (F)	Jean-Lou Colin (F)
TBN	France Prototeam (F)	3.3 Argo-Cosworth JM19C	Georges Tessier (F)	TBN	
GTP:					
201	Mazdaspeed (J)	1.3r Mazda 767B	Yoshimi Katayama (J)	David Kennedy (IRL)	Pierre Dieudonne (B)
202	Mazdaspeed (J)	1.3r Mazda 767B	Takashi Yorino (J)	Herve Regout (B)	Elliott Forbes-Robinson (USA)
203	Mazdaspeed (J)	1.3r Mazda 767	Yojiro Terada (J)	Marc Duez (B)	

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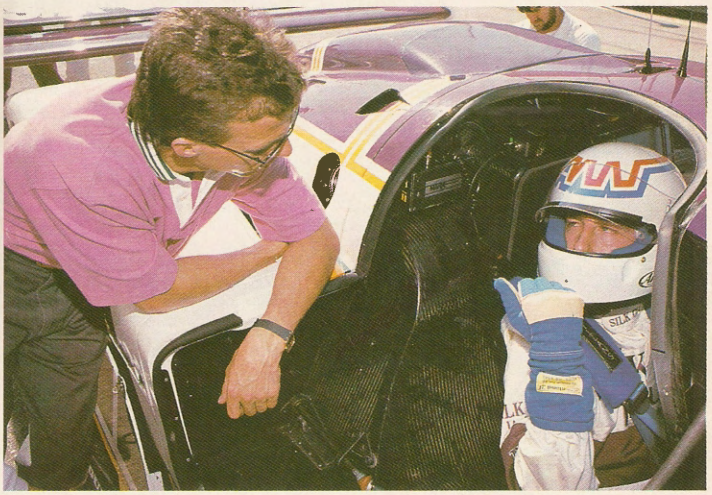
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Silk Cut Jaguar

Team Principals: Tom Walkinshaw & Ron Elkins (Jaguar). **Base:** Kidlington (GB). **Chassis:** Jaguar XJR9LM. **Engine:** 7.0-litre Jaguar V12. **Tyres:** Dunlop. **Sponsors:** Silk Cut, Castrol, Dunlop. **Team manager:** Roger Silman and Tony Dowe, assisted by Alistair McQueen, Steve Ridges, Ian Reed and Eddie Hinckley. **Comments:** Fourth time at Le Mans for TWR and Jaguar. The team has had a disastrous time elsewhere this year, but don't let that fool you into underestimating it at Le Mans, which is very much a law unto itself. Most importantly, Tom Walkinshaw now *knows* how to win, and everything learnt last year will make this year's programme even better. TWR people admit that they've been a little stretched this year running the IMSA and WS-PC programmes, developing the still-secret new car and getting the seperate Le Mans effort up and running, but you can be sure that the cars will be just right for Wednesday evening's first practice. The four Tony Southgate-designed XJR9LMs will be much the same as last year's successful spec. The No 1 and No 2 cars, the regular World Championship chassis converted to LM trim, have very strong line-ups. Many people will be rooting for Lammers and the very popular Tambay, back at Le Mans for the first time since his Renault days in the seventies, while Nielsen will be anxious to make up for last year's disappointment. Only drawback is that six of the driver squad are new to Jaguar, and several are Le Mans rookies. Don't forget to pack your union jack underpants...







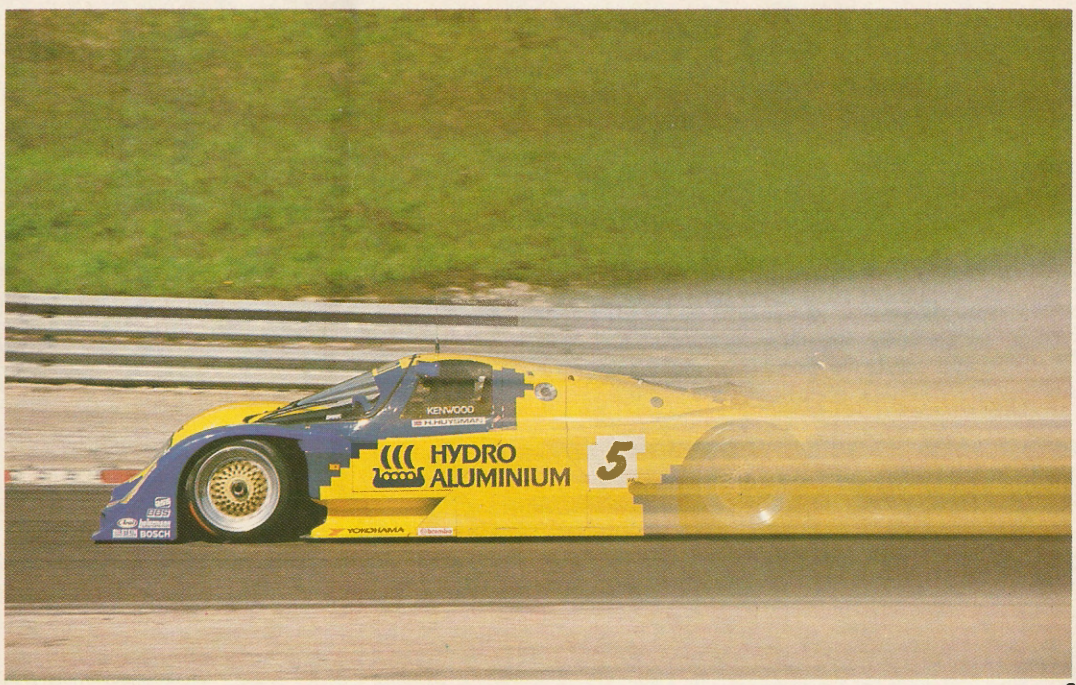
Top: The latest Le Mans spec Jaguar was tested at Dijon in early May. Above: Man in the hot seat – Tom Walkinshaw. Right: 1988 winners Lammers and Wallace confer. Below: Brun has a five car line-up.

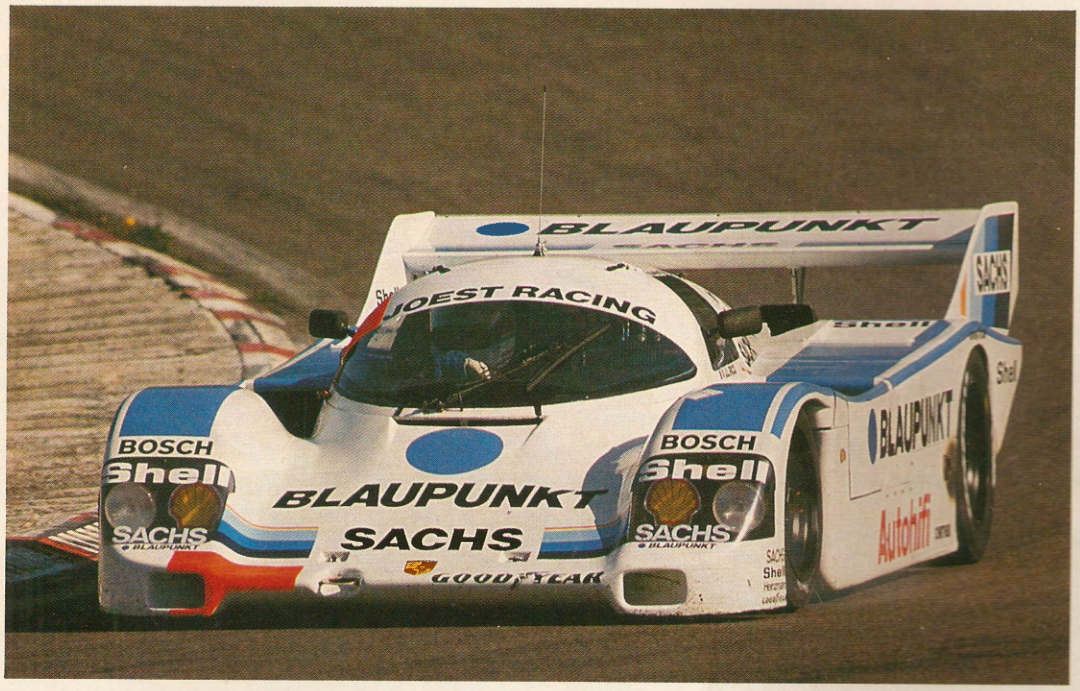
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Repsol Brun Motorsport

Team principal: Walter Brun. **Base:** Gundelfingen (D). **Chassis:** Porsche 962. **Engine:** 3.0-litre Porsche F6 turbo. **Tyres:** Yokohama. **Sponsors:** Repsol, Alpha, From-A. **Team managers:** Peter Reinisch, Thomas Vogelgesang, Fritz Gebhardt. **Comments:** An ambitious four car line-up from 1986 World Champions. Team used to running three cars, but may be stretched all the same. Has struggled with radial tyres in WS-PC, but proven Yokohama crossplies will be used at Le Mans. Le Mans debuts for Sala, Ratzenberger, Huysman and rally driver Sainz, but has benefit of vast experience of Grohs, Larrauri and Van der Merwe. Hard to see any of the cars winning, but at least one should make the top ten.







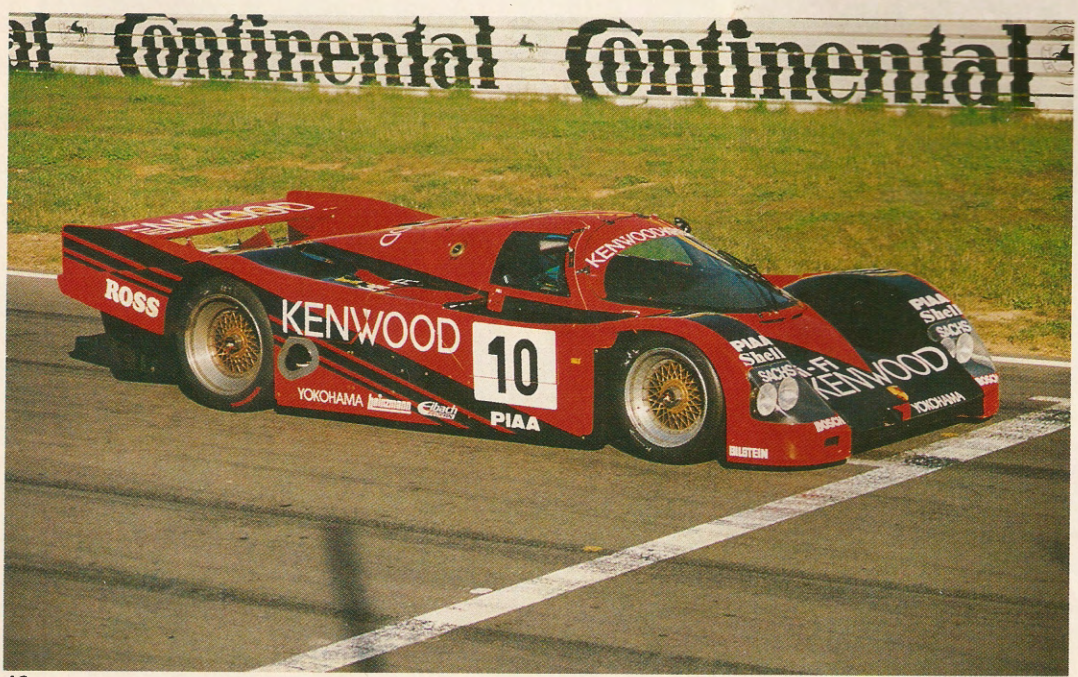
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Joest Racing

Team principal: Reinhold Joest. **Base:** Absteinach (D). **Chassis:** Porsche 962. **Engine:** 3.0-litre Porsche F6 turbo. **Tyres:** Goodyear. **Sponsors:** Blaupunkt, Sachs, Italya Sport. **Team manager:** Reinhold Joest. **Comments:** After third at Suzuka and a win at Dijon, who would bet against Reinhold Joest coming up with something special? The team's record is superb; it won in 1984 and '85, led much of the '86 race, lost both cars in the first hour Porsche chip disaster of '87 and then took third last year, losing out in the Jaguar/factory Porsche battle. This time, the team has the extra edge to its driver squad which was lacking last year; Stuck and Wollek in No 9 is an awesome combination, with vast experience. This car is a brand new chassis, straight out of the factory, and represents exactly what the works team would have had this year, apart from the use of Goodyear tyres instead of Dunlop. The other two cars will be in similar spec, and have an excellent driver line-up, including veterans Ballot-Lena and Pescarolo and F1 rookie Pierre-Henri Raphanel. Watch out for unfamiliar pink of Italya Sport joining Blaupunkt livery. Herr Joest's smile at Dijon suggested he's got something up his sleeve; perhaps he found an extra tweak during his recent visit to the Weissach wind tunnel. Place your bets...



Above and left: The Joest Racing 962s are well worth a flutter. The cars will be in last year's factory spec, with a few tweaks... Above right: Bob Wollek – his first Le Mans win? Below: The Kremer team has been testing two brand new cars for the 24 Hours.



10 11

Porsche Kremer Racing

Team principals: Erwin and Manfred Kremer. **Base:** Cologne (D). **Chassis:** Porsche 962. **Engine:** 3.0-litre Porsche F6 turbo. **Tyres:** Yokohama. **Sponsors:** Kenwood (10) and Leyton House (11). **Team managers:** Manfred Kremer, Erwin Kremer and Achim Stroth. **Comments:** As with Brun, WS-PC form should be ignored because of use of Yokohama crossplies. Another strong driver line-up for the Kremer brothers, whose entries are well-financed from Japan. Cars are unlikely to be as quick as lead Joest 962, but will certainly figure at the front of the Porsche pack. Will be guaranteed top ten contenders if they run without major dramas.

12 13

32

Courage Competition

Team principal: Yves Courage. **Base:** Le Mans (F). **Chassis:** Cougar C22 & March R86V. **Engine:** 3.0-litre Porsche F6 turbo (12,13) and 3.0-litre Nissan V6 turbo (32). **Tyres:** Goodyear. **Sponsors:** Department de la Sarthe, Simmonds. **Team manager:** Yves Courage. **Comments:** Previously often regarded a a team of part timers playing at its local race each year, Cougar have stepped up a gear in 1989, running in the full World Championship, and at Dijon the sprint car finished sixth overall after an excellent race. The team remains a Le Mans specialist, and its latest low-drag body will be pretty effective, and has a strong driver line-up. This year its two Porsche 962-engined entries will be joined by a third 'Cougar Nissan', which is actually the old Team Le Mans March – familiar in Cabin colours – which runs an Electramotive V6 engine. Cougar aerodynamics should help this car, which beat everyone to pole at the 1987 Fuji 1000kms in its original guise.



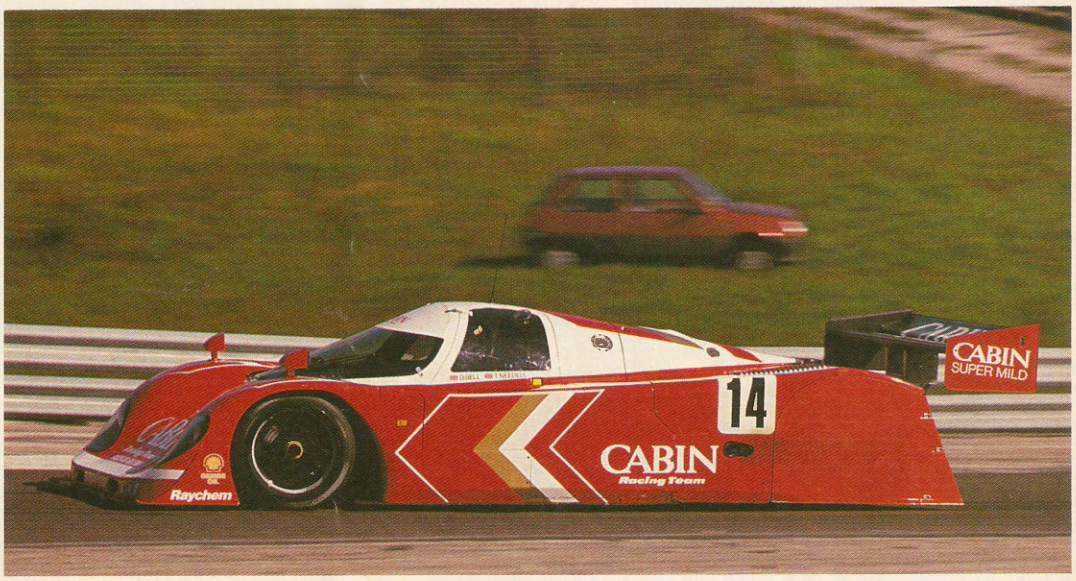




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Richard Lloyd Racing

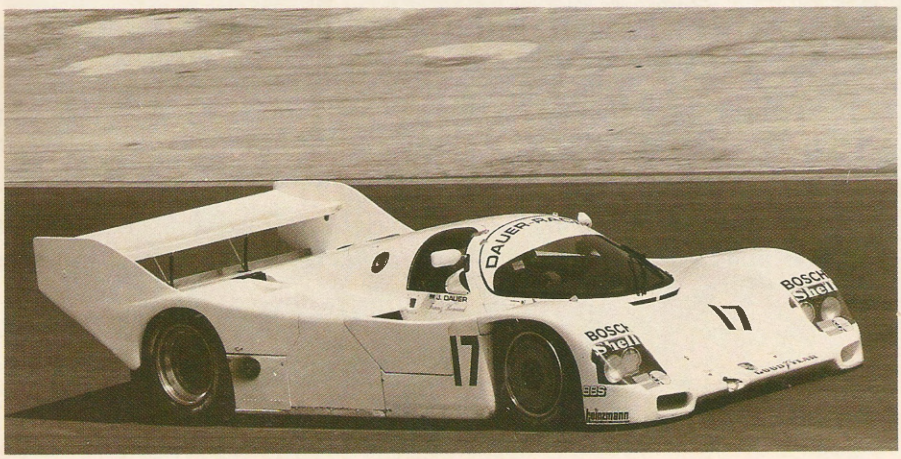
Team principal: Richard Lloyd. **Base:** Silverstone (GB). **Chassis:** Porsche 962GTI. **Engine:** 3.0-litre Porsche F6 turbo. **Tyres:** Goodyear. **Sponsors:** Cabin & Porsche Cars GB. **Team managers:** Richard Lloyd and Ian Dawson. **Comments:** RLR's cars have always run well at Le Mans, although sadly lack of finance forced the team to miss last year's race. This time strong support has been found, and the unique honeycomb chassis has been aerodynamically tweaked with Le Mans specifically in mind. Driver squad in principal car, a brand new chassis, is superb, with five time winner Derek Bell joined by Weaver and Needell. Will definitely be most competitive 962, along with No 9 Joest car. And it's an all-British Porsche...



17

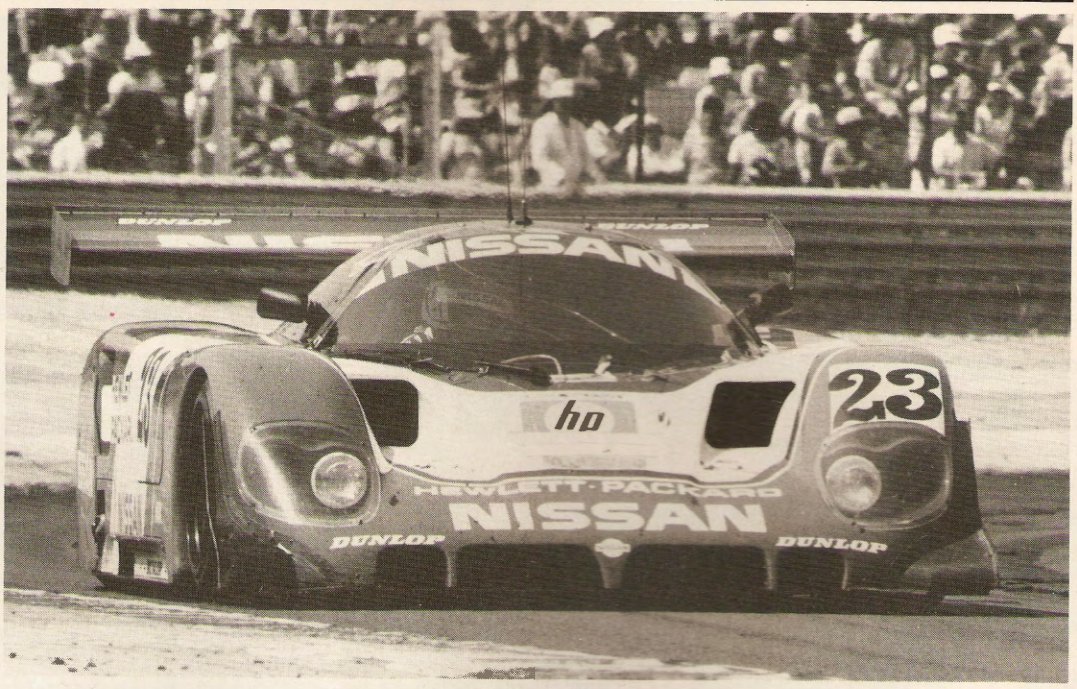
Dauer Racing

Team principal: Jochen Dauer. **Base:** Nuremburg (D). **Chassis:** Porsche 962. **Engine:** 3.0-litre Porsche F6 turbo. **Tyres:** Goodyear. **Team manager:** Ludwig Brost. **Comments:** German privateer Dauer will be making first visit to Le Mans as entrant and driver with his factory-built chassis. Always a hard charger, the Nuremburger will be on a steep learning curve, and is unlikely to be quite as competitive as the established privateer teams.



Top left: The Cougar-Porsche has been quick in sprint races. Top right: Yves Courage, a favourite at Le Mans. Above: The RLR Porsche. Above right: Ian Dawson, Tiff Needell and Richard Lloyd. Left: Jochen Dauer will have his 962 at Le Mans for the first time.



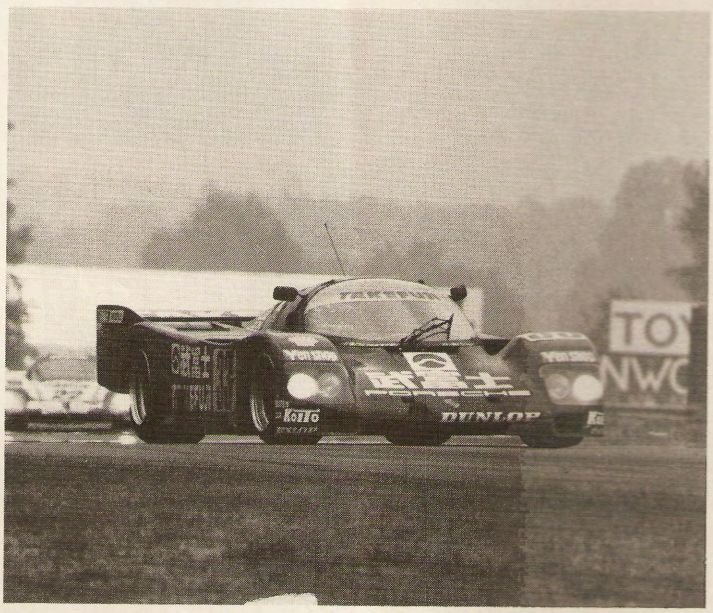


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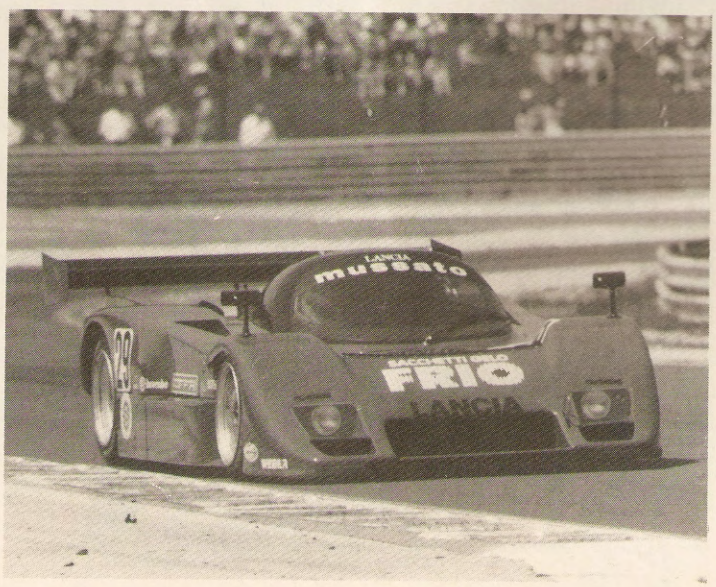
Nissan Motorsports International

Team principals: Sam Machida and Howard Marsden. **Base:** Tokyo (J) and Milton Keynes (GB). **Chassis:** Nissan R89V. **Engine:** 3.5-litre Nissan V8 turbo. **Tyres:** Dunlop. **Sponsors:** Hewlett Packard. **Team managers:** Keith Greene and Kunihiko Kakimoto. **Comments:** In the past, Nissan efforts at Le Mans have tended to be embarrassing to the Japanese giant, but this year should be different. The new R89V, built by Lola, is an excellent all-composite car, and a vast improvement on the old Marches. The new V8 similarly represents a huge leap forward, and is both meaty and reliable. The three car driver line-up includes Nissan's Le Mans veterans, as well as three young Brits, Donnelly, Blundell and Bailey, and IMSA stars Geoff Brabham (a Le Mans debutant) and Chip Robinson. The car went very well at Dijon, but as anyone will tell you, Le Mans is a different thing altogether. But the team is certainly better prepared than ever, and larger European input in management and engineering will be a benefit. Le Mans veteran Keith Greene heads the backroom boys.



Top left: Veteran sportscar team manager Keith Greene is running the Nissan show. Above: The latest Nissan shone at Dijon. Left: Vern Schuppan's team made its Le Mans debut last year. Below: Vern – owner/driver! Bottom left: The Lancia may struggle.





29

Mussato Action Car

Team principal: Gianni Mussato. **Base:** Turin. **Chassis:** Lancia LC2/89. **Engine:** 3.0-litre Lancia-Ferrari turbo. **Tyres:** Dunlop. **Sponsors:** Frio. **Team manager:** Gianni Mussato. **Comments:** Mussato has been campaigning his private Lancias on an irregular basis since 1986. The current LC2 is effectively a brand new version of the 1985-6 works C1 car, with modified suspension and a number of revisions. Main problem is that engine electronics, reluctant enough in the car's heyday, are very tricky for a private team to sort. First Le Mans for team, and it could well face an uphill struggle.

33 55

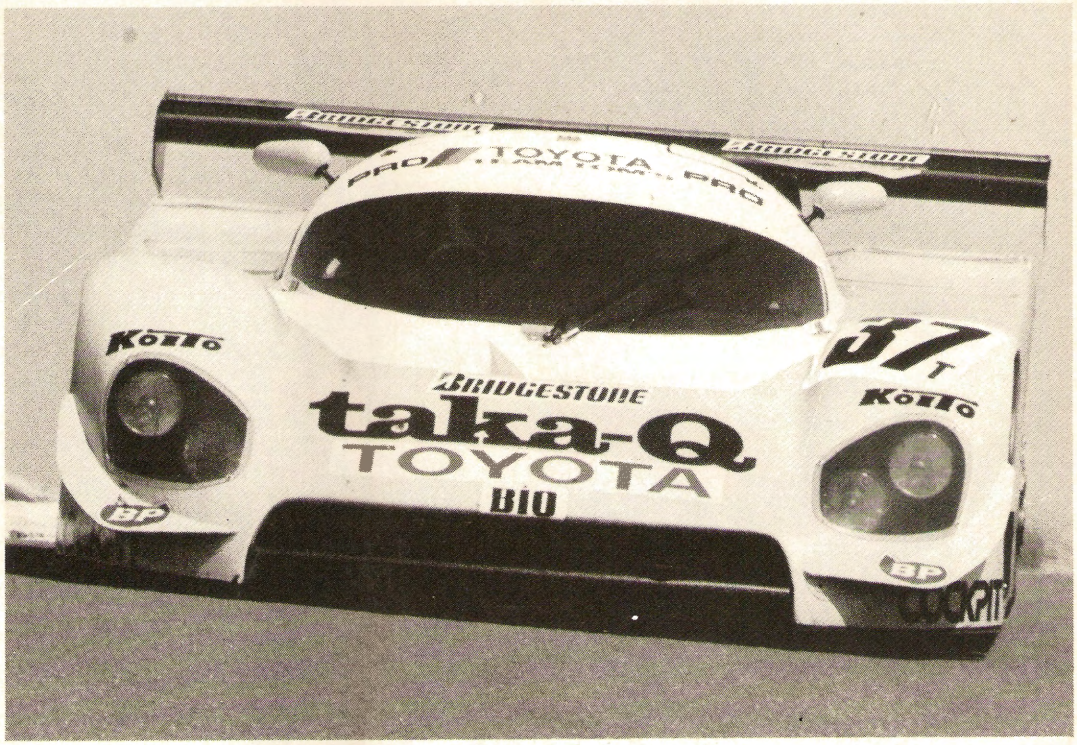
Team Schuppan

Team principal: Vern Schuppan. **Base:** High Wycombe (GB). **Chassis:** Porsche 962. **Engine:** 3.0-litre Porsche F6 turbo. **Tyres:** Dunlop. **Sponsors:** Takefuji (33), Omron (55). **Team managers:** George Lorimer and Ian Sanders. **Comments:** Originally entered by Team Davey, Vern Schuppan's two cars have come out of the closet now that the race is non-championship. Former works Porsche driver Vern is very close to the factory, and his lead car (55) is the ex-Andretti family chassis from last year. No 33 is a brand new factory chassis, built for this race. The cars should be right up with the lead Joest and RLR 962s, and are top six contenders. Dunlop tyres may be crucial advantage. Hoy is at last getting a break in a decent C1 car, while Alesi, Brabham and Dobson are all Group C newcomers.

34

Porsche Almeras Montpellier

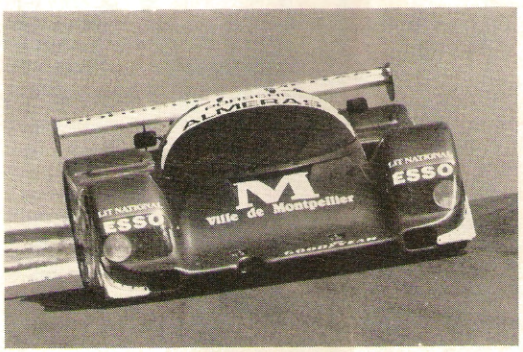
Team principals: Jean-Marie and Jacques Almeras. **Base:** Montpellier (F). **Chassis:** Porsche 962. **Engine:** 3.0-litre Porsche F6 turbo. **Tyres:** Goodyear. **Sponsors:** Esso, Ville de Montpellier. **Comments:** The famous French Porsche preparation experts have acquired a nicely turned-out ex-Kremer 962 for their first foray into Group C, after years in 911 derivatives. Both have been to Le Mans before, in GT machinery, but will benefit from the prototype experience of co-driver Migault.

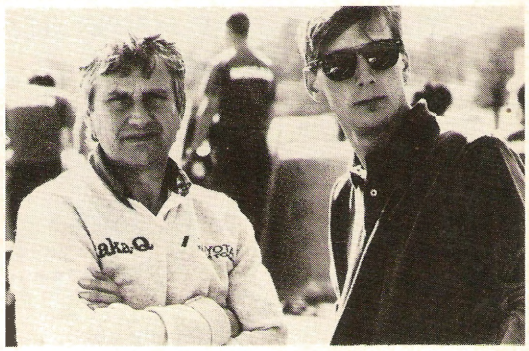


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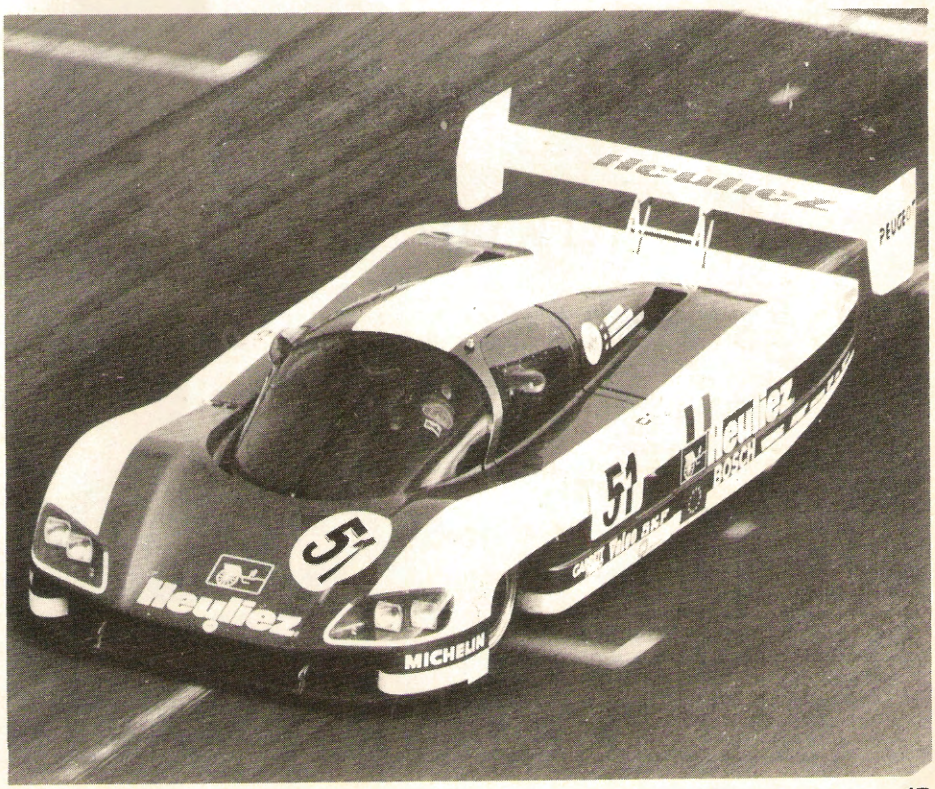
Toyota Team TOM'S

Team principals: Nobuhide Tachi and Glenn Waters. **Base:** Fuji(J) and Hingham (GB). **Chassis:** Toyota 89CV (36, 37), and Toyota 88C (38). **Engine:** 3.2-litre Toyota V8 turbo (36, 37), and 2.1-litre Toyota F4 turbo (38). **Tyres:** Bridgestone. **Sponsors:** Taka-Q, Minolta. **Team manager:** Dave Sims. **Comments:** As with Nissan, Toyota is mounting a bigger effort for Le Mans than ever before, and the experience gained in the WS-PC this year will be of great use. The two principal entries are powered by the new V8, which successfully blasted Toyota onto the front row at Suzuka. The company will be making a concerted effort to go for pole (which Nissan probably won't), and Geoff Lees and Johnny Dumfries are both likely to get a chance to go for it. With well over 1000bhp on hand, the cars will be worth watching on the straight, preferably from a safe distance... The third car is the older 4-cylinder model which took fourth at Dijon, and is run by the TOM'S GB team. This car has already finished Le Mans, and should do so again.





Top: The Toyota 88C will be joined by two new cars. Above left: The Almeras brothers have an old Kremer 962. Above right: TOM'S manager Dave Sims with '88 winner Dumfries, who drives for Toyota this year. Right: WM will be back for its 14th attempt.

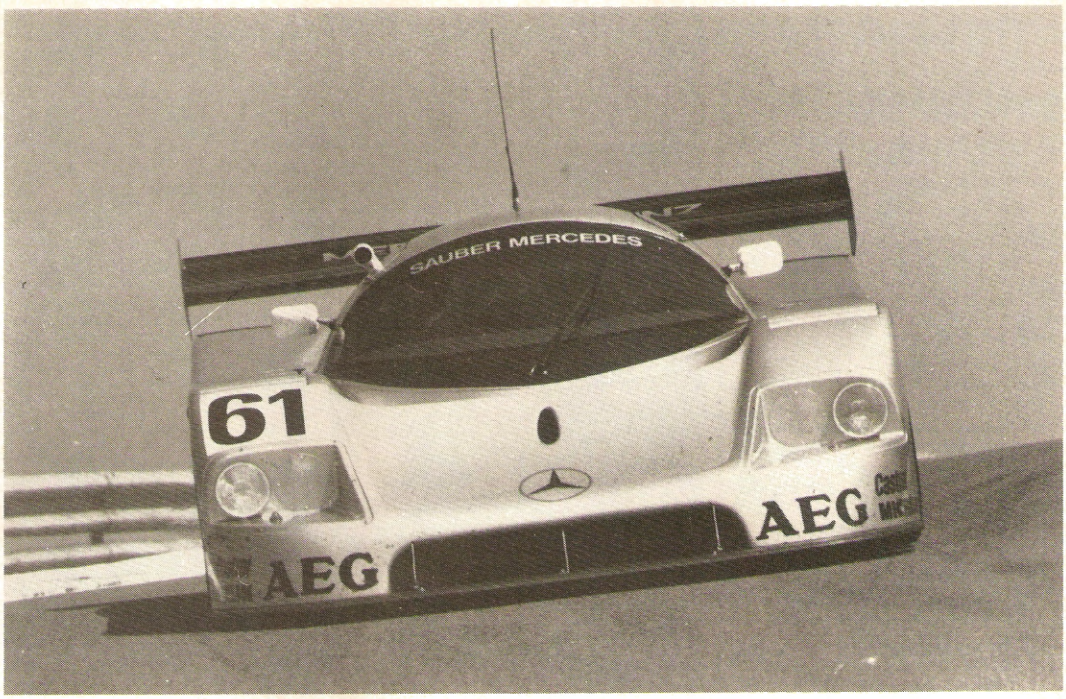


51 52

WM/Secateva

Team principal: Gerard Weltier and Gerard Claboux. **Base:** Beauvais (F). **Chassis:** WM P87 and P88. **Engine:** 2.8-litre Peugeot V6 turbo. **Tyres:** Michelin. **Sponsors:** Esso. **Team manager:** Gerard Claboux. **Comments:** Although their entries had not been confirmed by the FFSA as we went to press, it looked likely that WM would after all be entering one car and possibly two, now that the race is not restricted to cars registered for the WS-PC. The team will be running two cars it had last year, with new aerodynamics, but this time there will be no attempt at going for 400kmh on the straight, and a finish is a priority.





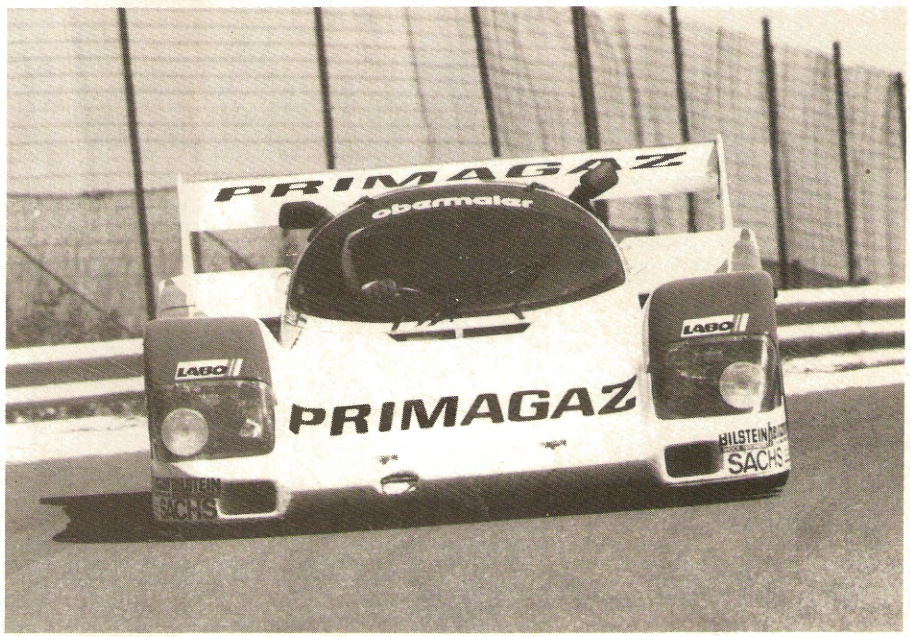
61 **62**

63

Team Sauber Mercedes

Team principals: Jochen Neerspach (Mercedes) and Peter Sauber. **Base:** Hinwil (CH). **Chassis:** Sauber C9-88. **Engine:** 5.0-litre Mercedes V8 turbo. **Tyres:** Michelin. **Sponsor:** Mercedes Sport Technik, AEG. **Team managers:** Max Welti and Dave Price. **Comments:** Le Mans will be a major test for Mercedes Benz, after last year's withdrawal following a practice tyre failure. The cars have won virtually everywhere else since then, but success at Le Mans is vital to any company in sportscar racing, and especially now that Mercedes is running in the legendary Silver Arrows livery. A great deal of testing has been done to gear the cars for Le Mans, the team's third proper attempt since the one-off appearance of the C8 prototype in 1985. Critics argue that Le Mans is the only place you can really test for the Mulsanne, but you can be sure that both Sauber and Michelin are better prepared than last year. The team should not be underestimated in any way. One possible drawback is the pressure of running three cars, with five drivers who have not raced Saubers before. Schlesser and Baldi hate the place, and that may not help the morale in the camp, but they're going anyway. New boys include Jabouille, who led but never won for Renault in the seventies (he dislikes the race as well!), and the underrated Brancatelli and Dickens.

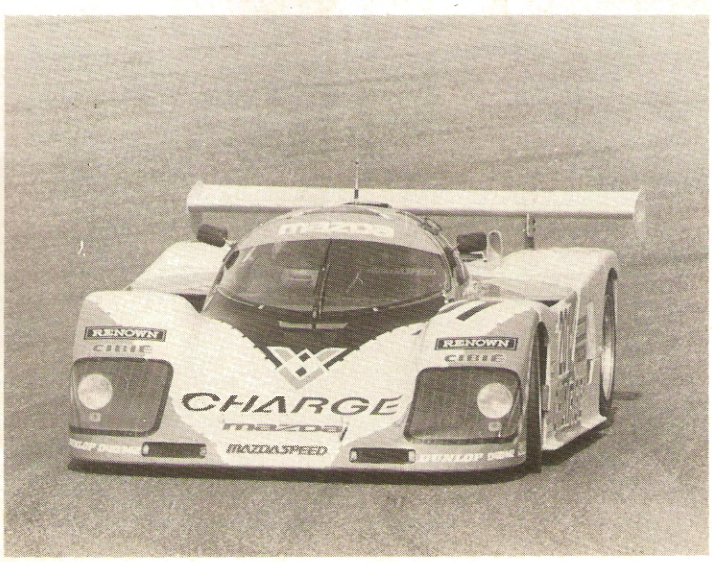
Top left: Peter Sauber returns to Le Mans hoping his Mercedes (above) will cover significantly more miles than last year. Right: the Obermaier Primagaz Porsche should have a circumspect race. Below: Mazda will again be providing the only GTP cars, the fabulous-sounding 767B.



72

Obermaier Primagaz

Team principal: Jurgen Laessig. **Base:** Halsbach (D). **Chassis:** Porsche 962. **Engine:** 3.0-litre Porsche F6 turbo. **Tyres:** Goodyear. **Sponsors:** Primagaz. **Team manager:** Hans Obermaier. **Comments:** This car finished second in 1987 through sheer reliability, but the chances of that happening again this year are remote at best. Always driven circumspectly and without a great deal of urgency, the car will be cruising round to score a finish, although third driver Paul Belmondo will add a little pace.



201 **202**

203

Mazdaspeed

Team principal: Takayashi Ohashi. **Base:** Tokyo (J) and Silverstone (GB). **Chassis:** Mazda 767B. **Engine:** Mazda quad-rotor. **Tyres:** Dunlop. **Sponsors:** Charge. **Team managers:** Alan Docking and Steve Farrell. **Comments:** Once again Mazda will be the only GTP contender with its shrill-sounding rotary engined cars. The Nigel Stroud designed 767B is a refinement of last year's car, and went well at Dijon. As with Nissan and Toyota, operation will be a mixture of both the Japanese team and the new WS-PC set-up, which is based at Alan Docking's Silverstone factory. At least one car should make it into the top ten.

101 102

Chamberlain Engineering

In the absence of the works Spice team this year, Hugh Chamberlain's team must start as favourites, having won both WS-PC rounds thus far. The main hopes rest on the new Cosworth-engined SE89C which won at Dijon, and which will be handled by Velez and Adams, who was on pole in C2 at Le Mans in 1987-8. He achieved that in the old Hart-powered SE86C, which is the back-up car this year, with the father-and-son Hotchkis IMSA crew on board. Chamberlain has had some fairly eventful races at Le Mans, but it should come right this time.

103 TBN

France Prototeam

Owned by Spice shareholder Jean-Louis Ricci, this team is based on MT Sport Racing, which ran an Argo in C2 last year. This season the Paris-based *equipe*, managed by drivers Jean Messaoudi and Pierre-Francois Rousselet, is running a C1 Spice-DFZ for the experienced Pescarolo/Ferte pairing, but that has been put aside for this race. Its '88 C2 Spice has also shown well this year, and will certainly be in a position to challenge the Chamberlain car. The Argo is returning to the fray as a second C2 entry - for this one race.

104

Spice Engineering

Not a works entry as such, but an all-new SE89C owned by Jean-Philippe Grand, and running under this banner to fulfil WS-PC eligibility rules. Grand's cars have always gone quickly at Le Mans, and last year he could have won with the chassis now running as No 151. A good bet, if his co-drivers are quick enough.

105 106

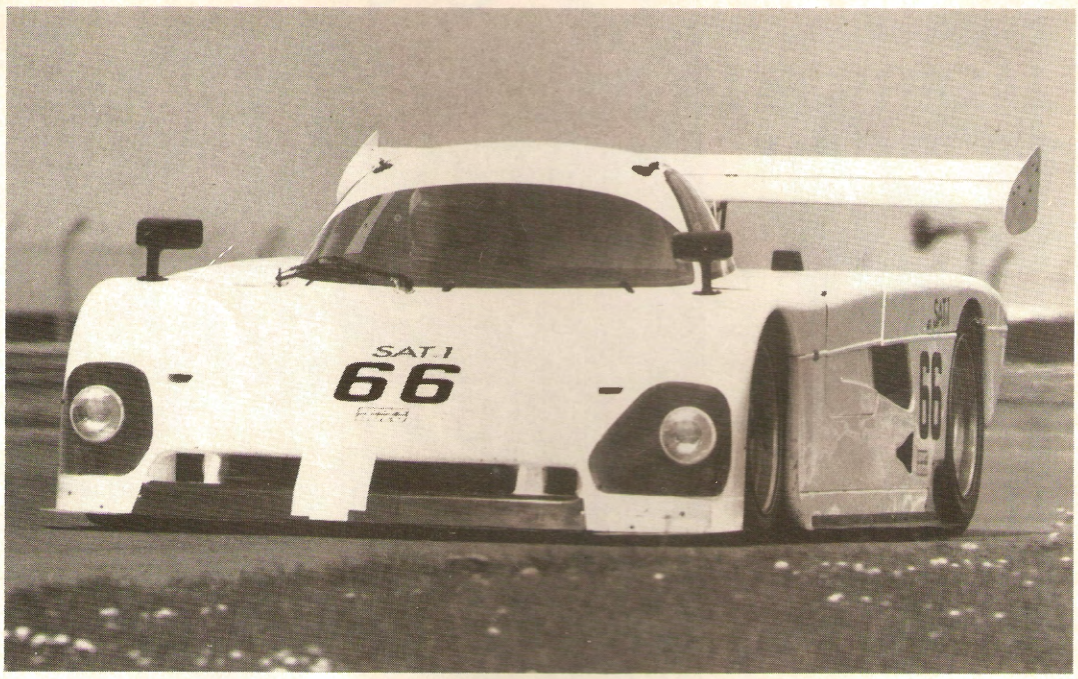
Porto Kaleo Team

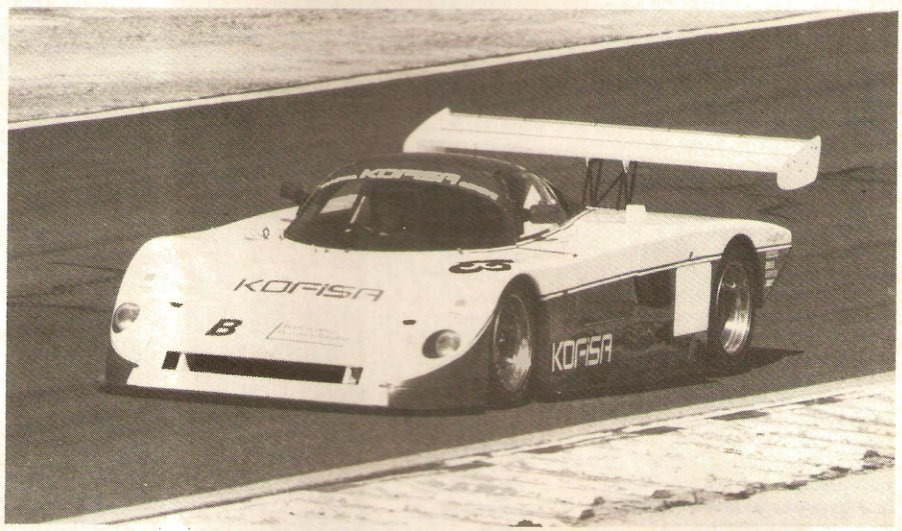
Better known as Kelmar Racing, the Italian Tiga specialists have been involved in the WS-PC since 1984, with occasional success. In the past they have tended to avoid Le Mans, and may yet skip this race now that entry is not compulsory. The cars will be pushed to be as competitive as the Spices, which have the benefit of the experience gained by the works team.

107

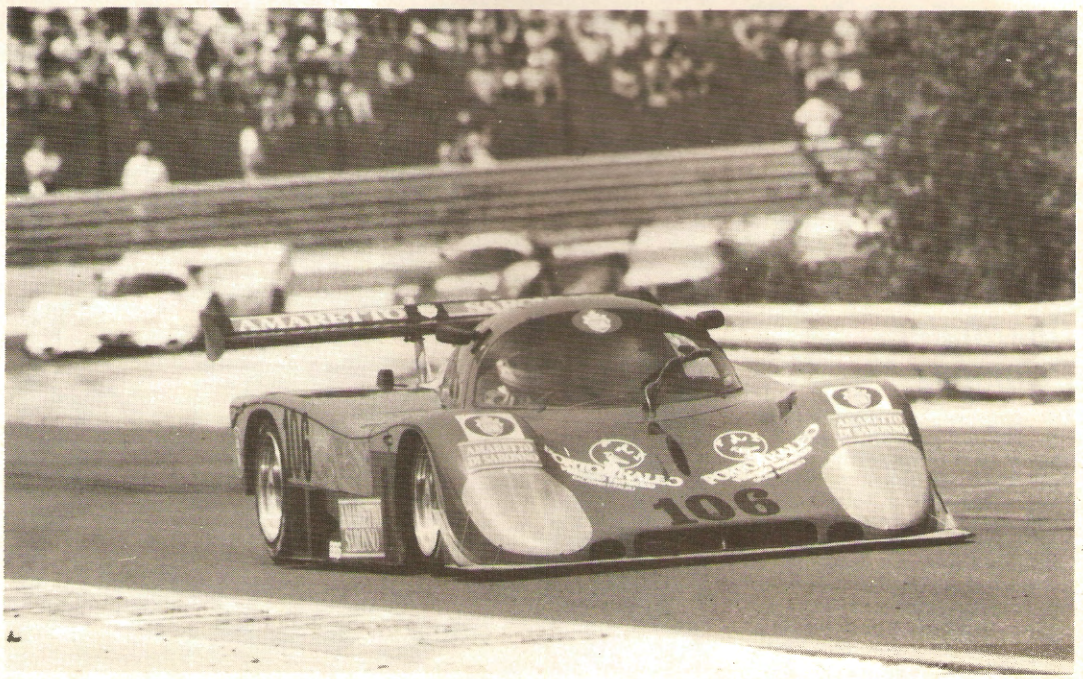
Tiga Race Team

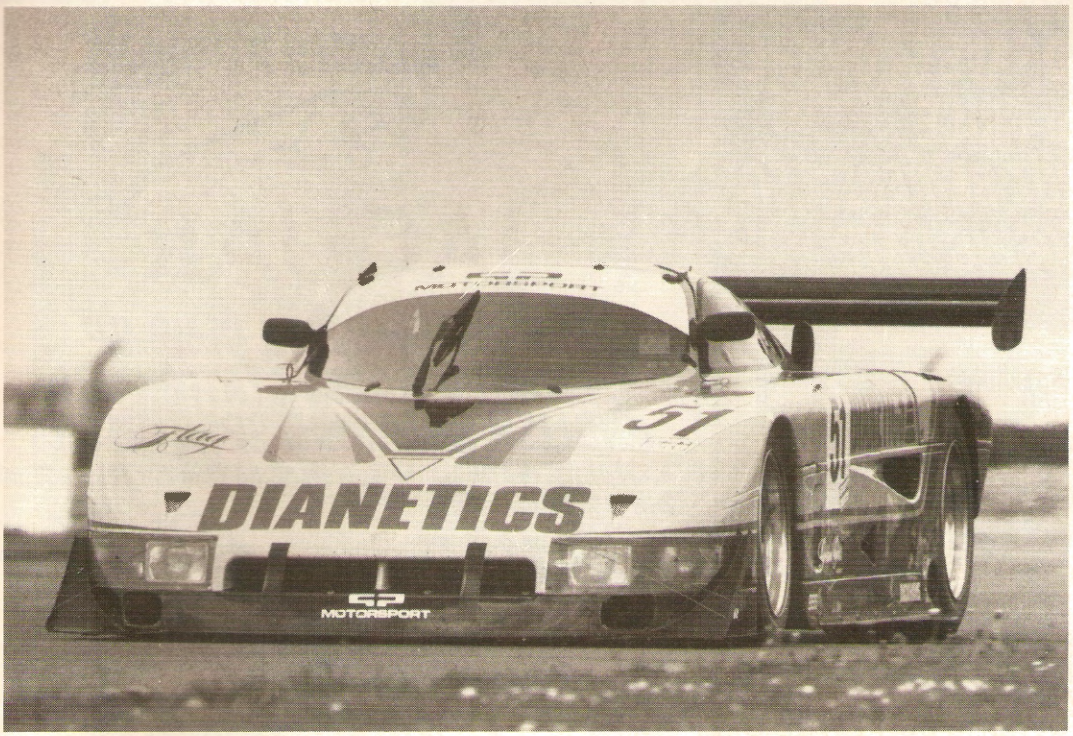
The new works Tiga proved quite effective on its debut at Suzuka, and the Brian Ireland-run team will be hoping for a steady run at Le Mans. The driver line-up includes F3000 man Nurminen, a great asset in the wet, and John Sheldon, a Le Mans veteran seemingly unperturbed by his horrific 1984 crash at the Kink.





Above: The Chamberlain Spice starts as favourite for C2 honours. Right: France Prototeam will be running Spice and Argo entries. Below: Tiga's flag will be waved by the Porto Kaleo Team.





108

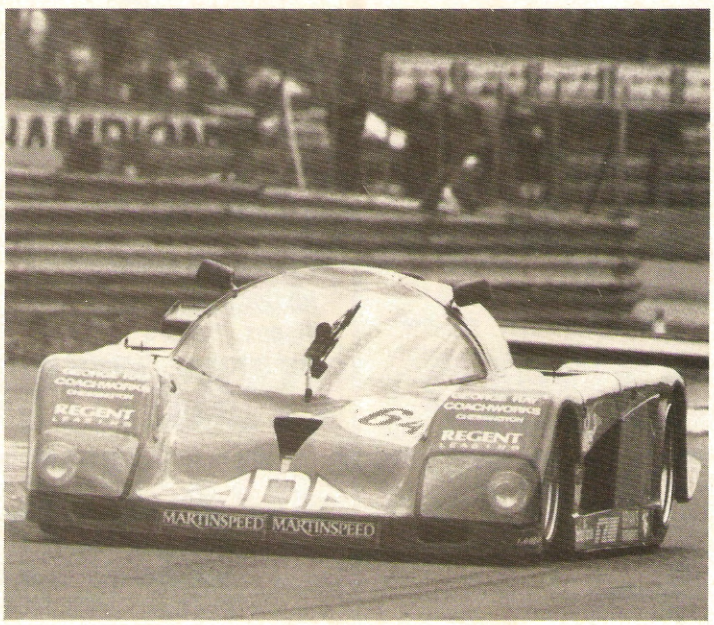
Roy Baker Racing

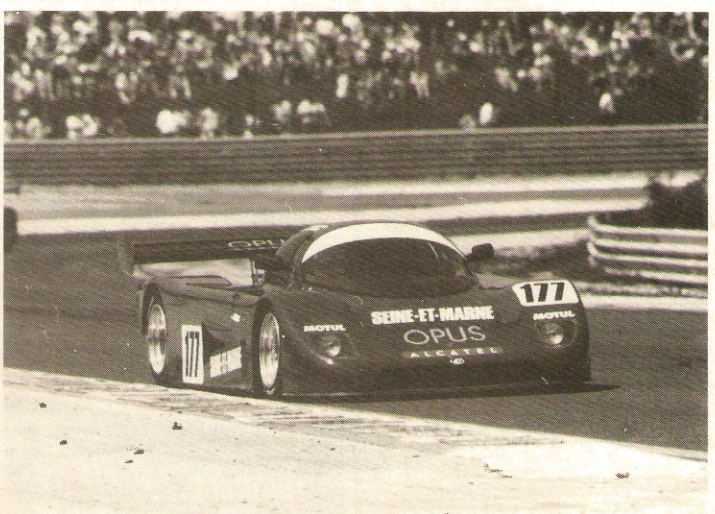
After starting the year with his old Tiga chassis, Roy Baker has effectively passed his WS-PC entry on to Dave Prewitt's GP Motorsport, which has provided the ex-works/Los Spice SE87C chassis. Driver de Henning helped Spice and Velez to C2 victory at Le Mans two years ago. Baker may also run his Tiga if a late entry can be gained.

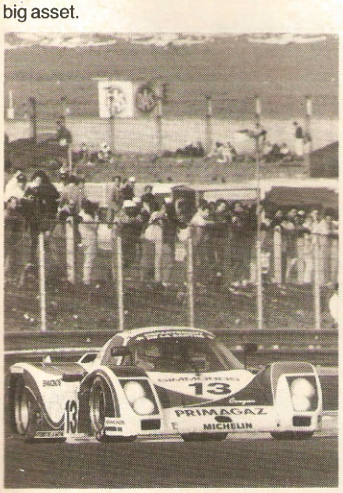
113

Courage Competition

Frenchman Philippe Farjeon has acquired the Cougar-Porsche C20 which finished third overall in 1987, and has decided to run it in C2, with a suitably de-tuned 962 engine. Consumption is still likely to be high, but the car may surprise us all. Veteran co-driver Andruet will be a big asset.







115

ADA Engineering

Although it was not confirmed when the supplement went to press, ADA Engineering was trying to gain a late entry for its 02 chassis, which isn't registered for the World Championship. Winners in 1986, ADA skipped the '87 race due to lack of money, and returned to finish second last year, with owner Ian Harrower joined by two inexperienced Japanese drivers. Team manager Chris Crawford knows what it's all about, and the ADA could well pip all the Spices.

151

Pierre-Alain Lombardi

Cheerful Swiss Lombardi entered the charismatic old Rondeau last year, before buying the ex-works/Ricci/Grand Spice chassis which won at Le Mans in 1987. Driver Sotty is a Le Mans veteran, as is team manager 'Mad Frog' Francois Duret. Should be very competitive, but Mader DFL may not last as long as rivals' Nicholsons.

Top left: Roy Baker Racing is running the Spice which won the 1987 World title. Left: With the event now not championship-registered, the door is open for an ADA entry. Bottom left: Philippe Farjeon will be running the Cougar which finished third overall in 1987. Bottom centre: Louis Descartes will be running the all-new carbon-fibre chassised ALD.

171

Team Mako

Historic racer Don Shead has bought Gordon Spice's '88 Championship-winning chassis, and entrusted its preparation to C2 expert John McNeil. Car went well at Dijon, but lack of experience among its three drivers may be main drawback, preventing a possible repeat of this car's 1988 class victory at Le Mans.

176 177

Louis Descartes

Louis Descartes has gone up-market this year, replacing his previous BMW M1-engined car with an all-new carbonfibre chassised Cosworth C289. It's certainly an improvement, but may be too new to go well at Le Mans. His old car (176) should run like a train, however.

178 179

Didier Bonnet

Former Hillclimber Didier Bonnet has acquired two ALD-BMWs, both relatively new chassis, but still very out of date. Group C newcomer Bonnet is entered for the full WS-PC, but alas is really out of his depth, and will be struggling to keep out of everybody's way all year.

By ADAM COOPER

A lap with Lammers

It was a sight never to be forgotten. Jan Lammers, the little Dutchman, standing atop Jaguar XJR9 number two with his helmet in hand, waving at the sea of cheering faces all around him. The British supporters had been waiting a long time for this moment. So had Jan...



Lammers was the king-pin behind Jaguar's success at Le Mans in 1988, raising the vast crowd to fever pitch. Below: The start of another lap. The spectators play a role, for even on the Mulsanne, Jan can see the crowd getting worn out.

The Le Mans victory was the result of an incredible team effort by Silk Cut Jaguar, but it was fitting that Jan was the man taking the applause. Johnny Dumfries and Andy Wallace made sterling contributions to the victory, but few would deny that Jan was the anchorman, with a solid 11 hours at the wheel of the winning car. Just the man to take us on a flying lap of the 8.48-mile circuit, through the eyes of an XJR9 driver.

"After coming past the pits," explains Jan, "the most difficult thing in your first few laps is to find a good braking spot for that first chicane at the Dunlop Curve. It always looks so much quicker than it really is. On the exit it gets very light there, and it's very easy to spin the car.

"The corner after that, the Esses, is very quick. It's a very important corner, because you have a fair amount of load on the car there, because it goes downhill. You brake fairly hard, and you're really working the tyres hard. It has to really flow nicely, and strangely enough that corner is pretty representative of the handling of the car. If it's handling well there, you'll find that in most of the other corners it's handling pretty well too.

"We all know about how long the straight is, how important straight-line speed is, and that explains all about Tertre Rouge. It's just very important that you have a very good, clean approach onto the straight. Tertre Rouge is the key link, and you have to have that corner absolutely flowing right.

"Then it's quickly into fourth, and then a little bit later in fifth. It's very important to still keep your concentration on the straight. There's all sorts of distractions; people standing next to the track, and the pubs and cafés and so on. You can see pretty much all of it. You can almost see the level of alcohol rising in the people, because they get crazier by the minute. On the next day, they're tired, and most of them are drunk or haven't slept a lot, and you just see the wearing out process in the public."

> *"You can see the level of alcohol rising in the crowd"*

That never-ending blast down Route Nationale 138 is what makes Le Mans so unique. The drivers take it all in their stride after a few laps; some even have time for some unconventional left-foot accelerating:

"For a lot of people 240mph will be pretty exciting for the first time, but after a while it just becomes part of your system, and you get used to that speed. So even at 240mph it doesn't feel like you're going that quick. I like to get some blood going in my right foot, because it's always supposed to be flat on the brakes or flat on the throttle. So I take over the pedal with my left foot when I change to fifth, and just move around my right foot to get some circulation going. Somebody my size can do that! Not necessarily every lap, but whenever I need to..."

A major change last year was the resurfacing of the straight, which brought universal praise from the drivers. How much better was it?

"Two years ago, if you wanted to change lanes, it was very difficult, because you had to pull out of the wheel tracks formed by trucks. With the wide tyres we have it becomes very sensitive; at first the steering does nothing and then it does everything. With our car last year the new surface was brilliant. It was real comfortable, and therefore much easier on the whole damping of the car, much easier on the bodywork, with less risk that your tail would come off, things like that.

"The surface's relation to safety is very much underestimated. I hope that over the last year not a lot of trucks went by there, and that it's still the same!"

Just when a driver has got used to going in a straight line, he spies a corner up ahead, approaching at 240mph. Or is it a corner?

"The Mulsanne Kink is very quick. On the first lap out on the track you always think it's a corner, and then on the second lap it's still a bit of a corner. But after three laps it's no corner any more, it's really flat.

"The Kink is a very tricky place in



the race. You can be behind somebody and, especially if you've had a brilliant tow along the straight, and you're really honking along, you don't want to throw your advantage away. Therefore you need a lot of self discipline to tell yourself not to overtake people there. In the race last year I had it twice, when I went through on the gravel on the inside and passed a car. If it's not extremely necessary I would not like to continue doing that. It's definitely something you don't want to do if you want to live another 70 years!

"I take over the throttle with my left foot..."

"So after the Kink, and just before you brake for Mulsanne Corner, there's something that takes your breath away a little bit. You're still doing 240mph, and you go over a brow. The nose gets light, and every time the nose gets light you just know that you wouldn't be the first to go up in the air and into the woods with your car. So every time you want to lift off to keep the nose down over it. It's something that sometimes you don't think about for a few laps, and then all of a sudden you have a moment, and you think 'What will happen if...' etcetera. So that's the worrying bit."

Well before the sharp corner at the very end of the straight, the cars' brake lights can be spotted flickering on momentarily. It's an essential safety precaution.

"You always have to warm the brakes up, because after a long straight with so much cooling, if you just stood on them from flat-out you'd go from stone cold to red hot. So your brakes aren't working efficiently if you don't pre-warm them.

"There are a lot of bumps before that Mulsanne right-hander. So that's pretty difficult on braking, and it's easy to swap ends there. You really have to concentrate and hold onto the steering wheel pretty good. It's a second gear corner, and it's very easy to have a lot of wheelspin coming off there, so that's something you have to watch out for the tyres."

If that wasn't enough to worry about, the drivers then have to take a quick peek at the pit signals on the right. In these days of radio communication, how important are the boards?

"They are useful, because radios fail now-and-then, and you're not talking over the radio all the time. And you don't get lap times on the radio. The pit signals are just a nice thing to keep you awake, and if they vary the information a little bit, that keeps the pit awake too."

That's followed by the frightening and very narrow sweeps to Indiana- ▶



Above: The Esses – "The corner is pretty representative of the handling of the car. If it handles there, it will at most of the others too." Below: Tertre Rouge – is the key link to your speed on the infamous RN138; the 240mph Mulsanne Straight...



▶▶ polis. Along this section, the top cars are pulling over 200mph.

"After Mulsanne its third, fourth, fifth, and then you arrive very quick at Indianapolis. I think that's one of the most dangerous places on the circuit, along with the straight. It's very narrow, and if you lose your brakes, then it would certainly worry you. I check my brakes before I arrive there too.

"To a large extent, Indianapolis itself depends on how you take that kink before it. If you have the kink right with a nice speed, then Indianapolis is like a controlled fall, you just have the momentum.

"If you lose your brakes there it would certainly worry you"

"Then it's up to third, and back to second for Arnage. You find a lot of cars spinning there, espcially in practice. That's because the cars are always set-up with not too much downforce, and although it's a fairly slow corner, it's not too slow that you don't need a bit of downforce there. The light set-up for the straight does upset the car, so it's very easy to overcook it.

"Then it's third, fourth, fifth, without too much problem. It's not really a straight, it's just one continuing long bend. The Porsche corner – the first one – is actually very important for the other three. If you have the Porsche corner right, then you will find the second, third and fourth much easier also.

"Somewhere near Maison Blanche there's a bit of a bump in the middle, which tends to upset the car, because you're running low downforce. The last part of the series is off-camber, so that is the most dangerous part in the wet. It's very easy to spin there on the exit."

Finally the granstands and pit complex loom into view.

"Then you come up to the Ford Chicane. It's actually two separate chicanes. The first one you take in third, and the next you take in second. On the exit there's a bit of a nasty bump, so if you just put on full power and let the car work to its full traction ability, and you hit the bump, it can be very hard on the drivetrain. So you do have to be a bit easy there."

The end of another lap. But how do things vary at night?

"The Ford Chicane is the most difficult place I find, in terms of finding your right apex. Also after the pit signalling, there's a kink which goes over the hill a little bit, and that's a blind corner. Other than that, it's fine. On the straight, the fast bits are risky, because sometimes it happens that somebody has had a shunt, their tail lights are broken, and they're driving along in the dark with a puncture in second gear. And you come screaming up there in fifth gear... So that's the most dangerous thing in the dark."

Drivers often complain that sunset is the most difficult time, as a combination of dirty windscreen and low sun hampers vision. Jan isn't worried by it.

"I find that more of a fashionable remark than a factual problem. It doesn't seem to bother me. I mean the sun comes down every day, and everybody once in a while drives back from his work with the sun coming down! But in an hour it's over, so it's not something drastic. I find it more of a problem at Daytona."

Rain, however, is another matter. It is one of the most feared elements of the many hazards presented by Le Mans.

"It just makes it more dangerous. It takes away that extra 20% of vision. If it gets dark it takes away maybe 40% of your actual track vision, your safety vision. So if it's dark and raining, it's about the worst you can have.

"The middle speed corners, especially the Porsche Curves, are the trickiest ones, because that's where you need a fair amount of downforce in the rain."

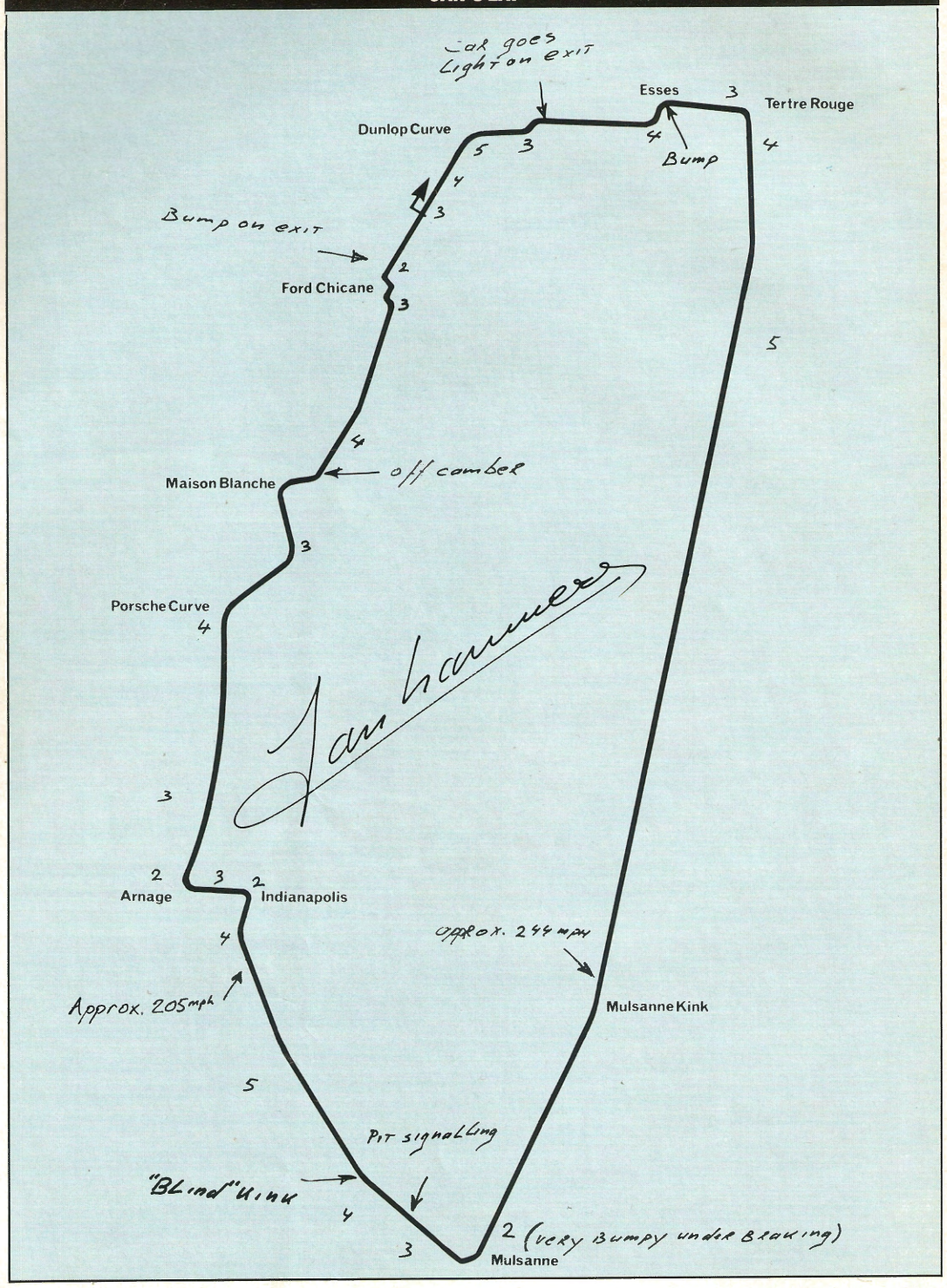
Lastly, how does a driver adjust his style for an economy run? Well, it's a bit of a black art, and one which drivers tend not to talk about.

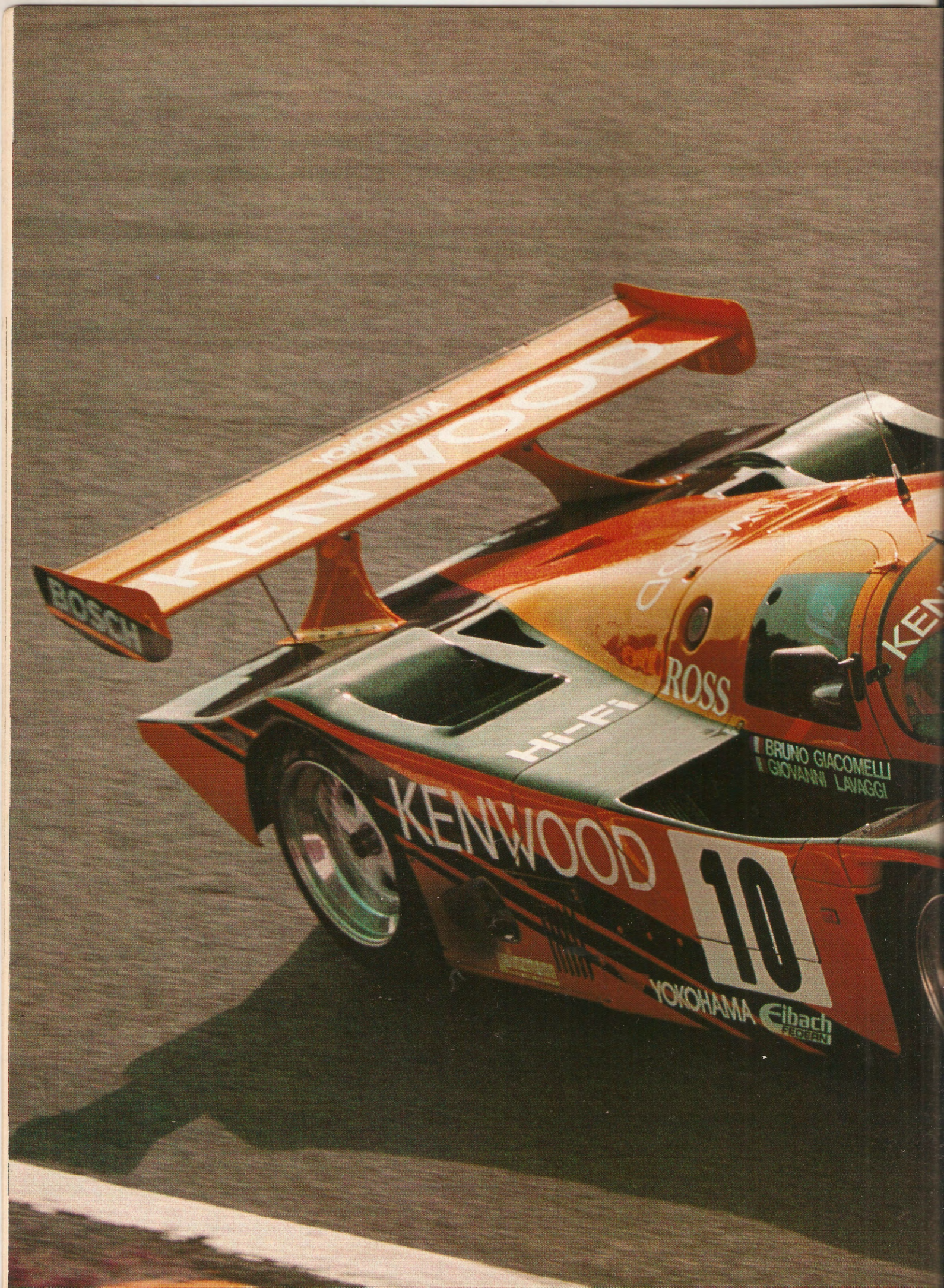
"Driving-wise you can make it more economical, but first of all you have to have the basic set-up, both car set-up, and engine set-up, to be economical in the first place. If you haven't got that, there's nothing you can do with your driving. Last year Martin and John's car just didn't have as efficient a set-up as we had, and there was just no prayer for them.

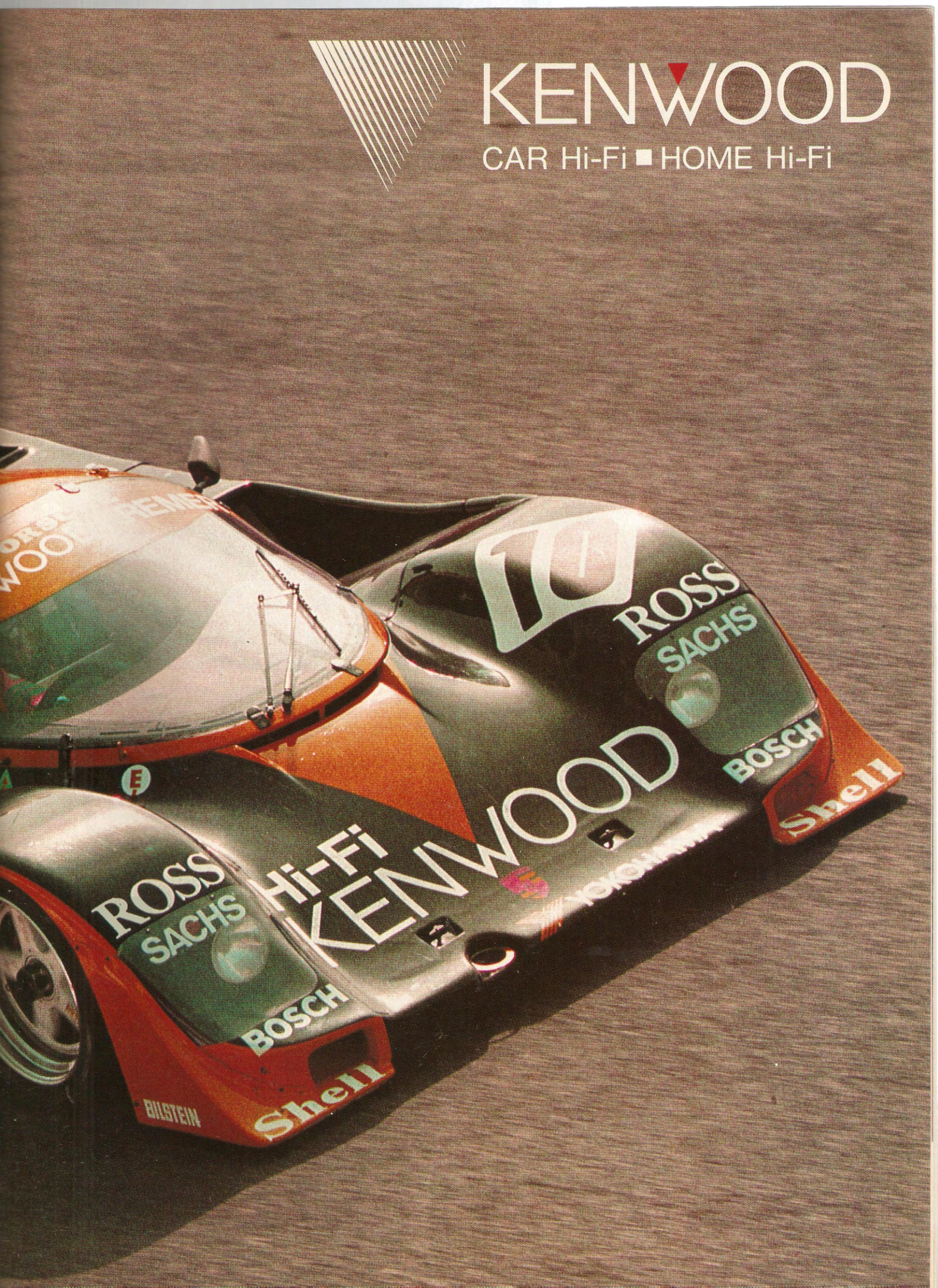
"It just has to be your season, your weekend, or your race, and if it is, then nobody is going to take it away from you. Last year was a classical example. It was just our weekend, and we had a perfect car set-up, everything just went as smooth as it could possibly go.

But it's a new year, it's a new stack of cards, and we'll just have to be lucky again..." ■

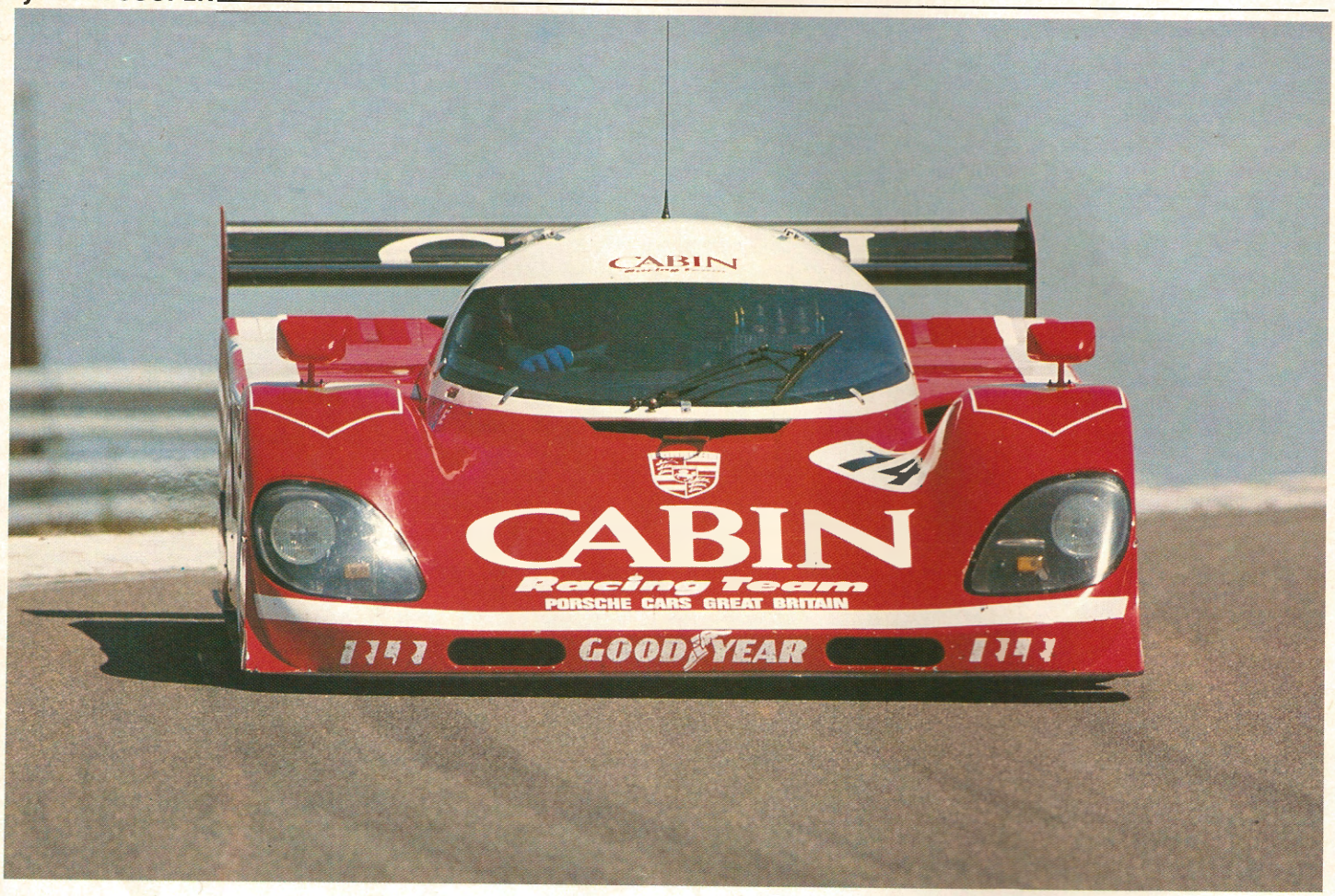
JAN'S LAP




KENWOOD
BOSCH
ROSS
Hi-Fi
BRUNO GIACOMELLI
GIOVANNI LAVAGGI
KENWOOD
10
YOKOHAMA
Eibach


KENWOOD
CAR Hi-Fi ■ HOME Hi-Fi
ROSS
SACHS
BOSCH
Shell
Hi-Fi
KENWOOD
BILSTEIN

By ADAM COOPER



Going private

Derek Bell has a special place in Le Mans history. Since 1981, he's never failed to finish in the top three. Add in his Daytona successes in three out of the last four years, and you have a pretty good 24 hour record. This time he faces a new Le Mans challenge; winning with a private team...

For the first time in many a year, he's not racing for the factory Porsche team. Instead he'll be driving for Silverstone-based Richard Lloyd Racing, for whom he's made occasional appearances since 1983, when Richard first ran a Porsche 956.

This year Derek is contesting a full World Championship season with RLR's honeycomb-chassised streamlined 962, having cut down on his IMSA commitments. At Le Mans Derek will be joined by regular WSPC partner Tiff Needell, and Indycar rookie James Weaver. The latter first drove for Lloyd at Le Mans in 1985, and shared a marvellous second place with Jonathan Palmer and the team boss. Lloyd's cars have always shown strongly at Le Mans, but won't Derek miss the works team?

"Well, doing it with the factory has been wonderful. I've been very lucky these last seven or eight years to have driven for Porsche, but there simply isn't a factory team anymore. It's made it easier for me to drive for Richard, because obviously both sponsors and Richard himself like to have me or drivers like myself for Le Mans, but as it's part of a championship, if you can't do Le Mans it makes it difficult for the rest of the year. In the past, Porsche would hold you on the end of a string and say, 'Okay, we do want you for Le Mans'. And you'd go, 'Oh gosh, Joest wanted me, or Richard wanted me', and you knew that you'll have a whole season out if you race for one of the private teams at Le Mans.

"But you also knew that by going with the Porsche factory team at Le Mans, you lost your *season* of races, but you'd have a great chance of winning the race. And at the end of the day, everybody remembers who won Le Mans. Nevertheless, you can't survive on the money you get for winning Le Mans! I desperately needed a whole programme, and now Porsche has pulled out it's made it a whole lot easier for us works drivers.

Last season Derek committed himself to the factory for the 24 Hours, where Porsche planned what was effectively a final fling. The team had kept its hand in running Hans Stuck's Supercup car, but that wasn't really good enough preparation for running three full-blown Le Mans entries, complete with substantially revised engines. Bell, Stuck and Klaus Ludwig did all they could, but were fighting a losing battle from the moment Ludwig ran out of fuel at the end of his first stint.

"I think Le Mans is very special to everyone who does it"

"I think Porsche as a factory team certainly knows how to win," Derek reflects, "but the reason that they didn't win last year was that they only did the one race. I'm convinced of that. They needed to do a series of races to be sure and get the mechanics and everybody in gear. And that's why we lost last year.

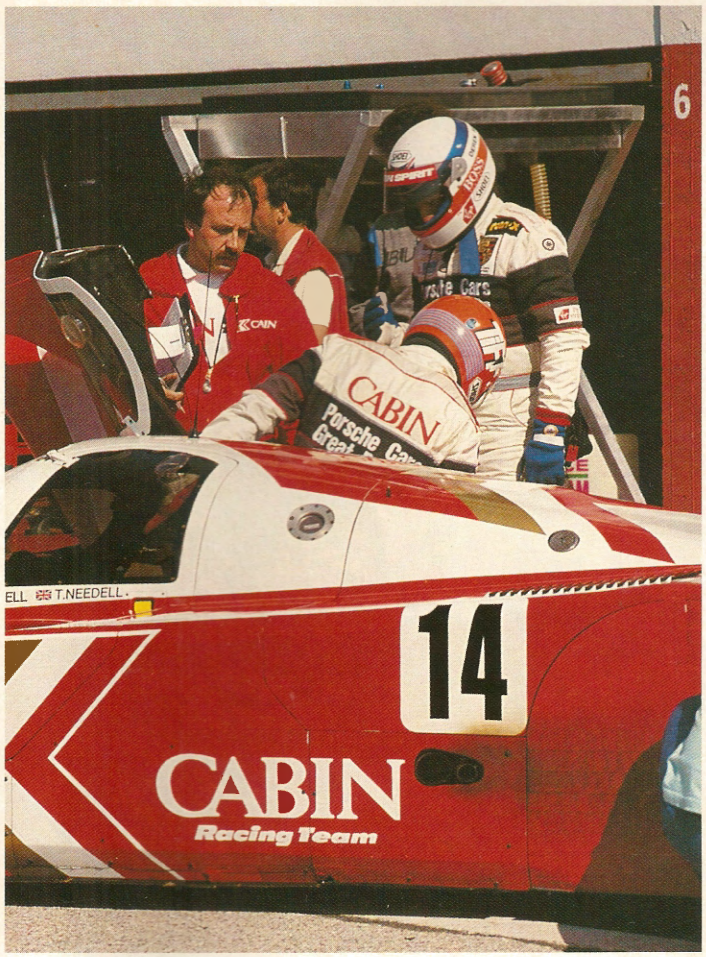
"I'm sad that Porsche aren't at Le Mans this year, because they always do a better job than anyone else, without a doubt. But I'm happy to be with a very fine private team. Richard knows he has a budget this year, with Porsche Great Britain behind us, and because of that we've been able to do some serious testing, and I think we are learning all the time.

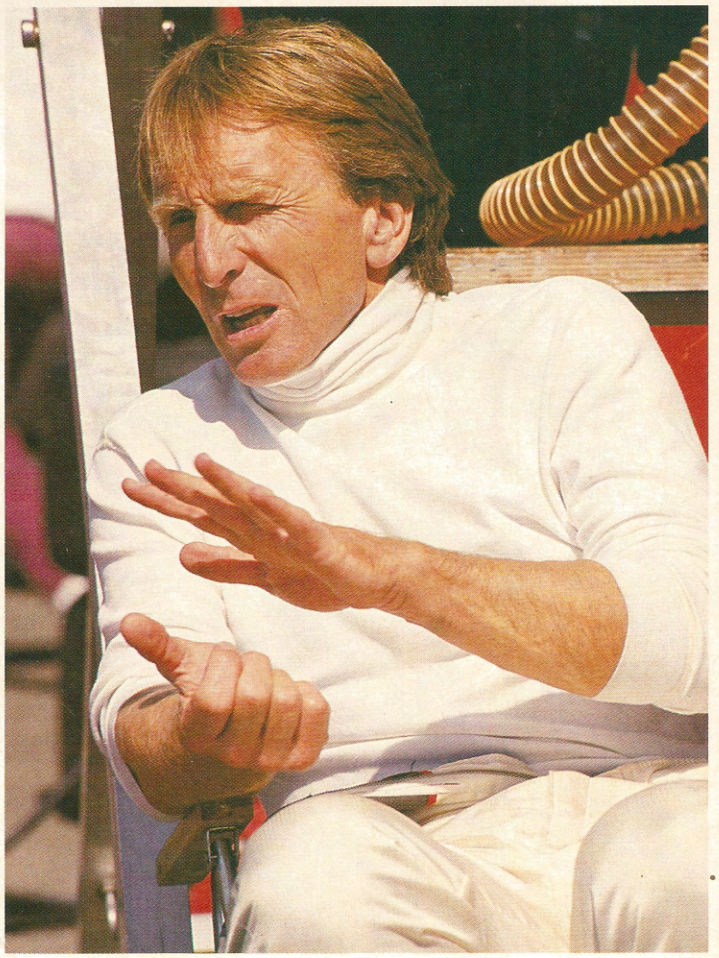
"I feel very happy about Le Mans. Richard's cars have always been up there at the front during the race in the years that Jonathan Palmer drove for him."

Derek's name is inextricably linked with Le Mans. Does he still get excited by the race?

"I do, funnily enough. It is the greatest sportscar race of the year, like Indianapolis is for CART, and Monaco is for Grand Prix racing. It's the showpiece, and we're in show business. I think Le Mans is very, very special to everybody who does it, and particularly those that have won it. You don't realise how important it is until then. Everybody

Above: Bell joins Richard Lloyd's privateer Porsche team for his 19th Le Mans 24 Hours.





Above: Tiff Needell will be Derek's able co-driver along with James Weaver. Below: The five-time Le Mans winner certainly has the experience.

remembers Le Mans winners; it doesn't matter how many times, once or twice or whatever.

"Not that I'd say that I love everything about it; I hate 24 hours, but the atmosphere, well, everybody puts so much effort into it. It's the showpiece, the icing on the cake of the year. Without it, it wouldn't be a championship any more. And that's why they keep struggling on with a very out-of-date race circuit."

Despite his thousands of safe laps of the track, Derek is as concerned as anyone about the dangers it holds.

"Quite honestly, it may be awfully fatalistic, but if I have an accident on the straight I'm past caring. I don't think I'm going to be able to do much about it. Of course, it would be great if we could always retain cars within the guardrails – as with Win Percy's accident – but you've only got to get air under the car, and it'll go straight over the top."

"There's no other race which pumps you up so much"

Nevertheless, Derek sees the straight as the very heart of the perennial appeal of the *Vingt Quatre Heures*.

"I hate to think that the straight will ever go. What would you do? If you cut it in half, we'd still do the same speeds. And who wants a lousy, miserable chicane. What makes Le Mans is that the public can go and sit on the straight and see those speeds. Alright, you might say that they can only go to Les Hunadieres, and you're only doing 190mph when you go past them, and they don't see you going flat-out. Nobody sees you, except the *gendarmes*!

"I think it's something we accept. I know it's crazy, as we talk about safety and run-off areas and all of that, and there we are running at 235mph at Le Mans. But that's what makes it special to drive, because you're *that* nervous about it. There's no other race which pumps you up so much before you start or every time you get in the car."

So what of this year's race? Derek is delighted that the challenge from the Japanese teams is stronger than ever.

"I think they'll be competitive from the word go. In previous years, they've tried for times in practice, and they completely faded away in the race. I think this time we're going to see them running much, much better. I'm very glad about that, because the more teams we have and the more manufacturers we have the better, and that's what's going to make this championship so strong.

And what of the Mercedes and Jaguar opposition?

"Well, I've always said that you have to go to Le Mans three times as a team before you win it, and Jaguar proved that last year. I still feel that Mercedes have got another year of learning to do at Le Mans; you can do all the tests you want at Ricard, but you cannot simulate the Mulsanne Straight. Full throttle for a minute in fifth gear... you can't simulate that. They need a good finish this year, and then next year they can go out and win it.

"Jaguar have had two fine, super years, but it's like everything – the car's reached the end of its development. Having said that, they all criticised the Porsche, but we're still managing to strangle something out of it. I think that Jaguar are actually more capable than last year of winning it, because they've got all last year's feedback. What they learned from the cars that fell back, they will no doubt put into this year's programme. And Porsche have proved in the past that you don't have to be winning all the 1000kms or sprint races to win Le Mans."

Having finished in the top three every year since 1981, bar '84 when Porsche boycotted the race, is Derek looking for victory number six?

"Well, I take each race as it comes, and if I can win it, it'll mean I'm very happy. It would be unbelievable if we could win, but then I didn't expect to win at Daytona this year either. I've had a tremendous record in 24 hour races, and I really don't know why, apart from the fact that I've been in such a good car all the time, and had super team mates.

"I think Tiff and James are very keen to win; they're both very steady and sensible about their driving. I think we could have a good run this year..." ■



By ADAM COOPER



Unsung heroes

Any Le Mans victory is not just one for drivers, but for teams as well. More than any other motor race in the world, success is down to the skill and hard work of the men in the pits, and particularly the mechanics. There are only four allowed on each car, and they don't get a moment's rest...

There is little doubt that Silk Cut Jaguar's men are the best in the business; that's been proved time and time again in sprint races. The fact was underlined with last year's memorable win. Jan Lammers was less than a lap ahead of the chasing Porsche at the flag, and a mistake or two in the pits along the way could have been very costly.

One of TWR's unsung heroes is Clive Parker, who's been a part of all three Le Mans onslaughts since 1986. Clive started his career way back in 1970, working on John Fitzpatrick's Broadspeed Escorts, and after a spell in rallying returned to saloon racing with Gordon Spice's Capris. He first worked for Tom Walkinshaw in 1983 on the ETC Jaguar XJS programme, but after a while decided to get some experience in Group C."

Clive switched to sportscars in 1984, joining Fitz's Skoal Bandit Porsche team. First time at Le Mans he worked on the Hobbs/van der Merwe/Streiff 956 which finished third after engine problems, while the following year with Richard Lloyd Racing he went one better, when Palmer/Weaver/Lloyd finished second.

Clive rejoined TWR for its first full season of Sports-Prototype racing in 1986, and was number one mechanic on the Cheever/Warwick XJR6 which scored that memorable first win for Silk Cut Jaguar at Silverstone. For Le Mans, the two F1 stars were joined by Jean-Louis Schlesser, and the car had a strong run until finally succumbing to puncture damage on Sunday morning.

It was in 1987 that Parker had his most memorable Le Mans. After a multitude of problems it was his car that finally came home to record a finish for TWR, in the hands of Cheever, Boesel and Lammers. For their efforts, Clive and his three colleagues on Jaguar No 4 won both the ESCRA and General Incendie prizes for the best pit crew, awarded at the Automobile Club de la Ouest's post-race celebration.

Last year was less satisfactory, for

"We got an axe and hacked the top of the pit door down..."

the Boesel/Pescarolo/Watson entry to which he was assigned posted the first Jaguar retirement, a failed input shaft sidelining it in the middle of the night, although that was forgotten when Lammers took the flag in one of the other entries.

Preparation for Le Mans goes on all-year round, and much of the hard work is done in the factory and in private testing in the months before the race. But the action really starts when the transporters arrive at the track. What's it like for the guys on the cars?

"We get there a week before the race," explains Clive, "and set up our area in the paddock. The first big event of the week is scrutineering on Tuesday. It's not like a normal race meeting. Scrutineering is an event, and you've got to treat it as such. You can't go along expecting to get the cars through quickly, and you have to treat it as a full day's event. It's a display of the team really, and Le Mans wouldn't be the same without it."

Once each car has got its ticket – which wasn't a straightforward process for the Jaguars last year! – the cars are readied for Wednesday evening's first practice session.

"That's when you begin to get the real atmosphere of Le Mans. Not so much for the first practice session, but the second one after the break, when it's getting dark and the lights are on. It's just a weird feeling that you get. The actual qualifying is done in the first session. We try and get all the drivers qualified, and then





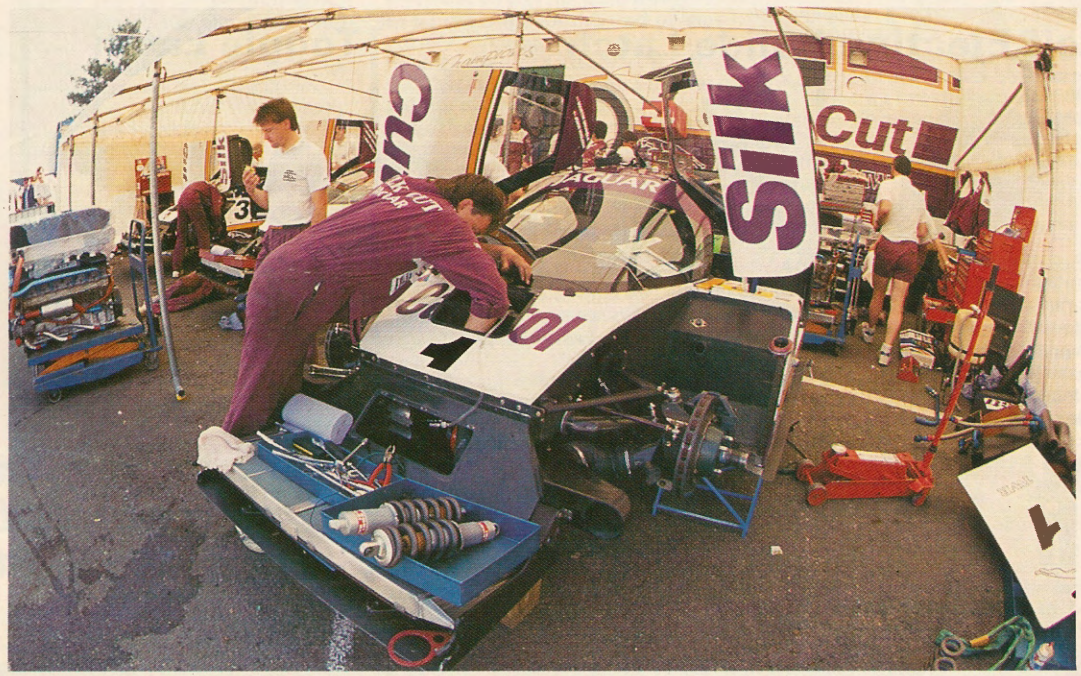
Left: the Pescarolo/ Boesel/ Watson Jaguar calls in for an early evening stop. For Clive (third from right), there was disappointment, with the car's retirement during the night. Right: Never a moment's rest during 24 hours. Below: Work begins in the week prior to the race; preparation is all-important.

concentrate on the race set-up later in the day. There's so little time to qualify at Le Mans, and you have to worry about getting all your drivers in the car.

"Practice finishes late at night of course, and unless we have a *major* problem, we put the cars away. Then we normally go and have a quick beer with the fans or whatever. It's a bit of a tradition now that we go to the café on the Mulsanne Straight. We used to go down there with the factory Porsche guys. The comradeship between the mechanics was very good, and it's the same now with the Sauber guys".

The mechanics return to the circuit early on Thursday morning to ready the cars for the second evening session, which is usually devoted totally to perfecting race trim. Once again the action finishes late at night, and it's back to the hotel to grab a few hours sleep, before another early start on Friday. It's a rest day for the drivers, but anything but for the crews.

"You've got all day Friday to re-prepare the car, and go over it time and time again. You change all the ▶



►►
gears for example, and have a really thorough check of everything. And then you go home at night, knowing that the car is 100%. But you lie in bed and every possibility goes through your mind; it's always unfounded, there's never a reason for it, but you just can't help it the night before the race. You've got to make yourself have an early night on Friday, but it's impossible to get to sleep!"

After another dawn start the cars are out for the mid-morning warm-up on Saturday. What work does that entail?

"Usually nothing, hopefully. It's fairly straightforward. We've had the odd occasion when we've had to change something, but really it's just a final check to make sure that with all the work you've done the day before, you haven't done anything stupid.

"It gets to me at around 5am in the morning"

"The bit between the warm-up and the start of the race is the worst time. That's when the old adrenalin gets going! The best thing to do is get your mind away from it, try and go and do something different, try and relax. It's no good being hyped up then, because you know you're not going to get any sleep for 36 hours."

Le Mans is a unique event for the teams. On the one hand the prospect of 24 hours of endless pitstops and unforeseen delays is very daunting, but on the other the whole process is very controlled, because so much effort has gone into preparation.

"For us Le Mans is totally different to anything else. We have so many people in the pits; they run the race for us, the engineers and the timers and so on. And we know exactly what we're doing at each pitstop. We know what the rate of wear of the brake pads is, and what stops we'll be changing them on.

"In 1986 we'd had a problem with failing driveshafts, and we had six grease nipples on each CV joint, and we had four CV joints. And on each stop one of us would dive underneath; one stop you'd do the two outer joints, and the next stop you'd do the inner ones. And for one stop, we had a job list which looked like something you'd give a garage. If I remember rightly, we had to refuel, change wheels and tyres, change the pads, grease the CV nipples and see to a windscreen wiper. People think that our pitstops are slow compared to F1, but when you get a job list like that to do in two minutes it's pretty good going!"

Le Mans has its own unique problems, not the least of which are the cramped pits themselves. It's quite an obstacle course to get to the truck, once you've found your way through the bodywork-cluttered maze of corridors at the back of the pits.

"The pits are bad, very bad, considering it's the most famous race in the world. And the amount of people they allow in is ridiculous. There is a crush like you wouldn't believe,



Clive Parker has been part of TWR's three Le Mans efforts since 1986, and will be there again this year.

photographers and TV people and the like. They don't realise how difficult it is for us to work. We've all got a job to do, and they can just make it even more awkward. You know that every time you turn round there's going to be a wall of people and you won't be able to move.

"Very rarely do you have to go back to the truck for anything, probably only if you've had an accident and you need some equipment. You keep things you might need like wishbones, brake callipers, discs and so on in the pits. The corridor at the back, where you keep the bodywork, is just a nightmare. I remember one year with one of the Porsches we had damaged the tail. They wouldn't let us bring the spare up the pitlane, and it wouldn't fit through the door at the back of the pits. So we got an axe and hacked the top of the door down. They weren't too impressed with that..."

Surprisingly, night time is not too much of a headache for the crews.

"It's more difficult occasionally, but the pits are very well lit now. We also have stand lamps which are basically batteries with a lamp on a pole. We carry those around with us, put them down and aim them. If someone actually holds a torch for you, they count as a mechanic, and you can get penalised for having more than four and one refueller."

By the early hours the adrenalin charge of the pre-race tension has long since worn off.

"It gets to me around 5am in the morning. It's a real job to keep your eyes open. But last year, the race seemed to go so quickly, and there was always something happening with the five cars. There always seemed to be one car in the pits, so you never had time to think, and it never got to the stage where the car was going to be another three-quarters of an hour.

"Then after a while you start picking up again. When dawn breaks, you get another lease of life, especially when your car's running strongly, and there's something to go for. It's very disappointing when you go through the night, and halfway through the morning the car decides to break".

"If any one Le Mans stuck in my mind, it was '87"

That's exactly what happened to Clive's Jag in 1986 when Schlesser picked up that puncture, but the following year more than compensated for it. The single surviving car had seemingly endless problems, but there was no way the team was going to let down the loyal crowd of supporters opposite the pits, as it hobbled towards a fifth place finish.

"That was actually more memorable for me than winning the race last year. If any one Le Mans has stuck in my mind, it was '87. The crowd was fantastic. There was no way, whatever problem that car had, that it wasn't going to finish. The crowd knew we didn't stand a chance of winning, but they were just willing that thing along. There's a few people we've got to know now, and they're regular visitors to Le Mans, and it's good to see them every year."

1987 was indeed a remarkable event for Jaguar, and the crowd opposite the pits really showed its appreciation. It also made its feelings about the Silk Cut colour scheme known with a chorus of "green-and-white, green-and-white" directed at Sir John Egan! The atmosphere gave some indication of what might happen should a Jaguar actually *win* in '88.

"That was the icing on the cake," says Clive. "Unfortunately it wasn't the Boesel car I was looking after, because that had retired, and I then moved on and helped with one of the other cars. It was disappointing going out like that, but the end result was that Jaguar won, and everybody had put the same sort of effort in, no matter which car you were on. Anyone who was there will have seen what it was like."

So how does the crew cope with the last tense hours of the race?

"It is exciting, but you've got to not let yourself get carried away. I try to find something else to do in the pits. Last year we had a gearbox that had been changed on the No 21 car in the night, and I was trying to make myself busy rebuilding that, rather than worry about the car that was leading. It was only in the last two laps that I actually came out and watched it go round, and even then it was nailbiting."

Even in their moment of glory last year, the team had something to worry about, as the excitement got out of hand.

"Last year after the race the place was flooded with people, and we lost so much equipment; we actually stopped two people making off with wheels and tyres from the back of the pits. There was more damage sustained on the winning car on the finish line than in the race. Jan started that; he got on the roof and put his foot through the air cleaner and nearly disappeared down one of the trumpets! Stickers went missing, they broke bits off the car, we lost a wing mirror..."

Some of the souvenir hunters are more welcome:

"There were three girls on top of our pit who wanted our tee-shirts. So we said, 'Alright, fair enough', and there was a straight swap there and then. So there they were stood above our pit, topless, half an hour after the race had finished!"

The end of the race is an anti-climax in many ways. Everybody is really too tired for any serious celebrating.

"You're so tired by the time the end of the race comes, you just relax. After a couple of beers or glasses of champagne, you're gone, you're floating around.

"We used to pack up after the race, but now it's such a big operation, it just isn't possible to clear off that night. So we go back to the hotel and come back Monday morning, and then get the ferry back in the afternoon. It looks like a bomb's gone off. If people could see our site in the paddock on the Monday, they wouldn't believe it."

After that it's home to England, maybe a victory celebration and a day or perhaps even two off. And then it's back to work. This year work will start straight away on preparing the cars for Jarama, just a fortnight after Le Mans.

"There's some very good times and some very bad," smiles Clive. "It's a very, very hard race. It's not all glamour, it's just very hard work. But I'm still enjoying it."

This year Clive will be number one mechanic on Jaguar No 4, to be driven by Alain Ferté, Michel Ferté and Eliseo Salazar. You can be sure that he and his colleagues will be doing their very best to ensure *their* XJR9LM is the top cat... ■

By CHRIS NIXON – PHOTOGRAPHY: BRIAN JOSCELYNE

Endeavour rewarded

For a sum that would not get Ayrton Senna out of bed today, Aston Martin went racing between 1949 to 1963. "If I were to hazard a guess, I would say that racing Astons those 15 years cost beteen £1.5 and £2 million," commented David Brown. DB's great ambition was to win Le Mans. Thirty years ago his Aston Martins finally succeeded – at the 11th attempt!

He had bought Aston Martin and then Lagonda just after the war and, putting the WO Bentley-designed, 2.6-litre Lagonda engine in an Aston Martin chassis, produced the DB2 which, with its elegant body designed by Frank Feeley, was rapturously received by motoring enthusiasts. DB decided that the best way to prove his new baby was to go racing and to this end he invited John Wyer to be team manager for just one year – 1950.

Although owning Aston Martin Lagonda Ltd was really a hobby for David Brown (his main business being the family concern, David Brown Gears, in Huddersfield), he took it very seriously and racing his cars soon became a passion. John Wyer proved to have an exceptional flair for organisation and in that first season Astons won the Index of Performance at Le Mans and the 3-litre class, coming a very creditable fifth overall. They also came first, second and third in class in the Tourist Trophy. Delighted by this success, DB set his sights on winning Le Mans and there was no more talk of Wyer staying for just one year.

In 1951 the team did even better at La Sarthe, Lance Macklin and Eric Thompson finishing a superb third overall in the DB2, with the other team cars coming home fifth and seventh. This gave the greatest impetus to David Brown's ambition, but no works Aston Martin was to finish at Le Mans again until 1955.

The DB2 – essentially a production car – was superceded by the DB3, which was built specifically for racing, but it was too heavy and underpowered, winning only one of its seven races in 1952 – the Goodwood 9 Hours. For 1953 Astons produced the DB3S, a smaller, lighter version of the DB3, now with a 2.9-litre engine and curvacious bodywork, again by Frank Feeley. It was an immediate improvement on the old car and everyone had high hopes when a team of three made its debut at Le Mans. They all retired.

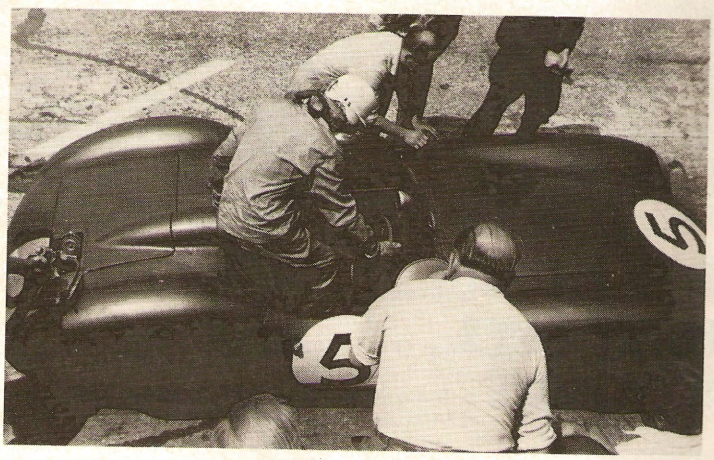
From then on, though, the 3S won every race that year, including the Goodwood 9 Hours again and a superb victory at Dundrod in the TT, where young Peter Collins showed the promise he was later to fulfil with Scuderia Ferrari.

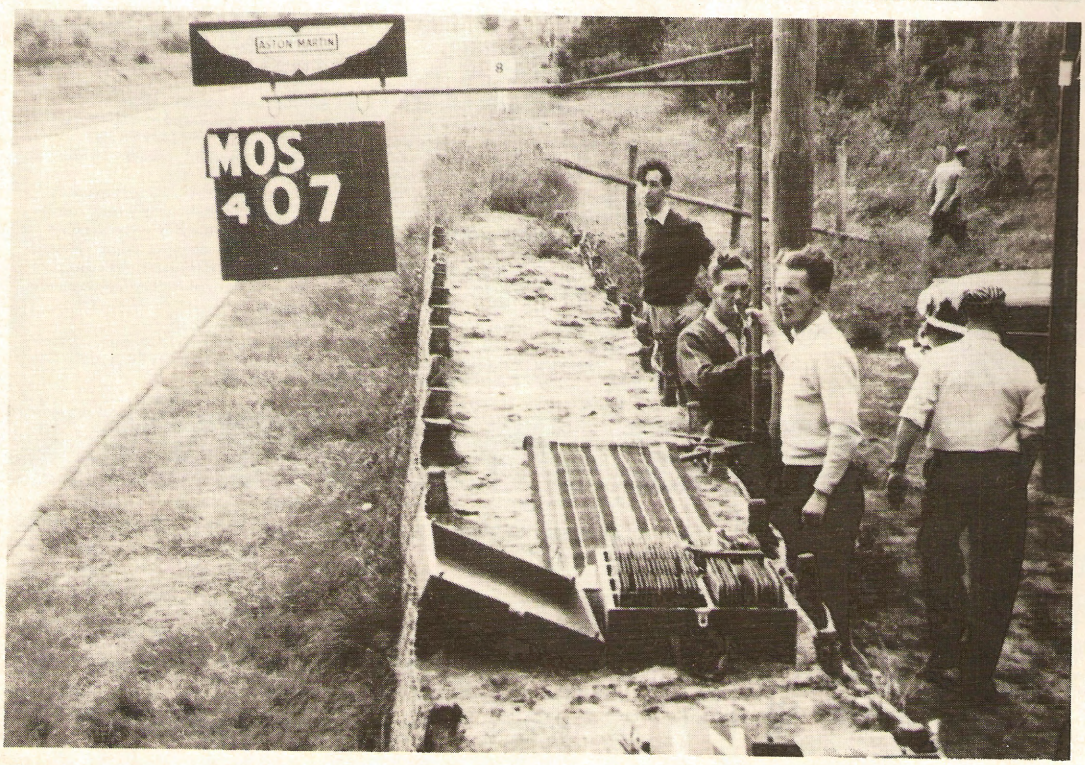
Clearly, the DB3S was a superb motor car with tremendous potential, but it was not possible to increase the capacity of its engine so it was always down on power and maximum speed compared to its competitors, such as Ferrari and Jaguar. Determined to compete on level terms, David Brown had authorised the design of a 4½-litre, V12 Lagonda back in 1951 and this car – looking like an overblown DB3S – made its first appearance at Silverstone in May, 1954. It was a disaster from the start, not least because John Wyer and his team had to run it alongside the Astons with no increase in budget or staff. The result was that the DB3S was deprived the development it so richly deserved and the Lagonda was never going to work properly in a million years, so the whole 1954 season was a fiasco.

John Wyer was a very great team manager, but Le Mans '54 was undoubtedly his darkest hour – not a single car finished.

This ignominious failure was followed the next year by a fine second place, Peter Collins and Paul Frère bringing their DB3S home behind the winning Jaguar of Mike Hawthorn/Ivor Bueb, although two other 3Ss and a new Lagonda retired and the whole thing was overshadowed by the catastrophic crash involving Hawthorn's Jaguar, Lance Macklin's Austin-Healey and Pierre Levegh's Mercedes, when the latter went into the crowd, killing over 80 people.

Below: Roy Salvadori climbs aboard the 1959 Le Mans-winning Aston Martin. Bottom: Stirling Moss passes the signalling pits in the early stages of the '59 event. The car was destined not to finish.



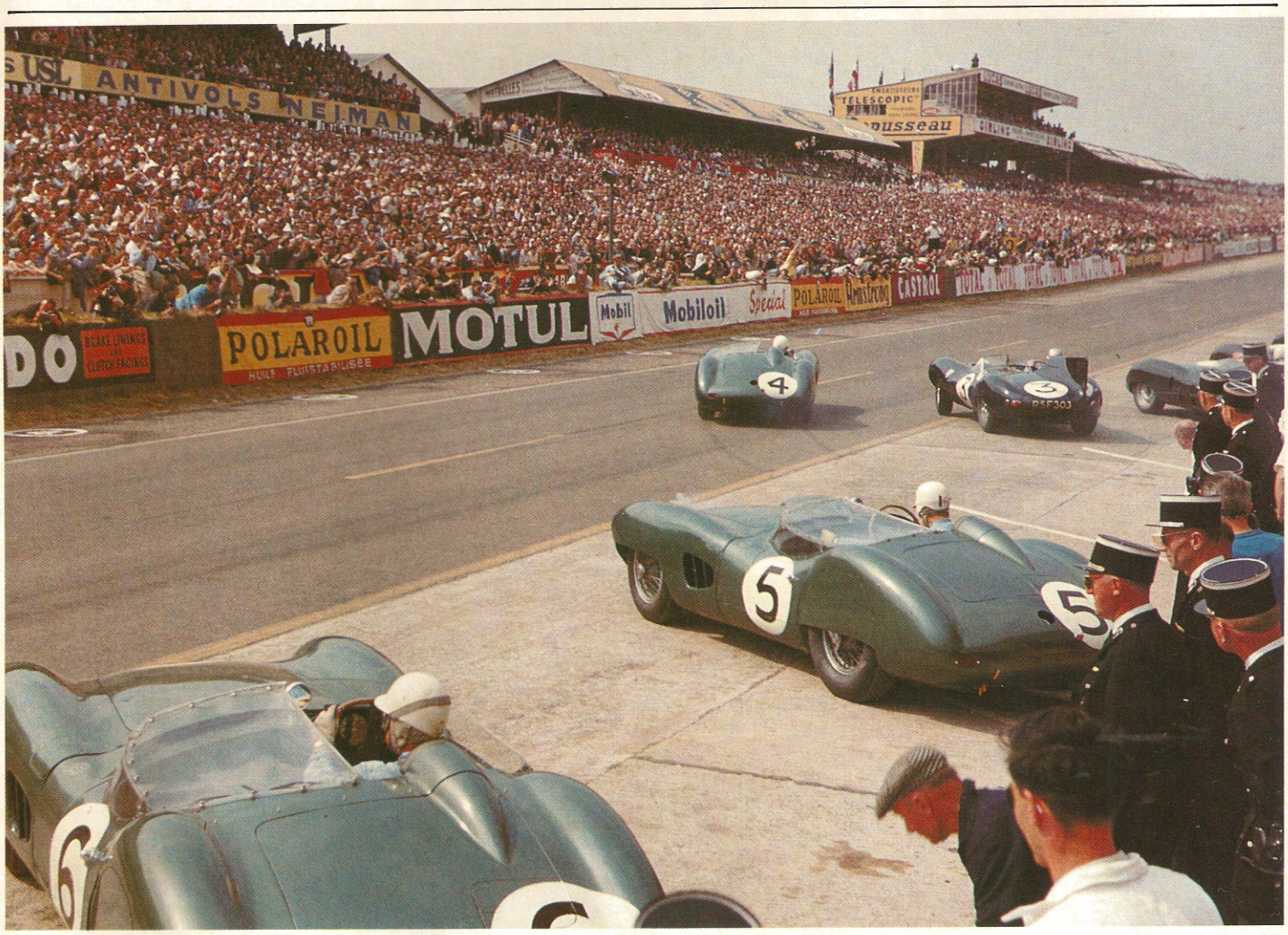


SALVADORI: "No other team offered the camaraderie, security and contentment"

Finally the Lagonda was laid to rest and a new, spaceframe Aston – the DBR1 – was introduced. Powered by a 2½-litre engine, it made its debut at Le Mans in 1956, the organisers having limited prototypes to that capacity. It performed well for 20 hours, then ran its bearings. Stirling Moss had joined Astons for the first time that year and he and Peter Collins brought an ageing DB3S (now in its fourth season) into second place, but David Brown still had yet to win Le Mans.

At the end of that year DB appointed John Wyer General Manager of Aston Martin Lagonda Ltd, which meant that he could no longer continue as team manager. In turn, John appointed his great friend and former team leader, Reg Parnell, in his place and although Reg proved to be an excellent team manager in his own right, he inherited a team which John had built virtually from scratch.

Wyer himself (who died in April, aged 79) was a remarkable man whose rather forbidding presence concealed a delightful personality, but that forbidding presence was no facade. As Roy Salvadori (his longest-serving driver) recalls: "At times John could prove extremely difficult, rude and cutting in the things he said,



The start of that epic 1959 event which finally provided David Brown and Aston Martin with that long awaited victory in the Le Mans 24 Hours.

and many of the team members – not least the drivers – suffered under his scathing tongue. Many of us were offered more lucrative racing contracts and more potent machinery to drive, yet the offers were turned down simply because no other team could offer the camaraderie, security and contentment that existed in the Aston team. He was the finest team manager of my era – no doubt about it!"

Astons were very fortunate in that Reg Parnell decided to retire from racing just as John moved on, for Reg already had the respect of everyone in the team and was one of the very few people capable of stepping into Wyer's shoes. His new career got off to a flying start when Tony Brooks and Noel Cunningham-Reid won the 1957 Nürburgring 1000kms with the DBR1, now with a new, 3-litre engine, the RB6, the whole thing designed by Ted Cutting (except for the David Brown, 5-speed transaxle, which proved to be the Achilles heel of the R1).

Still searching for more capacity and more power. Astons borrowed the new, 3.7-litre engine which Tadek Marek had designed for the forthcoming DB4 production car, put it in the 1955 Lagonda chassis, clothed it in a slightly larger version of the DBR1's body and called it the DBR2. They entered two R1s and an R2 at Le Mans that year, but all retired. Then the organisers changed the rules once again, limiting sports cars to 3 litres capacity for 1958, so the R2 was no longer eligible for World Sportscar Championship events, such as Le Mans.

However, the R1 was now reckoned to be the fastest 3-litre car in the world, and Astons went to Le Mans with high hopes in '58, especially as Stirling Moss was back on the team and he had just scored a second, stunning victory for the Feltham *équipe* at the Nürburgring. But once again, the DBR1s flattered to deceive and once again they all retired at Le Mans. After 10 attempts, David Brown's dream had become a nightmare.

Moss did one lap in 4m03s which left team mate Frère speechless!

Although he was no longer team manager, John Wyer was still responsible for racing strategy and, with David Brown's agreement, he decided that for 1959 Aston Martin would restrict their sportscar racing to Le Mans, in one final effort to win the elusive prize. This should have allowed them to channel all their efforts into the one race but, as had happened in the past, they were sidetracked by another project.

At various times during the past decade, David Brown had thought about entering Grand Prix racing, and in 1957 the thoughts became reality – a GP car was built at Feltham. It was ready to race in 1958 (when it would almost certainly have been competitive) but that year DB and John Wyer felt they had such a good chance of winning Le Mans and the World Championship that the single-seater never turned a wheel. For 1959, however, it was decided to enter a full GP season with two of these cars, the DBR4s, so the team was going to be just as busy as before.

Things got worse in March, when Wyer and Parnell gave in to a plea from the Sebring organisers and sent a DBR1 for Roy Salvadori and Carroll Shelby to drive. It failed to finish. Then Stirling Moss asked for a car for the Nürburgring 1000kms, convinced that he could win again (so convinced, in fact, that he offered to pay all expenses in return for the starting and prize money!). Astons paid for the car and Stirling repaid them with another majestic drive – ably backed up by Jack Fairman – and the DBR1 did the hat-trick at the 'Ring.

This was most gratifying, but Le Mans was fast approaching and the team was still smarting from the results of the April Test Day. Astons and Ferrari had sent two cars each and, whereas Phil Hill took the 3-litre Testa Rossa round in a scorching 3m59s, the Astons were slower than they had been the previous year and could only manage 4m17s. This was depressing, to say the least, for although they were aiming for improved reliability rather than performance, an 18 second deficit was appalling.

Over the ensuing weeks a great deal of work was done in the wind tunnel as Astons tried to make the DBR1 more efficient aerodynamically. The level of the rear bodywork was raised, the rear wheels were covered with spats and the bodywork over the front wheels was lowered, giving the car a much smoother shape. The effect of all this streamlining was to reduce the Astons' lap times considerably, whereas the Ferraris were somewhat slower than they had been in April, as they were using a higher back axle ratio for the race.

One of John Wyer's many qualities was his ability to form a bunch of individuals into a cohesive unit, driving for Aston Martin, rather than for themselves and against each other (which often seemed to be the case in a certain Italian team). Reg Parnell had learned the wisdom of this at first hand and he selected his drivers ▶

for Le Mans with care. As befitted the fastest driver in the world, Stirling Moss assumed the mantle of team leader and he was more than prepared to set the pace at the beginning of the race in the hope of forcing the Ferraris to go faster than might be good for them, even if this meant sacrificing his own chance of victory. Moss himself had chosen Jack Fairman to partner him at the Nürburgring, so the partnership was retained at Le Mans. Roy Salvadori and Carroll Shelby were old friends and of more or less the same height, so they shared the second Aston, even if it did mean interrupting their endless

The rear tyre picked up a piece of metal, ripping out a chunk of tread

card games. The third car was driven by Paul Frère (who had finished second with Peter Collins in 1955) and Maurice Trintignant, a newcomer to the team whose ability was well proven.

The main opposition was obviously going to come from the works Ferraris of Jean Behra/Dan Gurney, Phil Hill/Olivier Gendebien and Cliff Allison/da Silva Ramos, with the Ecurie Ecosse D-type likely to be well up at the end of the race.

Moss made his usual lightning run-and-jump start and took an immediate lead, whereas Jean Behra's Testa Rossa refused to start for some long seconds and he finished the first lap in 16th place. Behra hated to be second – let alone 16th – to anybody and, having given all three works Ferraris a caning in practice, he now proceeded to drive his car at the limit in his efforts to get to grips with Moss. This was just what Astons wanted and while Stirling was content to lap between 4m05s and 4m15s (doing one lap in 4m03s, which left team mate Paul Frère speechless!) Behra was regularly doing 4 minutes dead or less. Not even a Ferrari was going to last for 24 hours at that rate.

Ironically, it was that Aston that failed first, Moss's four main-bearing engine (giving slightly more power than the other, seven bearing units) breaking a valve, which forced its retirement after Jack Fairman had backed Stirling's efforts very ably. But the Allison/da Silva Ramos Ferrari was already out with overheating problems and the Hill/Gendebien car had made a couple of long pit stops. As expected, the leading Ferrari of Behra and Gurney finally cried 'enough' at 1.30am in the morning, leaving the Salvadori/Shelby Aston in the number one spot, but Hill and Gendebien (the previous year's winners) were now second and threatening, while the Frère/Trintignant Aston was third.

Then came the kind of drama that any team can do without. Roy Salvadori stopped to report a terrible vibration at the back of the car. Instead of checking the Aston thoroughly there and then, Reg Parnell made a rare mistake and sent Roy out to finish the final seven laps of his stint, then the car would be refuelled and the cause of the vibration sought. By the time the Aston came in again the Ferrari was in the lead by a couple of laps, so slowly had Roy had to drive. Worse was the fact that the vibration had been caused by a rear tyre picking up a piece of metal which ripped out a large piece of tread, something which should have easily been spotted at Roy's first pit stop.

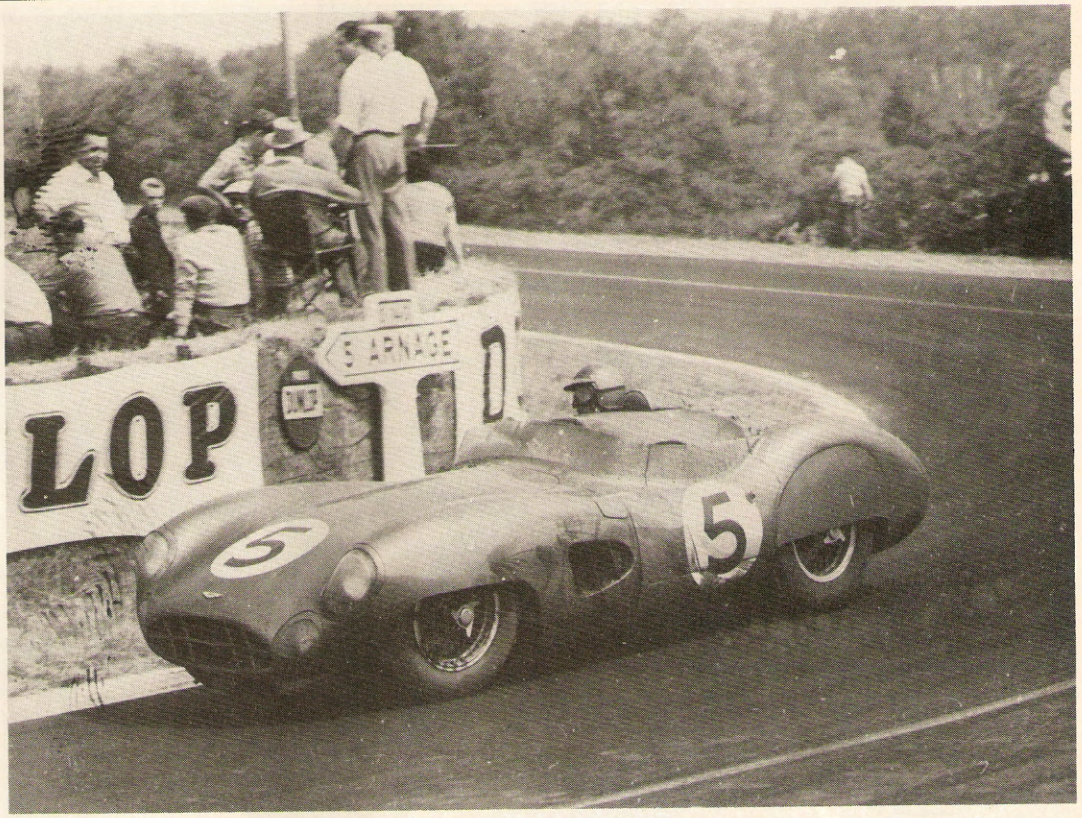
As Carroll Shelby set off into the night with fresh rubber, it was *very* quiet in the Aston Martin pits. It seemed as though they'd blown it again. However, there were almost 12 hours still to go and as both the other Ferraris has retired due to overheating it was not beyond the realms of possibility that... This time the gods were with Aston Martin and, at about 11am the Ferrari was in its pit for an unscheduled stop. It did another, very slow lap, stopped again, did seven more very slow laps and then stopped for good. Astons were now 1-2 at Le Mans with four hours still to go.

Roy Salvadori, now back in the leading car, slowed right down, lapping at about 4m50s, but to the consternation of the Aston pits

Trintignant was going like a train and didn't want to lose his rhythm

Maurice Trintignant kept going at around 4m35s, at which rate he would eventually overtake his team mate. Frantic 'EZE' signals were hung out, but the little Frenchman was going like a train and didn't want to lose his rhythm. Eventually, Astons resorted to his mother tongue (well – almost!) and signalled '*ne passer Sal*', which did the trick. It fell to Carroll Shelby and Paul Frère to do the final stint and Carroll timed his last lap very carefully so that he crossed the line at one minute past four, but he had to do another as nobody waved the chequered flag at him. Instead of flagging in the overall winner, the French chose to wait for the winner of the Index of Performance which was, would you believe, a French car!

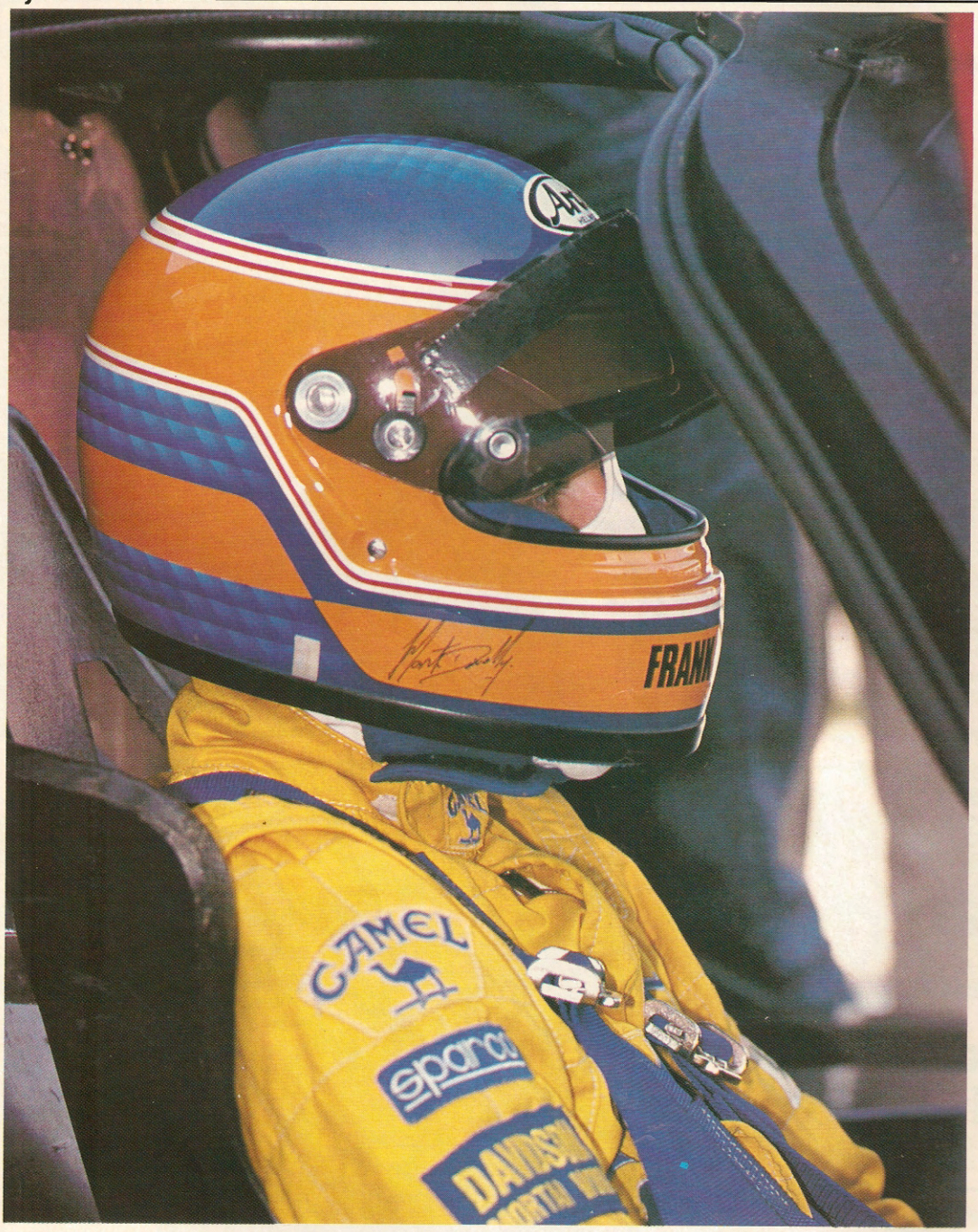
This bit of meanness couldn't spoil Astons day, however. They'd done it at last and David Brown had fulfilled his greatest ambition. After the champagne, the kisses and the cheers, he celebrated the victory he cherished so much by driving the winning DBR1 back to the team's hotel and La Chatre. ■





Above: Despite a tyre problem, and a fairly basic error in the pits, the number 5 Aston Martin DBR1, broke the Ferraris on its way to victory with Carroll Shelby and Roy Salvadori aboard. Left: Architects of victory. Left to right: John Wyer, Reg Parnell, Bryan Clayton and David Brown.

By ADAM COOPER



Left: New team, new car, and of the three drivers, Donnelly is the only one with sportscar experience – and that is limited.

First time lucky?

It's been quite a year for Martin Donnelly. Twelve months ago he was a frustrated F3 driver; now he's the star of F3000, with a Lotus F1 testing contract in his pocket and a Grand Prix future seemingly guaranteed. He's also trying to make a name in sportscar racing.

Over the years it's been standard practice for up-and-coming drivers in Germany and France to try their hand at sportscars, often with major factory outfits. And in the days of the Martini Lancia team, virtually all the Italian F1 aspirants of the time found their way into one of the Turin-built cars.

It's been far less common to see British youngsters give it a serious go. The only current Grand Prix driver to have embarked on a serious Group C programme while still trying to make his name is Jonathan Palmer, although Messrs Brundle and Warwick tried Group C when their F1 options temporarily ran out.

Like Palmer, Donnelly had his first taste of sportscars with Richard Lloyd's Porsche. It was a difficult baptism; sharing RLR's 962 with David Hobbs at the controversial night-and-day WS-PC race last August.

"I suppose I came in at the hardest level," says Martin. "Nürburgring was a two-part race, it was raining, and I had the night time bit for my first proper go in the car. So it was just getting dark, the rain was coming down, the mist was rolling in, there were no headlights on the car... It was just absolutely terrible. And I thought 'I don't really need this. Why should I do this?'

"And then Richard turned round and offered me Spa with Derek Bell, and I thought it can't be as bad as Nurburgring. It was wet again, but I enjoyed it, and we were holding a good third place before the engine went."

Martin's only other race of the year was in the difficult SARD-Toyota at Fuji, although his strong showing at Spa had not gone unnoticed by the right people.

"Tom Walkinshaw offered me a position at Daytona. And I obviously jumped at that. It was a great experience; it was nice being there

"Group C is not an old man's retirement home!"

for a week, just to see how a professional team runs. I didn't get to drive in the race – there were three Irishman in it, and all three were out on the first lap! So that wasn't too good. But I enjoyed being with the team, qualifying, the warm-ups, seeing how it's done with physios and nutritionists. Everything was just fantastic."

Donnelly had a chance to become a more regular member of the TWR line-up, but sadly clashes between Silk Cut and his F3000/F1 sponsor Camel put paid to that. Then another Group C chance came out of the blue.

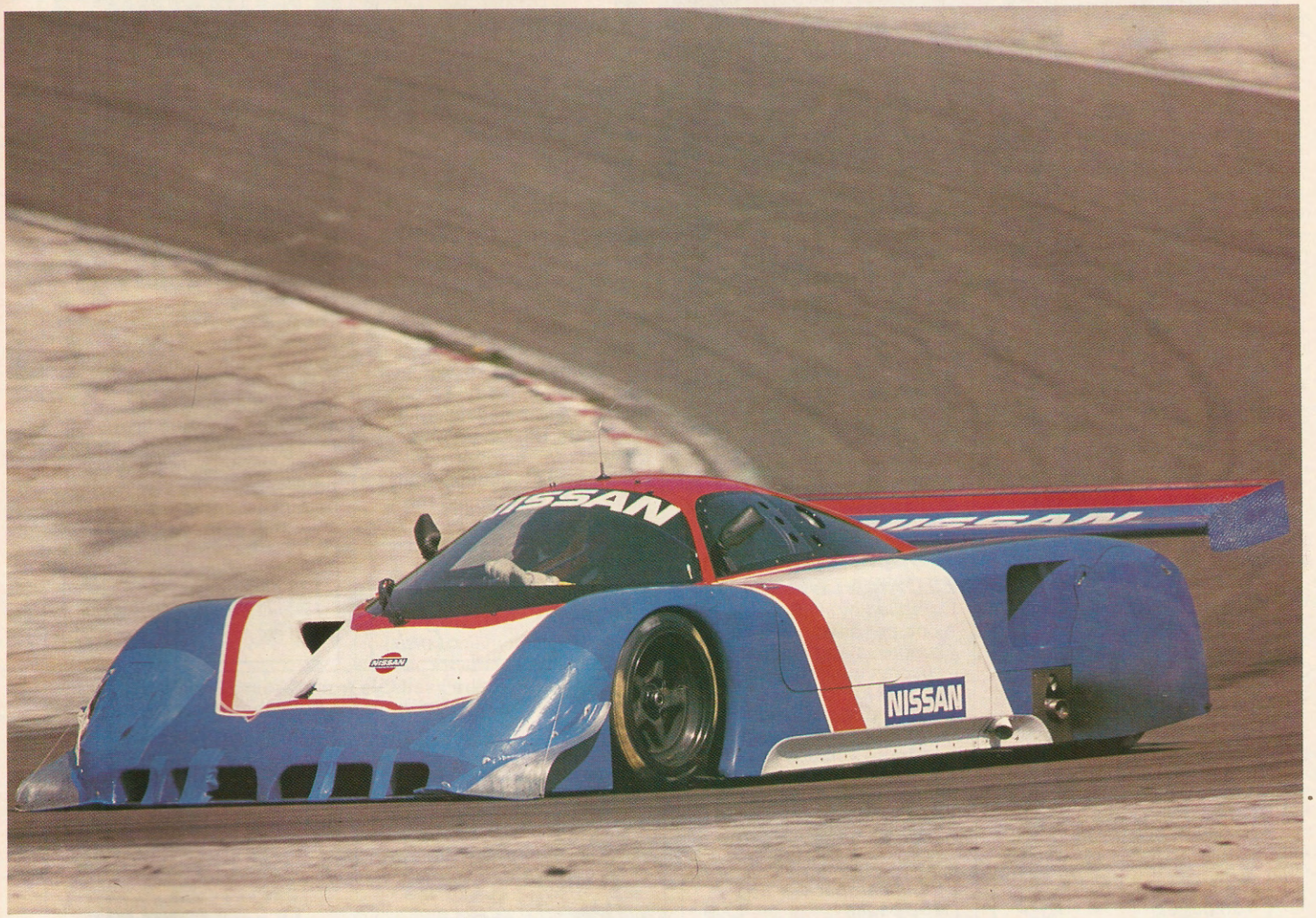
"I'd been to Japan and looked for F3000, and then Nissan came along. I was already over-committed, but I said I could help them out in testing and development, and do Le Mans, and hopefully gear it more towards next year."

Martin's colleagues in the Nissan team are Mark Blundell and Julian Bailey, who will be doing most of the other races. Not so long ago, all three would never even have considered Group C as a possible stepping stone. So what had Martin expected of it?

"I was quite surprised last year at how competitive it is and how hard everybody tries at it. The Jaguars run flat out; there's no question of go fast at the start, back-off in the middle, and then sprint at the end. It's flat-out all the time. All the drivers are in the car for an hour and a half, and they're driving at 100%. It's not an old man's retirement home where they trundle round, it's flat-out from flag-to-flag."

So will Group C become a regular stopping-off point for men on the way up?

"I think it very much depends on the way FISA organises the championships. At the moment, it actually suits F1 drivers, because there are no clashes, so anybody in F1 can do it. But there are three or four F3000 races which clash.



Donnelly has been involved in the development of the Nissan 89C.

"I think in three years time, or maybe less, it's going to be on a par with F1, if it gets the same coverage and if Bernie organises it right. And if you're connected with a major manufacturer, it can only be good for you. But it's going to be difficult. In F1 now, they're doing more testing than ever, and Group C will go that route as well. So there'll be a fine line; next year hopefully I'll be able to commit myself to two programmes"

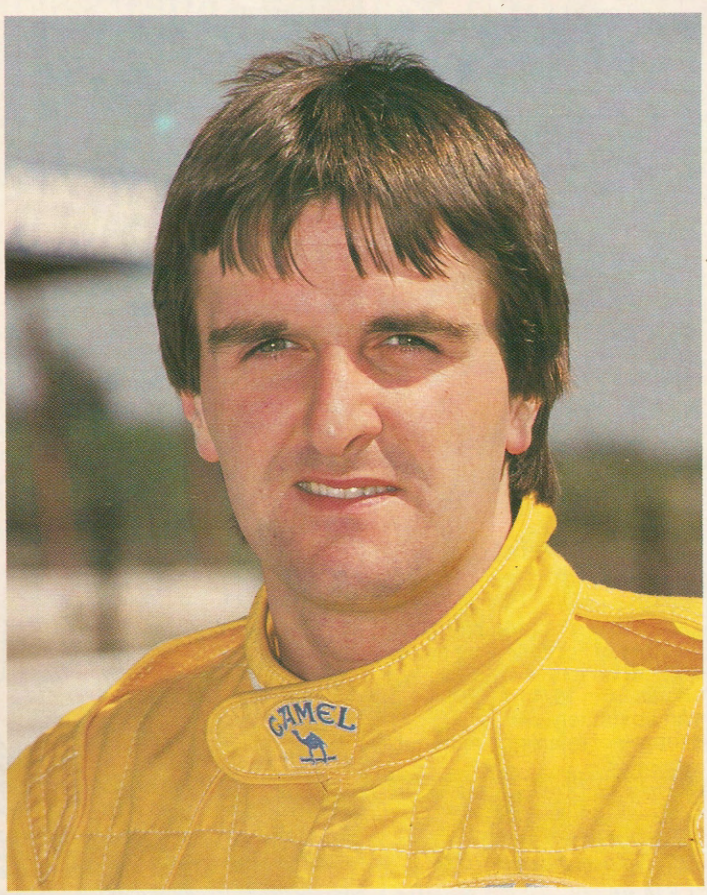
Le Mans will be Martin's first race with Nissan. How does he view it?

"On the one hand it's quite frightening. Driving down the straight in this thing – it seems to have a lot of grunt, so I think it's going to be a bit of an experience. At the same time I'm looking forward to it, because I know the team has tested at Snetterton, Arizona, Paul Ricard and Dijon, and they haven't had a single engine problem."

"We're learning how to economise short-shifting etc"

Martin has been to the Le Mans F3000 race, but admits that he has no idea of the scale of the 24 Hours itself.

"When I was there in F3000, I saw all the facilities and thought 'Is this Le Mans? Is this what everybody talks about?' But I'm assured and guaranteed that on the actual 24 Hours weekend it's a totally different place. So yes, I'm looking forward to it."



The Nissan R89C is a new car from the ground up, and Martin has enjoyed being involved in its development.

"It's going extremely well. I know it's early days, it's a new team, it's a new car, and Mark and Julian have never done Group C before, so it's a large learning curve for everybody. But it can only go from strength to strength.

"I don't think Nissan has any thoughts of trying to get on the podium, or trying to be on the front row. That's not their policy. They want to go out and qualify the car, and then just run well and finish the race. And maybe the next year or the year after that they will be gearing towards winning it."

Three young Brits in one car, with not a single Le Mans between them. Won't they be tempted to go for glory?

"Oh yeah. Young chargers! Everyone wants to go quicker, but we're also here to learn how to economise, short-shifting, not driving the car so hard *and* staying on the pace. So they're trying to teach us that, trying to tame us and make us more experienced. Fingers crossed, we're looking good!" ■

By ADAM COOPER

Steppin' on the gas

Since the start of the Group C formula in 1982, sportscar racing has been all about fuel consumption. That will change in 1991, when 3.5-litre 'atmo' engines become compulsory; there will be free fuel for everyone...

In the meantime, a couple of entrants – Spice Engineering and France Prototeam – have already gone the 3.5-litre route. For Spice, there will no worries about fuel consumption at Le Mans, no constant matching of pace with the figures flickering on the dash computer.

It was a bold but carefully calculated move by Spice to move up to C1 with cars complying to the new regulations. The rules suited the team down to the ground, with its years of experience in C2 and latterly in IMSA GTP with a lightweight atmospheric V8-powered car.

The parameters are quite simple; if you run a 3.5-litre, F1-style engine, there is no fuel restriction. Not only that, but your car can also weigh only 750kgs, compared with the 900kgs which every other C1 car has to comply to.

"With this car, you barrel down the straights, late brake, etc..."

The format was perfect for Spice. The team had five years experience of running 3.3-litre DFLs in C2, working in close co-operation with engine wizard John Nicholson. The Graham Humphrys-designed Spice C2 chassis was built to as high a standard as the best C1 cars, and weighed a convenient 750kgs or so. Building a C1 version, with a pukka 3.5-litre DFZ, was no problem. A recipe for success? Ray Bellm certainly thinks so.

Ray was joint Group C2 World Champion with Gordon Spice in 1985/6/8, missing out on the title Gordie shared with Fermin Velez in 1987. He's twice won C2 at Le Mans, in 1985 and '88, and he took runner-up spot in '86. That's a lot of success in a very short time, for Ray began his racing career in the British historic scene only three years or so before his first C2 World Championship. He may have started as a 'gentleman racer', but now he's a very quick and extremely talented sportscar driver in his own right. As a shareholder in Spice Engineering, he fully supported the decision to go C1 with a 3.5-litre car. But how is it different?

"Well, to start with we don't even give a thought to fuel," he explains. "That's not even mentioned in our pit. We know what we use when we rev the engine as hard as we can, and in a sprint race we know that we make two stops, and the second one is shorter. Where this car is different from a C2 is that you actually drive the thing really *hard*. It isn't like sitting behind the wheel of a C2 car and thinking 'I must use 2.7 litres a lap, oh dear I've used 2.8!', and then backing off down the straight.

"With this car you barrel down every straight, you late-brake, and just turn-in and drive it. That's the biggest difference."

The figures show exactly how hard the drivers will have to work.

"Last year the fastest lap a C2 car did at Le Mans was a 3m36s, set by Almo Coppelli. And mostly we were racing at roughly 3m39s/3m43s. This year, we reckon we are going to have to run round at 3m29s. Essentially, it's the same car with bigger tyres, bigger wheels, bigger brakes, and another 100bhp, although we won't be able to use all of that at Le Mans.

"You don't race near the limit at Le Mans. If the car can do a 3m20s, you'll race at 3m30s. But I think that our 3.5-litre cars will be *proportionately* nearer their limit than the other 900kgs C1s. So to do our times, we will be nearer to our maximum potential.

"I think that what will happen is that we will find the car physically more tiring to drive. It's not going to be all that quick down the straight, but very quick in the corners. In a C2 car, I found Le Mans the least physical place to drive. A stint is around 15 laps; you've got that long straight down which you can have a physical rest, and then down that straight to Indianapolis you can have another rest. Then you've got a twisty bit which is not that physical, then there's the bit past the grandstands, and you're back having a long rest again down the Mulsanne. So I didn't find it that tiring, compared to somewhere like Dijon."

When running to a strict fuel limit, a driver has to be constantly thinking about consumption, eyeing his computer readout. How distracting is it?

"That isn't actually a problem, especially at Le Mans. There are so many times you can actually look at it, because of the long straights. And basically all that work is done in the pits. They send you out and say do your 2.6 litres per lap or whatever, and when you go past the pit the board will say something like 52 litres. If you see 53 litres on your dial, it means you're one litre over, and you've got to bring it back over the next three or four laps.

"So you actually got used to that. I think the problem of bringing it back onto the fuel is more difficult in a sprint race, as it's so short. But at Le Mans, where they give you extra fuel anyway, it never really became a big issue, other than planning stops."

One big unknown is engine reliabilty. The DFZ is after all a pukka F1 engine, even if specially prepared for Sports-Prototype use by Nicholson. Henri Pescarolo opted out of the Mader-powered Prototeam Spice entry, believing that a Cosworth is not really the ticket for Le Mans, and later the team withdrew the car. What does Ray think of that?

"Well, the V8s used to race at Le Mans, and they ran them at 10,500rpm all night. It isn't as if they haven't done it. And technology has moved on, and I'm sure that engines are better than they were then. We have actually tested a special Le Mans-spec engine which revved to 9500rpm, but it was so coarse and vibrated so much that we have decided to use our standard engine at Le Mans. We haven't had any problems with it so far; we will probably shift at 9,500, and use 10,000 on the straight, which compares with 8000 and 8500 for the C2.

"But I would agree that mechanical reliablity is going to be the biggest problem for us. We honed the C2 car to perfection, but the DFZ has different vibration periods and resonances, and we're finding that different things are breaking on the car.

"I think we might end up having lots of pitstops with minor niggles; lots of little things will get in our way. The secret of winning Le Mans is to go round consistently, and try and minimise pitstops. It's as simple as that really."

Essentially, the Spice is a sprint race weapon, and overall victory at Le Mans is not a realistic target for the team. A good finish is, however.

"I think Le Mans is going to be our most difficult race. I have no illusions about getting into the top three, but I think it will be a wonderful achievement if we finish; if we finish in the top three it will be magnificent, and if we finish in the top 10, it'll be pretty good. It comes down to the same old thing of not taking any risks, and having three reasonable drivers who can drive around on the pace.

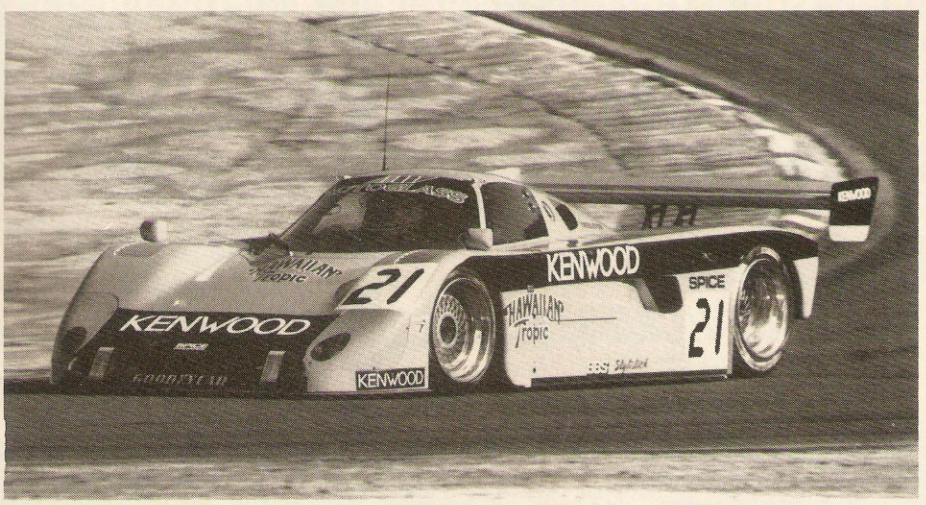
"But I honestly believe that by the end of the season one of our cars will be in the top three at one of the short races."

Bellm has a pretty good Le Mans record. Does he like the event?

"I do enjoy it now. I didn't for the first couple of years, after John Sheldon got hurt in '84, and I don't actually enjoy driving down the straight. At the end of Mulsanne I tend to heave a sigh of relief, and think 'I've only got to do that another 400 times!'

"Other than that, I think it's a really nice race. I love racing into the dark, and in the morning when there's mist around. It's quite a moody sort of race." ■





Twice a winner of Group C2 at Le Mans, Ray Bellm goes to the Sarthe this year with the brand new 3.5 litre C1 Spice.

By ADAM COOPER

BOB WOLLEK

Quietly confident

An hour or so before the start of the Dijon WS-PC race, Bob Wollek was leaning against the pit wall, looking very confident. What did he think of his prospects for the forthcoming Le Mans 24 Hours, I enquired? The reply was instant.

"If we don't have a problem, we're going to win the race," he said. "If we are not delayed more than five minutes, I don't think that Jaguar or Mercedes can beat us. I don't think that there's any other private Porsche entry who can beat Mercedes or Jaguar; there's only one. That's Joest."

I'd discussed the team's Le Mans plans with Herr Joest that morning, and thus Bob's quick answer seemed quite reasonable. A few hours later, when Wollek took the flag at the end of the Dijon race, having beaten all-comers in a straight fight, his comments seemed positively understated. Wollek and Stuck in an *ersatz* factory car, run by the man who won in 1984-5 – a pretty good package. But what did he think of the opposition?

"First, I don't think Mercedes is going to make it. I don't think they're going to see the finish line without major problems, and Jaguar doesn't seem to be too strong this year. They've had to add 50kgs to their cars this year, and ours were already overweight."

Bob has the best possible team mate this year in Hans Stuck. Between them they have five poles at Le Mans; will that cause a little tension in the camp during practice?

"I don't know who's going to get the qualifiers. I don't even know if we're in a position to be on pole this year, because people like Toyota and Mercedes have plenty of horsepower, more than we can expect from our engine.

"I think Hans is quicker than Wollek in a race car when we try for a quick time on qualifiers, like Senna is quicker than Prost. But in the race, there's no difference."

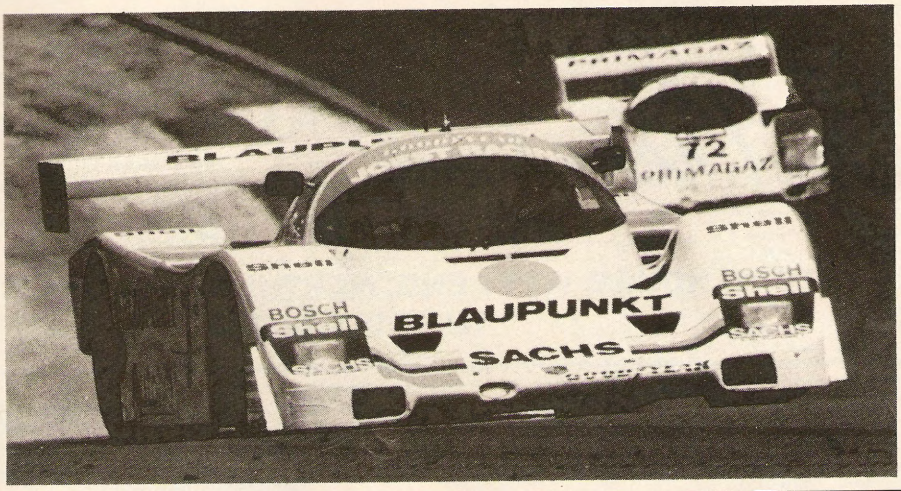
Wollek has never won Le Mans. For France's most experienced sportscar driver, that must be frustrating.

"It would certainly be nice for me to win, because it's probably the only sportscar race in the world I haven't been able to win. But if I didn't win it, I'm not going to cry. I'm not chasing victories or records. If I win it's fine, I'll enjoy it for sure."



It's been a brilliant year for Wollek so far, with wins in IMSA, the WS-PC and the Supercup. Is he driving better than ever before?

"Possibly, possibly, because last year I was involved in my business problems, and I wasn't performing 100%, and of course I'm a year older. I still enjoy it as much as I did 22 years ago when I started. I probably enjoy it more, because it's getting slowly but surely to an end! I don't want to retire, and if I'm still in the same kind of mood and shape and good condition, I could well be doing it for another 10 years..."



Bob Wollek has had a great year; he's won at Daytona, West Palm Beach, the Nurburgring, Silverstone and Dijon. Left: Joest's sprint car won at Dijon – how good will its Le Mans machines be?

JAN LAMMERS

One year on

It's been a difficult start to the season for Jan Lammers, with frustrating races both in the WS-PC and IMSA. But he's really looking forward to Le Mans, and the chance to get back in the winning groove.

"It's going to be good this year," says Jan. "There are a lot more manufacturers involved, in a different way from before. I expect the new Nissan to be more competitive than it has been before, and also Toyota is going to be better, mainly because they have raised their interest and their input. It's going to be very, very competitive."

Last year's successful driving partnership will not be renewed, and Jan has new team mates in Patrick Tambay and Andrew Gilbert-Scott. Jan also has a new engineer in Alistair McQueen (who was Brundle's man last year), having worked with TWR veteran Eddie Hinckley in 1988.

"Le Mans is an incredible team effort. Last year I got far more credit than I really deserved, because you can only do such a thing with a good team behind you. It's important that everything comes together. Last year with Johnny and Andy everything worked well. It's very important that you are one, technically and driver wise, because with three *individuals* driving the car it's very hard to finish the race.

"I don't have to think about last year now. This is a completely new year, and we have to work with different ingredients to get the same results."



Lammers – out of luck recently.

Does Lammers enjoy competing in 24 hour races?

"I enjoy them more than I used to. I still keep saying that Le Mans is great, but you need to win it. If you don't win it you feel as a driver that it's not a nice race at all. I've begun to like 24 hour races more. I liked Daytona more this time, and we were just about a lap in the lead when we dropped out.

"I just feel like I'm beginning to get some kind of rhythm in 24 hour races, and I quite like it. They're like a long term project."

GEOFF LEES

Speedster

This year has seen a renewed effort in the WS-PC from the Japanese teams. The latest V8 turbo Toyota is the best car yet from the company, and took Geoff Lees to pole at Suzuka. This will be Geoff's fifth Le Mans for Toyota, following his debut in the 24 Hours in the Nimrod-Aston in '82. Does he like it?

"Well, it has an atmosphere all of its own. Of course I know it's dangerous, but at 1am in the morning driving round in the dark is really very enjoyable. I like racing there, but in the back of my mind I know you have to be careful."

Toyota gained some respect last year, when both cars made the flag, albeit after long delays.

"We finished last year with the 4-cylinder car, but we were struggling. We had gearbox problems, and the car was very slow, so at least we can look forward to racing at the front, or racing competitively.

"The new V8 should be so much easier to drive. It's got more power, and we'll be able to drive it more gently than we drove the old car. I reckon it could finish – and it could be in the first three. They've tested it on a track in Japan with a 4km straight, and tried many different wings and so on, and I think the car will be okay."

Will Geoff get to go for pole? And if the 89CV can do 237mph at Fuji, what will it reach on the Mulsanne?

"I'm sure that we'll have the boost turned well up for qualifying. I want to put a big effort into it also, because in the future they'll be running 3.5-litre engines, and I think a record set this year may never be broken. So I do want to qualify the car for sure!



Lees – going for a record.

"I don't think it will do much more than 237mph, because there's a lot of drag at those speeds. But it'll certainly get up to that quickly when we get onto the straight."

And is a victory possible?

"I think maybe I'll take the place of the Emperor in Japan if we win. If Toyota won Le Mans, it would be a helluva good thing for us..."

LE MANS 24 HOURS: WINNERS 1923-88

Year	Car	Nat	Drivers (Nats)		Miles	Mph	Starters/Finishers
Circuit: 10.726 miles							
1923	3.0 Chenard & Walcker	F	André Lagache (F)	René Leonard (F)	1372.939	57.205	33/30
1924	3.0 Bentley 3-Litre	GB	John Duff (GB)	Francis Clement (GB)	1290.796	53.782	40/14
1925	3.5 La Lorraine	F	Gérard de Courcelles (F)	André Rossignol (F)	1388.129	57.838	49/16
1926	3.4 La Lorraine	F	Robert Bloch (F)	André Rossignol (F)	1585.993	66.082	41/13
1927	3.0 Bentley 3-Litre	GB	J. Dudley Benjafield (GB)	Sammy Davis (GB)	1472.526	61.354	22/7
1928	4.4 Bentley 4½	GB	Woolf Barnato (GB)	Bernard Rubin (GB)	1658.605	69.108	33/17
Circuit: 10.153 miles							
1929	6.6 Bentley Speed Six	GB	Woolf Barnato (GB)	Sir Henry Birkin (GB)	1767.070	73.627	25/10
1930	6.6 Bentley Speed Six	GB	Woolf Barnato (GB)	Glen Kidston (GB)	1821.026	75.876	17/9
1931	2.3 Alfa Romeo 8C-2300 sc	I	Earl Howe (GB)	Sir Henry Birkin (GB)	1875.079	78.127	26/6
Circuit: 8.384 miles							
1932	2.3 Alfa Romeo 8C-2300 c	I	Raymond Sommer (F)	Luigi Chinetti (I)	1835.550	76.480	26/9
1933	2.3 Alfa Romeo 8C-2300 sc	I	Raymond Sommer (F)	Tazio Nuvolari (I)	1953.610	81.400	29/13
1934	2.3 Alfa Romeo 8C-2300 sc	I	Luigi Chinetti (I)	Philippe Etancelin (F)	1793.856	74.743	44/23
1935	4.4 Lagonda M45R	GB	John Hindmarsh (GB)	Louis Fontés (RA)	1868.333	77.847	58/28
1936	*Race cancelled*						
1937	3.3 Bugatti 57G sc	F	Jean-Pierre Wimille (F)	Robert Benoist (F)	2043.026	85.125	48/17
1938	3.6 Delahaye 135M	F	Eugene Chaboud (F)	Jean Tremoulet (F)	1976.540	82.355	42/15
1939	3.3 Bugatti 57G sc	F	Jean-Pierre Wimille (F)	Pierre Veyron (F)	2084.547	86.855	42/20
1940-48	*Races cancelled*						
1949	2.0 Ferrari 166MM	I	Luigi Chinetti (USA)	Lord Selsdon (GB)	1974.899	82.281	49/19
1950	4.5 Talbot-Lago	F	Louis Rosier (F)	Jean-Louis Rosier (F)	2153.121	89.713	60/29
1951	3.4 Jaguar C	GB	Peter Walker (GB)	Peter Whitehead (GB)	2243.886	93.495	60/30
1952	3.0 Mercedes-Benz 300SL	D	Hermann Lang (D)	Fritz Reiss (D)	2320.071	96.669	57/17
1953	3.4 Jaguar C	GB	Tony Rolt (GB)	Duncan Hamilton (GB)	2540.200	105.841	60/26
1954	5.0 Ferrari 375	I	Froilan Gonzales (RA)	Maurice Trintignant (F)	2523.476	105.145	57/18
1955	3.4 Jaguar D	GB	Mike Hawthorn (GB)	Ivor Bueb (GB)	2569.601	107.067	60/21
Circuit: 8.364 miles							
1956	3.4 Jaguar D	GB	Ron Flockhart (GB)	Ninian Sanderson (GB)	2507.183	104.465	49/14
1957	3.8 Jaguar D	GB	Ron Flockhart (GB)	Ivor Bueb (GB)	2732.230	113.845	54/20
1958	3.0 Ferrari 250 TR58	I	Olivier Gendebien (B)	Phil Hill (USA)	2548.813	106.200	55/20
1959	3.0 Aston Martin DBR1	GB	Carroll Shelby (USA)	Roy Salvadori (GB)	2701.654	112.569	53/13
1960	3.0 Ferrari 250 TR59/60	I	Olivier Gendebien (B)	Paul Frère (B)	2620.644	109.193	55/20
1961	3.0 Ferrari 250 TR61	I	Olivier Gendebien (B)	Phil Hill (USA)	2781.612	115.902	55/22
1962	4.0 Ferrari 250P	I	Olivier Gendebien (B)	Phil Hill (USA)	2765.876	115.244	55/18
1963	3.0 Ferrari 250P	I	Lodovico Scarfiolli (I)	Lorenzo Bandini (I)	2834.509	118.104	49/12
1964	3.3 Ferrari 275P	I	Jean Guichet (F)	Nino Vaccarella (I)	2917.524	121.563	55/24
1965	3.3 Ferrari 250LM	I	Jochen Rindt (A)	Masten Gregory (USA)	2906.215	121.092	51/14
1966	7.0 Ford Mk2	USA	Chris Amon (NZ)	Bruce McLaren (NZ)	3009.350	125.389	55/15
1967	7.0 Ford Mk4	USA	Dan Gurney (USA)	AJ Foyt (USA)	3251.724	135.489	54/16
Circuit: 8.369 miles							
1968	5.0 Ford GT40	GB	Pedro Rodriguez (MEX)	Lucien Bianchi (B)	2766.886	115.286	54/15
1969	5.0 Ford GT40	GB	Jacky Ickx (B)	Jackie Oliver (GB)	3105.607	129.400	45/14
1970	4.5 Porsche 917	D	Hans Herrmann (D)	Richard Attwood (GB)	2863.154	119.298	51/7
1971	4.9 Porsche 917	D	Helmut Marko (A)	Gijs van Lennep (NL)	3315.203	138.133	49/13
Circuit: 8.475 miles							
1972	3.0 Matra-Simca MS670	F	Henri Pescarolo (F)	Graham Hill (GB)	2915.059	121.450	55/18
1973	3.0 Matra-Simca MS670B	F	Henri Pescarolo (F)	Gérard Larrousse (F)	3016.095	125.670	55/21
1974	3.0 Matra-Simca MS670B	F	Henri Pescarolo (F)	Gérard Larrousse (F)	2862.385	119.265	49/19
1975	3.0 Mirage-Ford M8	GB	Jacky Ickx (B)	Derek Bell (GB)	2855.553	118.981	55/31
1976	2.1t Porsche 936	D	Jacky Ickx (B)	Gijs van Lennep (NL)	2963.887	123.494	55/27
1977	2.1t Porsche 936	D	Jacky Ickx (B)	Jurgen Barth (D)	Hurley Haywood (USA)	2902.810	120.950	55/21
1978	2.0t Renault-Alpine A442	F	Jean-Pierre Jaussaud (F)	Didier Pironi (F)	3134.519	130.604	55/17
Circuit: 8.467 miles							
1979	2.8t Porsche 935	D	Klaus Ludwig (D)	Bill Whittington (USA)	Don Whittington (USA)	2590.930	108.100	55/22
1980	3.0 Rondeau-Ford M379B	F	Jean-Pierre Jaussaud (F)	Jean Rondeau (F)	2861.400	119.225	55/25
1981	2.6t Porsche 936-81	D	Jacky Ickx (B)	Derek Bell (GB)	2998.330	124.930	55/21
1982	2.6t Porsche 956	D	Jacky Ickx (B)	Derek Bell (GB)	3044.151	126.839	55/18
1983	2.6t Porsche 956-83	D	Vern Schuppan (AUS)	Hurley Haywood (USA)	Al Holbert (USA)	3136.450	130.699	51/21
1984	2.6t Porsche 956B	D	Klaus Ludwig (D)	Henri Pescarolo (F)	3045.030	126.880	53/22
1985	2.6t Porsche 956B	D	Klaus Ludwig (D)	Paolo Barilla (I)	'John Winter' (D)	3161.846	131.942	49/29
Circuit: 8.406 miles							
1986	2.6t Porsche 962C	D	Derek Bell (GB)	Hans-Joachim Stuck (D)	Al Holbert (USA)	3089.906	128.746	50/19
Circuit: 8.488 miles							
1987	3.0t Porsche 962C	D	Derek Bell (GB)	Hans-Joachim Stuck (D)	Al Holbert (USA)	2976.980	124.066	48/12
1988	7.0 Jaguar XJR9LM	GB	Jan Lammers (NL)	Johnny Dumfries (GB)	Andy Wallace (GB)	3313.150	137.720	49/25

Quickest ever pole?

The constant revisions to the circuit have meant that lap record comparisons are purely academic, but this year could well see the fastest qualifying laps yet seen at the circuit. By fastest we mean both the highest speed, *and* the lowest lap time. It's not the same thing!

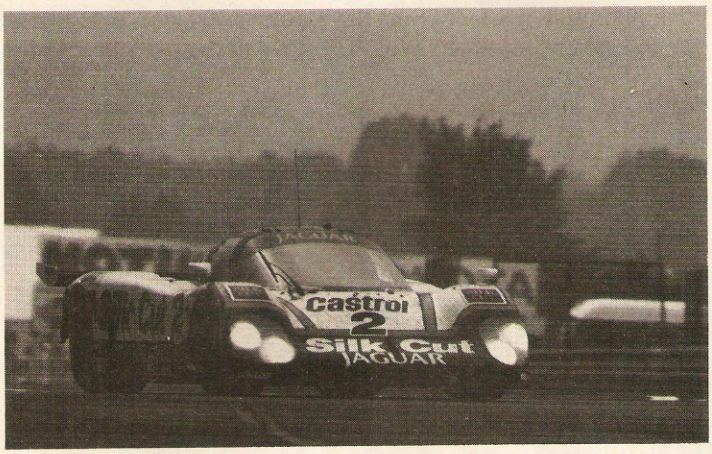
The quickest time was in fact set way back in 1971, when Pedro Rodriguez hussled his Porsche 917 round in 3m13.09s, at a speed of 155.292mph. That was in the days before the 'new section' was built to by-pass Maison Blanche. It wasn't until 1985 that the great Mexican's speed was eclipsed, when Hans Stuck took his works Porsche 962 round at 156.377mph. But because the track was much changed by '85, his actual lap time was longer than that of Rodriguez.

So, the records to go for are Pedro's *time*, and Hans-Joachim's *speed*. Still with me?

The record most likely to go first is the latter. Stuck came within 1.026mph of his old record last year, but that was a pretty special lap. Can anyone match it this year? On that famous lap last year, Stuck was 2.55secs away from the 1971 record, so it seems likely that Rodriguez will have a place in Le Mans history for some time to come, unless somebody comes up with a *very* special time. Can Stuck himself do it for Joest? He needs to do a 3m13.63s. Incidentally, works Porsches have been on the pole every year since the introduction of Group C, bar 1984, when Bob Wollek took the honour for Lancia. That year Porsche boycotted the race...

For the record, the pole times for the last 20 races are as follows:

Circuit: 8.369 miles				
1969	Rolf Stommelen (D)	Porsche 917	3m22.09s	148.404mph
1970	Vic Elford (GB)	Porsche 917	3m19.08s	150.707mph
1971	Pedro Rodriguez (MEX)	Porsche 917	3m13.09s	155.292mph
Circuit: 8.475 miles				
1972	Francois Cevert (F)	Matra MS670	3m42.02s	137.234mph
1973	Arturo Merzario (I)	Ferrari 312PB	3m37.05s	140.200mph
1974	Henri Pescarolo (F)	Matra MS670B	3m35.08s	141.311mph
1975	Jacky Ickx (B)	Gulf Mirage GR8	3m49.09s	132.638mph
1976	Jean-Pierre Jabouille (F)	Alpine-Renault A442	3m33.01s	143.095mph
1977	Jean-Pierre Jabouille (F)	Alpine-Renault A442	3m31.07s	144.041mph
1978	Jacky Ickx (B)	Porsche 936	3m27.06s	146.885mph
Circuit: 8.467 miles (New Tertre Rouge)				
1979	Bob Wollek (F)	Porsche 936	3m30.07s	145.015mph
1980	John Fitzpatrick (GB)	Porsche 936	3m40.02s	137.971mph
1981	Jacky Ickx (B)	Porsche 936	3m29.44s	145.446mph
1982	Jacky Ickx (B)	Porsche 956	3m28.40s	146.171mph
1983	Jacky Ickx (B)	Porsche 956	3m16.56s	154.976mph
1984	Bob Wollek (F)	Lancia LC2	3m17.1s	154.544mph
1985	Hans Stuck (D)	Porsche 962	3m14.80s	156.377mph
Circuit: 8.406 miles (New Mulsanne Corner)				
1986	Jochen Mass (D)	Porsche 962	3m15.99s	154.309mph
Circuit: 8.411 miles (Dunlop Chicane)				
1987	Bob Wollek (F)	Porsche 962	3m21.09s	150.473mph
1988	Hans Stuck (D)	Porsche 962	3m15.64s	155.351mph





NUMBER'S UP

Jan Lammers, Johnny Dumfries and Andy Wallace were carrying on something of a tradition when they took car No 2 to Jaguar's first modern era victory. That number was also carried by the first cars to win for Bugatti (1937), Ford (1966) and Renault (1978). In 57 events, the race has never been won by cars numbered above 23!

RALLYING ROUND

Spanish Rally Champion Carlos Sainz, who is competing at Le Mans for Brun Motorsport, is one of many rally drivers to have competed at Le Mans over the years. Three World Rally Champions have taken part in the 24 Hours; Bjorn Waldegaard, Walter Rohrl and Markku Alen.

THE BRITISH ARE COMING

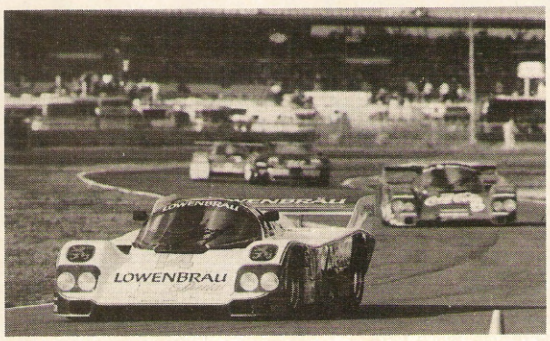
The organisers have estimated that between 180-190,000 people attended last year's race weekend. This figure includes 55-60,000 visitors from the UK, and over 1500 spectators from Japan!

SO NEAR AND YET...

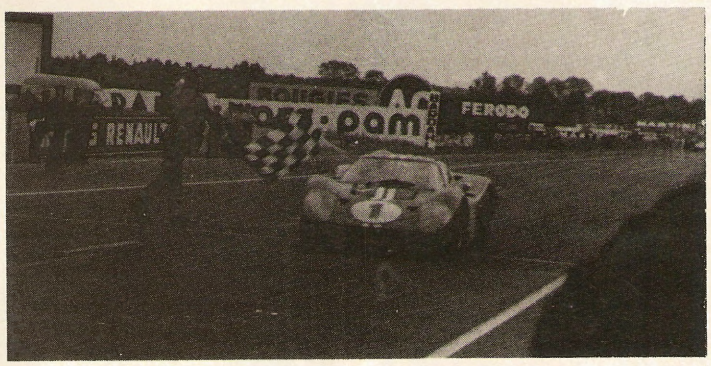
The closest non-staged finish at Le Mans occured in 1969, when Jacky Ickx's Ford GT40 beat Hans Herrmann's Porsche by an estimated 120m. In contrast, the easiest win was scored by Dudley Benjafield and Sammy Davis, when their Bentley won the 1927 event by 217 miles. The most comprehensive win of recent times came in 1987, when Al Holbert, Derek Bell and Hans Stuck won by a margin of over 20 laps.

NO MORE WINS FOR 488

Two of the most famous cars in Le Mans history are the Ford GT40 (chassis 1075) which won in 1968-9, and the Porsche 956 (chassis 117) which won in 1984-5. However, TWR's Jaguar XJR9LM-488 will not be able to emulate that feat by winning again this year, as it has been gracefully retired...







Above left: Victory in the 1988 event carried on a tradition with race numbers, and was cheered on by an estimated 60,000 British spectators (above right). Left: Al Holbert/ Derek Bell twice scored the Daytona/Le Mans 24 hour double. Left: Gerard Larrousse is one of two winners who is now an F1 team manager. Bottom: AJ Foyt – one appearance, one win.

24 HOUR MEN?

A total of nine drivers have won 24 hour races at both Le Mans and Daytona. By far the most impressive achievement was that of Derek Bell and the late Al Holbert, who won both races in 1986, and then repeated the feat the following season! Others to do the double in the same year were five-time Daytona winner Hurley Haywood (1977) and Jan Lammers (1988). The remaining drivers to have won both races in different years are Lorenzo Bandini, Chris Amon, AJ Foyt, Jacky Ickx and Jackie Oliver.

ROAD TO SUCCESS

The list of Le Mans winners includes two men who currently run F1 teams; Jackie Oliver (1969) and Gerard Larrousse (1973-4).

SAME TIME NEXT YEAR

The record for the most participations is 22, held jointly by Henri Pescarolo and Claude Ballot-Lena. Both men first competed in 1966, and have each missed one race since. Four time winner Pescarolo skipped the 1969 event after being injured in a crash at the test day, while 'Ballot' missed 1987, when he supposedly retired! The next highest total is that of Swiss Claude Haldi, who has 21 *consecutive* starts to his name, a unique record.

WHEN I'M 64...

The man whose Le Mans experience stretches furthest back into history is David Hobbs, who made his debut in a Triumph Spitfire in 1962. Just two years later, Gordon Spice had his first start in the one-off Deep Sanderson.

GOING FOR BROKE

The record for the most number of pole positions at Le Mans is held by Jacky Ickx. The great Belgian qualified fastest on five occasions, in 1975-78-81-82-83. Only five active drivers have had the honour of obtaining pole at Le Mans. Bob Wollek tops the list with three, gained in 1979-84-87. Also in the record books are Jean-Pierre Jabouille (1977-78), Hans Stuck (1985-88), Henri Pescarolo (1974) and Jochen Mass (1986).

BORN WINNERS

Only six drivers have won every Le Mans they competed in. Amazingly, Woolf Barnato won on each of his three starts in 1928-29-30, while Jean-Pierre Wimille won both of his races, in 1937-39. Four drivers have won on their only appearance; Tazio Nuvolari (1933), Hermann Lang (1952), AJ Foyt (1967) and our own Andy Wallace (1988)!

QUALIFYING LAP RECORDS

Group C1	Hans Stuck (D)	Porsche 962C	3m15.64s	155.351mph	1988
Group C2	Nick Adams (GB)	Spice-Hart SE86C	3m30.26s	144.643mph	1988
IMSA GTP	Herve Regout (B)	Mazda 767	3m39.32s	138.667mph	1988

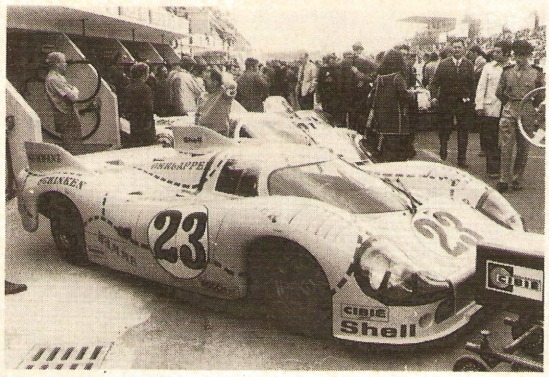
RACE LAP RECORDS

Group C1	Hans Stuck (D)	Porsche 962C	3m22.50	149.523mph	1988
Group C2	Almo Coppelli (I)	Spice-Cosworth SE88C	3m36.82s	139.647mph	1988
IMSA GTP	David Leslie (GB)	Mazda 767	3m34.71s	141.020mph	1988

RACE DISTANCE RECORDS

Group C1	Lammers/Wallace/Dumfries	Jaguar XJR9LM	394 laps	137.743mph	1988
Group C2	Spice/Bellm/de Thoisy	Spice-Cosworth SE88C	351 laps	122.299mph	1988
IMSA GTP	Kennedy/Dieudonne/Terada	Mazda 767	337 laps	117.726mph	1988

***NOTE:** All the above records are for the 13.535km/8.411 mile circuit featuring the Dunlop Curve chicane, first used in 1987. The resurfacing on the Mulsanne Straight contributed to a full set of new records in 1988.*



Among the 33 Porsches that started the 1971 event was the infamous 'Pink Pig'.

FIRST TIME LUCKY

Apart from Andre Lagache and Rene Leonard, who won the first Le Mans in 1923, 10 drivers have won the race at their first attempt. They are 100 percenters Wimille, Barnato, Nuvolari, Lang, Foyt, Wallace plus Peter Walker (1951), Fritz Reiss (1952), Ivor Bueb (1955) and Hurley Haywood (1977).

HOGGING THE CAMERAS

Porsche holds the record for the most starters from one marque, with 33 cars from Stuttgart contesting the 1971 race. The 1988 event saw the lowest Porsche total since 1967, with just 11 962s making the field. Spice came second last year, with six starters in the C2 class.

ALL ROUND TALENT

Last year's result brought the total of Le Mans winners who have also raced in Formula 1 to 48. Four World Champions have won Le Mans; they were Mike Hawthorn (1955), Phil Hill (1958-61-62), Jochen Rindt (1965) and Graham Hill (1972). Had either Danny Sullivan or Mario Andretti won last year, he would have been the third man to triumph at both Le Mans and Indy, after Graham Hill and AJ Foyt.

GOING ALL THE WAY

Amazingly, the most reliable Le Mans race was the very first (1923) when 30 of the 33 starters (90.9%) actually finished. Conversely, the worst race was in 1971, when just seven of 51 (13.7%) went the distance.

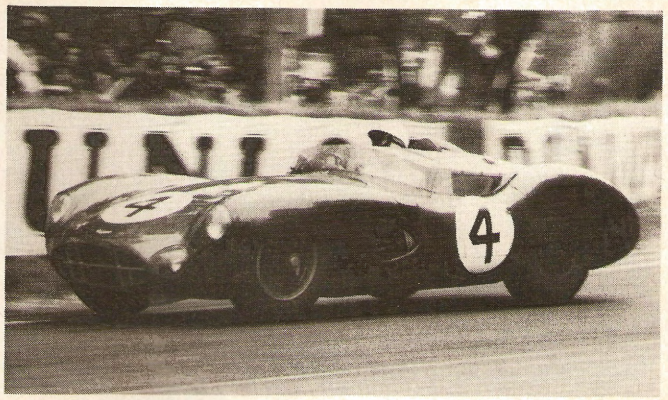
TURBO, OR NOT TURBO?

Porsche's recent dominance at Le Mans has meant that turbocharged engines have dominated the results. Since 1976, the only atmospheric wins were those of Rondeau-Cosworth (1980) and Jaguar (1988). The Jaguar win was the first by a 12-cylinder car since Matra's hat-trick in 1972-3-4.



The Rondeau-Cosworth (right) and last year's Jaguar have been the only non-turbo victors this decade.

DECADES AGO



1929: Bentley dominated the 24 Hours, taking the top four places overall, and giving driver Woolf Barnato his second consecutive victory in the event. The company had entered five cars; one Speed Six and four 4.4-litre cars. However, it was the Speed Six which showed the way, winning by nearly 70 miles, and scoring the marque's fourth of its five Le Mans 24 Hour victories.

1939: The last Le Mans 24 Hours prior to the second World War saw success for the Bugatti of Wimille/Veyron. The pair ran a solid second behind the Delage of Gerard/Monneret which led from the third lap for 20 hours before a pit stop cost them three laps, handing victory to the Bugatti. The expected challenge from the Sommer/Bira Alfa was, in fact, one of the first retirements.

1949: After a great deal of hard work, the Sarthe circuit was ready for the 'Great Race' ten years after war broke out. Very little had changed as regards the 24 Hours, indeed 12 of the cars from 1939 were entered! The Ferrari of Chinetti/Lord Selsdon won – Chinetti driving for 22 of the 24 hours – but it was pushed hard by the Louveau/Jover Delage which finished just one lap down.

1959: Aston Martin's celebrated victory. Moss led the early stages (top), acting as the Aston 'hare' trying to break the rival Ferraris of Behra and Hill. Ironically, it was the Aston that broke first, but the damage to the Ferraris had been done. The Salvadori/Shelby Aston took the lead, once the Gendebien/Hill car retired, followed home by the sister Trintignant/Freré car.

1969: Ickx/Oliver took their Ford GT40 to victory, winning by just over 100 metres from the Hermann/Larrousse Porsche 908. Elford and Attwood led until three hours from the flag when transmission problems sidelined the Porsche, leaving Ickx and Larrousse to sprint to the flag in the closest finish since 1933.



1979: The slowest Le Mans since 1958 was remarkable in many respects, not least in being won by a Group 5 Porsche 935 (above). The car, driven by Klaus Ludwig and Whittington brothers Don and Bill, won despite losing nearly 90mins on the track. But the attention of the world's press focused on the car placed second, driven by Rolf Stommelen, Dick Barbour and film star Paul Newman.

MANUFACTURERS

Twelve wins

Porsche	D	1970-71-76-77-79 81-82-83-84-85 86-87

Nine wins

Ferrari	I	1949-54-58-60-61 62-63-64-65

Six wins

Jaguar	GB	1951-53-55-56-57 88

Five wins

Bentley	GB	1924-27-28-29-30

Four wins

Alfa Romeo	I	1931-32-33-34
Ford	USA/GB	1966-67-68-69

Three wins

Matra-Simca	F	1972-73-74

Two wins

Bugatti	F	1937-39
La Lorraine	F	1925-26

One win

Aston Martin	GB	1959
Chenard	F	1923
Delahaye	F	1938
Gulf-Mirage	GB	1975
Lagonda	GB	1935
Mercedes-Benz	D	1952
Renault-Alpine	F	1978
Rondeau	F	1980
Talbot-Lago	F	1950

DRIVERS

Six wins

Jacky Ickx	B	1969-75-76-77 81-82

Five wins

Derek Bell	GB	1975-81-82 86-87
Olivier Gendebien	B	1958-60-61-62
Henri Pescarolo	F	1972-73-74-84

Three wins

Woolf Barnato	GB	1928-29-30
Luigi Chinetti	I*	1932-34-49
Phil Hill	USA	1958-61-62
Al Holbert	USA	1983-86-87
Klaus Ludwig	D	1979-84-85

Two wins

Tim Birkin	GB	1929-31
Ivor Bueb	USA	1955-57
Ron Flockhart	GB	1956-57
Hurley Haywood	USA	1977-83
Jean Pierre Jaussaud	F	1978-80
Gerard Larrousse	F	1973-74
Gijs van Lennep	NP	1971-76
André Rossignol	F	1925-26
Raymond Sommer	F	1932-33
Hans-Joachim Stuck	D	1986-87
Jean-Pierre Wimille	F	1937-39

**Chinetti became a USA citizen in 1946.*

SPORTSCAR RACING WORLD CHAMPIONS

Manufacturers/Teams

1953 Ferrari	1971 Porsche
1954 Ferrari	1973 Matra-Simca
1955 Mercedes	1974 Matra-Simca
1956 Ferrari	1975 Alfa Romeo
1957 Ferrari	1976 Porsche
1958 Ferrari	1977 Porsche
1959 Aston Martin	1978 Porsche
1960 Ferrari	1979 Porsche
1961 Ferrari	1980 Lancia
1962 Ferrari	1981 Lancia
1963 Ferrari	1982 Porsche
1964 Porsche	1983 Porsche
1965 Ferrari	1984 Porsche
1966 Ford	1985 Rothmans Porsche
1967 Ferrari	
1968 Ford	1986 Brun Motorsport
1969 Porsche	1987 Silk Cut Jaguar
1970 Porsche	1988 Silk Cut Jaguar

Drivers

1981 Bob Garretson (USA)
1982 Jacky Ickx (B)
1983 Jacky Ickx (B)
1984 Stefan Bellof (D)
1985 Derek Bell (GB) & Hans Stuck (D)
1986 Derek Bell (GB)
1987 Raul Boesel (BR)
1988 Martin Brundle (GB)

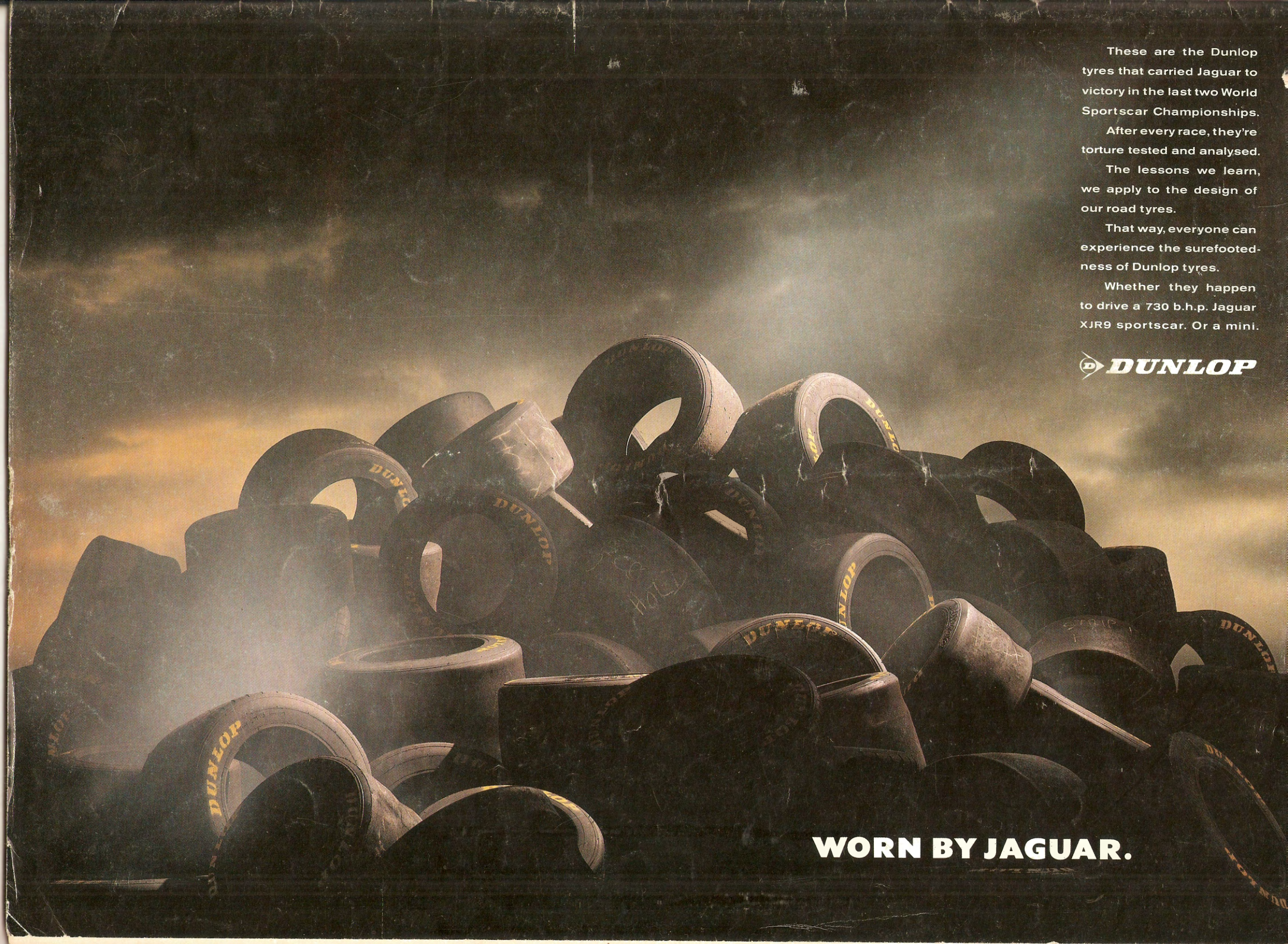
LE MANS WINNERS ANALYSIS

Manufacturer victories

Britain	16
Germany	13
Italy	13
France	12
USA	2

Driver victories

Britain	35
France	29
USA	15
Belgium	12
West Germany	10
Italy	7
Holland	3
Argentina	2
Austria	2
New Zealand	2
Australia	1
Mexico	1


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