

WEC

GUIDE

2015



FIA WORLD ENDURANCE
CHAMPIONSHIP



2015 SEASON

01		12 April		05		19 September	
	6 HOURS OF SILVERSTONE				6 HOURS OF CONQUIT OF THE AMERICAS		
02		2 May		06		11 October	
	WEC 6 HOURS OF SPA-FRANCORCHAMPS				6 HOURS OF FUJI		
03		13-14 June		07		1 November	
	24h LE MANS				6 HOURS OF SHANGHAI		
04		30 August		08		21 November	
	6 HOURS OF NÜRBURGRING				6 HOURS OF BAHRAIN		



CONTENTS

EDITORIAL	5
THE KEY PEOPLE	6
CHALLENGES	8
REGULATIONS	18
TECHNICAL	
SHOW ME A 2015 LM P1 CAR	20
THE SECOND COMING	22
TOYOTA TS040 HYBRID	26
AUDI R18 E-TRON QUATTRO	27
PORSCHE 919 HYBRID	28
NISSAN GT-R LM NISMO	29
NISSAN BACK TO FRONT	30
ONE TO ONE SÉBASTIEN BUEMI	34
INTERVIEW MARK WEBBER	38
TEAMS & DRIVERS	
LM P1	42
LM P2	54
GTE PRO	68
GTE AM	75
TRACKS	80
RECORDS OF ACHIEVEMENT	82

AUTO 48-50, boulevard Sénard
92210 Saint-Cloud France
Contacts : +33147112000 Fax : +33146020910
courrier@autoh.hommell.com

ADMINISTRATION
AUTOhebd International is published by Société Française d'Édition et de Presse (Société du Groupe de Presse Michel Hommell)
Limited company with capital of 4,017,024 Euros.
Based at 48-50 Boulevard Sénard, 92210 Saint-Cloud, France.
Company number:
Nanterre B3334541 (20 00)

PRINCIPAL SHAREHOLDERS
Michel Hommell, SMA
President: Michel Hommell
Publishing Director: Jean-Claude Lebon

JOURNALISM TEAM
Editor-in-Chief: Philippe Sécier
Deputy Editor: Romain Bernard
Senior Reporter: Thibaut Villemant
Chief Sub Editor: Philippe Beaugesne
Sub Editors: Fabien Legrésy, Sophie Pierre

DESIGN
Art Director: Ivan Lecamus
Designers: Jimmy Rullier, Yann Pesenti

TRANSLATION
Mediatica

INFORMATION TECHNOLOGY
IT Deputy Director: Christophe Denis
(Secretary Francine Barrillet)
IT Deputy technical Director: Dominique Leblay
Head of IT Projects: Patrick Surbled

PRODUCTION
Loïc Rossigneux

PRINTING
Technic Imprim-Médian impressions,
Parc d'activités de Villejust
7, avenue des Deux Lacs 91 140 Villejust, France

Picture cover: Adrenal/John Rourke

OFFICIAL PARTNERS



Audi
Vorsprung durch Technik



PORSCHE



OFFICIAL MANUFACTURERS

TOYOTA HYBRID



Audi
Vorsprung durch Technik

PORSCHE

NISSAN
nismo



ASTON MARTIN
RACING

EDITORIAL

Here we are, the fourth season of the World Endurance Championship, and what a season it promises to be ! So, you might ask yourself, why is it going to be different to any other? Why is this championship unique and different to so many others? It's unique because we have the best sports cars in the world, competing together on a world stage, and it's different because we have more variation in the amount of manufacturer involvement than others.

Racing cars are, by their nature, designed to go fast. Why should we look at those in the WEC ? Because they are some of the fastest and most beautiful cars in the world, capable of doing over 340 kph on the long straights, but also of performing at the highest level using 30% less fuel than in the past. In these times, this is crucial for our planet, our future and the next generation.

And what about the drivers ? Sports cars is not a place for 'old' drivers at the end of their career... our paddock is full of Champions, famous, top names and, above all, young drivers who see a serious future in this area of the sport and a progressive career path to the top with major manufacturers.

But surely, you might say, this is just a race? The WEC provides more than just a race; it provides fun for all the family to enjoy whether it is on track or off it. There is entertainment specifically for children, there are activities for everyone to see or take part in, and the Spirit of Le Mans – the 24 – hour classic being one of the biggest sporting events in the world – can now be found through Europe, North America, Asia and the Middle East.

So we've talked about the future, but what about the past too ? We have to appreciate our history to know in which direction to plan the future. The WEC visits first class international tracks, including the legendary Le Mans 24 Hours which brings over 90 years of experience to bear on the championship as a whole. We are proud to represent the ACO and Le Mans 24 Hours wherever we go.

Take a look at our fantastic App, follow us on line or on TV or join us at different races around the world. Welcome to endurance racing. This is our world...this is your world : The World Endurance Championship.

Pierre Fillon
President of the Automobile Club de l'Ouest

Gérard Neveu
CEO World Endurance Championship



THE KEY PEOPLE



Jean Todt
President of the Fédération
Internationale de l'Automobile



Pierre Fillon
President of the Automobile
Club de l'Ouest

**MORE THAN
600 000
SPECTATORS**

8 CIRCUITS

**66 HOURS
OF RACE**

**7 MANUFACTURERS FOR
2015 SEASON**

**20 TEAMS FOR
2015 SEASON**

**35 CARS FOR
2015 SEASON**

175 DRIVERS



Sir Lindsay Owen-Jones
President of the FIA
Endurance Commission



Cédric Villatte
WEC Events & Sports Manager



Gérard Neveu
CEO World Endurance
Championship



Eduardo Freitas
FIA Race Director



Pascal Dimitri
WEC Operations Director



Bernard Niclot
FIA Technical Director



Jean-François Veroux
Chairman of the stewarts



Vincent Beaumesnil
ACO Sports Director



Denis Chevrier
FIA Technical Delegate



Thierry Bouvet
ACO Technical Delegate

**1942 HOURS
OF TV
BROADCASTING**

**MORE THAN
81 MILLIONS
OF TV VIEWERS**

**4 000 MEDIAS
ACCREDITED
PER SEASON**

**20 DIFFERENT
NATIONALITIES
IN THE MEDIA
CENTER**

**340 TONES
OF FREIGHT
MATERIAL
PER RACE**



Yannick Dalmas
FIA Driver Advisor



Olivier Denis
WEC TV Director

Pierre Fillon
President of the ACO



Gérard Neveu
CEO of the WEC

HAS THE WEC ALREADY ACHIEVED ITS OBJECTIVES?

"When we look at the progress made by the WEC, and everything that has been done to create and develop it, we can be proud of the result," says Dr Wolfgang Ullrich, Head of Audi Sport. What has been achieved in such a short space of time is, indeed, quite remarkable, even by the high standards of the main players. "The WEC is now four years old. It is no longer a baby, but it's still a young championship," says Pierre Fillon, President of the ACO. "In June 2011, when we signed with Jean Todt (FIA president – Editor's note) the agreements endorsing the creation of the world championship, had someone told us that we would be this far down the road four years

later we would have been very happy." With 35 cars registered for the 2015 season, four major manufacturers participating in the top class and four in GTE, no other championship can boast such strength in depth. "One can only praise the quality of the work done by the FIA, the ACO and the FIA Endurance Commission, chaired by Jean Todt, Pierre Fillon and Sir Lindsay Owen-Jones respectively, but also the great quality of the teams taking part," says Gérard Neveu, WEC Director. "Today, we are reaping the rewards." With the introduction last year of the new LMP1 regulations focusing on energy efficiency, endurance racing has also strengthened its position

as a showcase of innovation. "If there has been any scepticism, these regulations have demonstrated a number of benefits," says Fillon. "The Le Mans-winning Audi consumed 25 per cent less fuel than its predecessor. In just one year, fossil fuel consumption has been reduced more than in the previous 20 years. The goal of the regulations to achieve a 30 per cent reduction compared to the 2013 figures should be reached by June." An impressive result indeed, admits Todt: "In terms of growth, popularity, innovation and enthusiasm, the results achieved by the WEC in the last three years have exceeded our expectations."

WHAT ELSE IS TO COME THIS YEAR?

The first answer comes from the entry list, with organisers having to exceed the 32-car limit (never previously reached) they had put in place after the number of entrants reached 35. "More cars, a more balanced field, it has never been so exciting," notes Gérard Neveu. "All categories have gained in quality. In LMP1, Nissan is coming and the Audi-Porsche-Toyota trio is battling at the top. In GTE, Chevrolet makes its comeback via GTE-Am. And LMP2 has seen the number of entrants increase significantly." The upsurge in this class is certainly one of the success stories ahead of the new season. "It is true that last year the small LMP2 field meant we were asking questions of ourselves," admits Pierre

Fillon. From four entrants, the list of runners has increased to 10. "And it brings together all the best teams from the continental series (ELMS, USC and Asian LMS – Editor's note) to give a clear understanding of the endurance racing pyramid introduced by the ACO," adds Neveu. To enhance the 'product', organisers have made media growth one of their main priorities. "The championship is successful, it's up to us to develop it and, above all, to raise awareness in order to increase the benefits," adds Neveu. Having signed an agreement with the American Fox TV channel, the races are now broadcast live and in full in the United States, Japan and Australia. Plus, highlights are available on the WEC app,

which has undergone a facelift over the winter after it proved a big hit in 2014. To capitalise on the media rights opportunities, the WEC has recruited the services of Infront Sports & Media. At all eight rounds, DJ The Avener, who is famous for his hit track Fade Out Lines, will be present to create a special vibe. The start procedure will be modified to be even closer to the Le Mans spirit, with greater interaction with the public. "Yes, we want to grow and make the championship even more powerful," acknowledges Neveu. "But we must do so in a way that respects its values, those of the ACO and keeping in mind what has made us successful." The championship has to remain friendly and accessible.

HOW CAN COSTS BE CONTROLLED?

Prior to the start of the new season, WEC Director Neveu reminded his troops of a well-known phrase of Alain Prost's: "The real success of a team is to ensure competitiveness in sustainability." If the WEC is already successful, it is time to start thinking about the future. And the crucial question, which is of such a concern for manufacturers contemplating a possible LMP1 foray, concerns the costs of utilising such technology. Reductions in the number of team members, private tests, tyre and engine use are among the cost-cutting measures being implemented for 2015. But this is just

the start. "This is one of our priorities and very firm steps will be taken from 2016," says ACO President Fillon. The restrictions introduced for this year should go further. Moreover, next year, new and less expensive GTE regulations should emerge. The LMP2 category will also do its bit with a single engine and reducing the number of chassis manufacturers to "limit the costs of a category which must remain reserved for private teams," says Fillon. If we are about to enjoy a 2015 season that promises to be something big, precautions must be taken to avoid any short- or medium-term failings.

WILL THE FAVOURITE, PORSCHE, DELIGHT ITS FANS?

The Stuttgart firm did not miss out on winning last year on its return to the top class of Endurance racing with victory in the final event in São Paulo, Brazil. Although very fast, as its four pole positions testified, the 919 Hybrid suffered from a lack of consistency, among other things. The engineers at its Weissach base have therefore set out to try to eradicate those small faults found in the 2014 challenger, in order to give Romain Dumas, Mark Webber and their team-mates a car that allows them to fight for more wins on the eight-race calendar. This is promising given that of the three title contenders, Porsche had the biggest room for improvement. Furthermore, having moved to the highest ERS class, it will, at Le Mans, benefit from a power surplus equivalent to 8 MJ, against 6 for Toyota and 4 for Audi. In Stuttgart, they are hoping that all this good news will translate into good results, namely a first world title since 1986 and its 17th in the Le Mans 24 Hours, the last one dating back to 1998. It had better be the case because, with 14 wins at La Sarthe under its belt, Audi is getting dangerously close.

Mark Webber and Loïc Duval, like their respective employers, Porsche and Audi, well intend to pinch #1 to Anthony Davidson (in the center) and Toyota.



WILL TOYOTA CONTINUE TO DOMINATE?

With a record of five wins, 12 podiums, four pole positions and four fastest laps against one retirement from eight races, Toyota dominated the 2014 season, becoming the first Japanese manufacturer to join the list of World Endurance Championship winners. Pascal Vasselon, Technical Director, and his men are a proud bunch and a bitter after taste remains following the team's failure at La Sarthe when they were leading at 4am on Sunday. TMG's first goal will therefore be, more than ever,

to succeed in the Le Mans 24 Hours. Although, of course, retaining the world titles is another target this season for its two trios – Buemi-Davidson, who will be joined by Nakajima in place of Lapierre, and Wurz-Sarrazin-Conway (who has signed as a full-time squad replacement for Lapierre). Having excelled in all areas in 2014, it would be a surprise if the TS040 Hybrid did not perform from the start, given its efficiency last year. However, it is less certain just how dominant it will be.

CAN AUDI REGAIN ITS THRONE?

Struggling for ultimate performance towards the end of last season, the Ingolstadt manufacturer was considered by some observers as an also-ran, even by those within its own camp. But Peugeot and Toyota have learned the hard way that it's a big mistake to underestimate Audi. Whenever the German make is cornered, it strikes back with vengeance. There has been considerable hard work behind the scenes at Neuburg, Audi Sport's new purpose-built base, to improve the R18 e-tron quattro in order for it to become a match for its rivals. The results seem convincing, with more polished aerodynamics than were used by Audi to win the 2014 Le Mans 24 Hours and a more powerful hybrid system than last year. Even though 'Mr Le Mans', Tom Kristensen, has hung up his helmet, team boss Dr. Ullrich can always count on two high-quality crews, including the one formed by the insatiable Marcel Fässler, André Lotterer and Benoît Treliuyer. Will this be enough to clinch a third world title and a 14th Le Mans victory? Several signs suggest that all hope is not lost.

WILL NISSAN BE THE STAR ATTRACTION?

Nissan has not chosen the easy route for its return to the top class of endurance racing after 16 years away. Straight out of a comic book, the GT-R LM Nismo LM is a wonder, its designer Ben Bowlby seemingly having decided to defy the laws of physics. Front-engined, front-wheel drive, internal aerodynamic flow and wider tyres at the front than at the back... Honestly, this LMP1 has nothing in common with

its rivals. But isn't motor racing all about thinking outside the box and creating crazy ideas? Unfortunately, the Japanese manufacturer is in a race against time. Hence its absence from the first two rounds at Silverstone and Spa. Nissan Global Motorsport Director Darren Cox's team have, however, won their first battle – the marketing one – by showcasing their "moon vehicle" in a very expensive com-

mercial broadcast at half time during the Super Bowl in Arizona in early February. Though we shouldn't expect the earth from this 'Batmobile' in 2015, its progress will be worth monitoring. Its first task will be to prove it has some potential. If Nissan has returned to endurance racing for anything it is to add the Le Mans 24 Hours to its winning record. Although that won't happen this year...



WILL WE FEEL THE FORCE OF REBELLION AND ByKOLLES?

One of the aims of the new 2014 regulations was to enable privateer LMP1 teams to get closer to the works outfits. Alas, that goal was not achieved. Deprived of energy recovery systems, the gap between the privateer and works teams was sometimes around four seconds a lap. In addition to being unreliable, the CLM P1/01 (pictured) of Colin Kolles, which only appeared after Le Mans, badly lacked fine-tuning, sometimes even being outpaced in qualifying by the best LMP2. Its goal will therefore be to bridge the gap to its only real rival, the Rebellion R-One. Well-born, in its drivers'

words, the Oreca-designed Swiss LMP1 struggled last year with a lack of power, with the current rules for non-hybrid LMP1s favouring turbocharged engines. The decision was taken to abandon the aspirated Toyota V8 in favour of the bi-turbo AER V6, the same unit as... the CLM P1/01. Within the Swiss team they believe this change has helped the car to gain 80bhp. Will this be enough to profit from any glitches within the top teams? With the engine change having forced a redesign of the rear axle it will take until Le Mans to find out, where the 2015 R-One will make its debut.



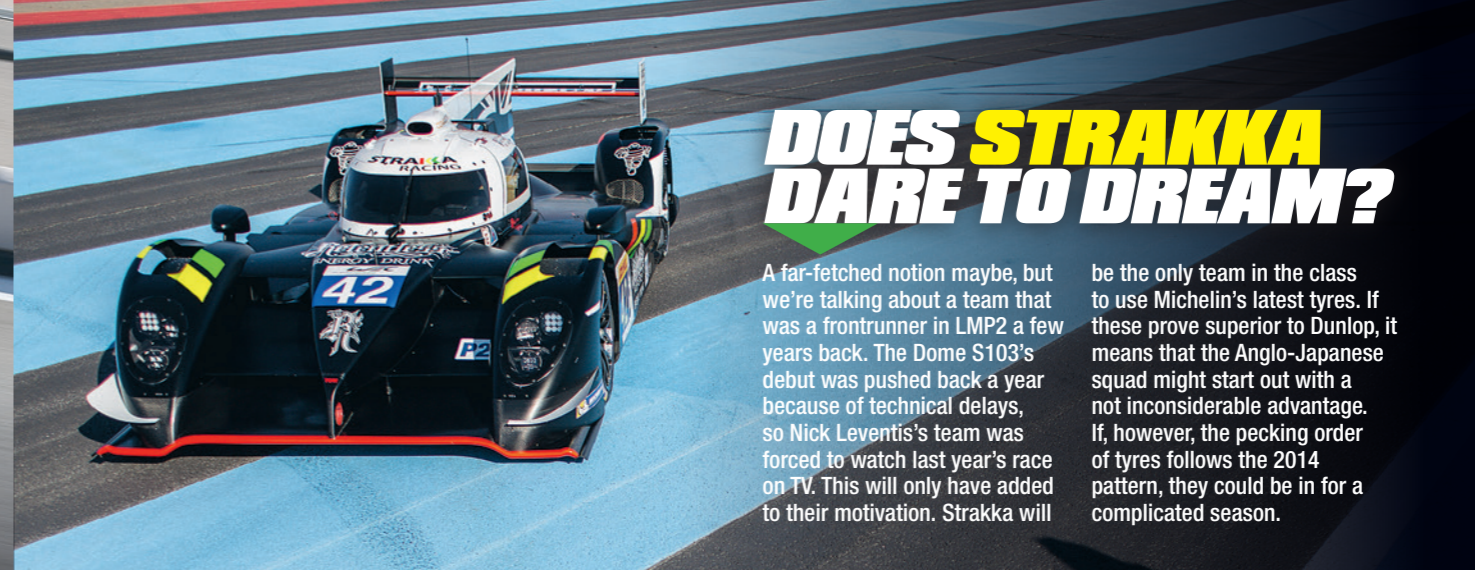
WILL G-DRIVE GET ITS REVENGE?

For two years, the Russian team has been tipped as the hot favourite to lift the LMP2 title. But for two years also, the Russian team has been pipped at the post. With four wins and seven pole positions from eight races, it's fair to wonder how the championship title that eventually went

to SMP could have slipped through their fingers. So will it be a question of third time lucky? With a Ligier JS P2 that has become the fastest car in the class and an Oak Racing team that was crowned in 2013, G-Drive is still among the favourites to win. And in order to maximize the

chances of this happening, Gazprom – one of the worldwide leaders in the oil industry – has doubled the odds by entering two cars this year. Both cars have been handed to driver crews who have everything it takes to win. Will that be enough to stem the tide of bad luck?

ADRENALIN



DOES STRAKKA DARE TO DREAM?

A far-fetched notion maybe, but we're talking about a team that was a frontrunner in LMP2 a few years back. The Dome S103's debut was pushed back a year because of technical delays, so Nick Leventis's team was forced to watch last year's race on TV. This will only have added to their motivation. Strakka will

be the only team in the class to use Michelin's latest tyres. If these prove superior to Dunlop, it means that the Anglo-Japanese squad might start out with a not inconsiderable advantage. If, however, the pecking order of tyres follows the 2014 pattern, they could be in for a complicated season.

ADRENALIN



CAN SIGNATECH ALPINE AND KCMG DEFY THE ODDS?

The reigning two-time European champion team from France has always been keen for a new challenge, and now they have it by graduating to the world stage and taking on some of the biggest names in the sport. So will Philippe Sinault and his men be able to make it three titles in three years? The

all-French crew has nothing to fear from its rivals, but it remains to be seen whether or not the A450b chassis (derived from the Oreca 03R) will start feeling its age compared to the latest-generation LMP2 cars. One of them of course will be the 05, also built by Oreca. This car will be run by KCMG,

the revelation of the LMP2 class last year. The Hong Kong-based team will be able to count on the speed of its star drivers, Nick Tandy and Nicolas Lapierre. Whether or not the whole package comes together will depend on the reliability of the new car and the consistency of the crews.



A WINNING DEBUT FOR SARD MORAND OR EXTREME SPEED MOTORSPORTS?

Last year, they each managed to claim a race win in their domestic championships: the ELMS and the USC respectively. But they weren't able to fight for the title. Unless there's a major upset, this should remain the case in the WEC as well. The weak point on paper for Team SARD Morand is the driver line-up.

Maybe the two new recruits to the Swiss squad, Zoel Amberg and Koki Saga, will prove us wrong. Their Morgan is becoming advanced in years, but it has received some promising evolutions over the winter. Will that be enough to challenge the Ligier JS P2? Extreme Speed Motorsports will be hoping that isn't the case,

as from Spa onwards they will receive two examples of Onroak Automotive's latest creation. It's equally hard to see ESM though – or at least their number 31 car – troubling the frontrunners. Over an eight-round championship, with one of the rounds (Le Mans) carrying double points, consistency will be key.

ADRENALIN

FOUR IN A ROW FOR AF CORSE AND FERRARI?

Every year, most people say that the current era of Italian domination will finally come to an end, thanks to a Balance of Performance that on paper isn't favourable to the Ferrari 458 Italia. But each year, the team's race craft, as well as their drivers' talent,

confound the doom-mongers. Thanks to its dynamic duo of Gianmaria Bruni and Toni Vilander, the Piacenza-based squad cleaned up in both the WEC and at Le Mans last year. In fact, since the championship was created in 2012, AF Corse has never tasted defeat. So

will this remarkable run finally stop in 2015? The jury is out. The number 71 crew of James Calado and Davide Rigon is growing in both performance and experience, and has never been closer to the all-conquering number 51 line-up.



ADRENAL

WILL PORSCHE ADD TO THEIR TROPHY CABINET?

Porsche has gone the opposite way to Ferrari since returning to the GT category in 2013. The German squad has surprised people – but only because of its apparent inability to get the better of its Italian rivals. In two seasons, the only thing it really has to shout about is a class

victory at Le Mans two years ago. There's no question about the driving talent. The small evolutions that have been carried out over the winter should allow the 911 RSR to take a small step forwards. In particular, the team will be hoping that the latest car looks after its tyres

better over the course of a stint: a weak point of the iconic 911 in the past. Despite returning to the headlining LMP1 category in 2014, Porsche hasn't relaxed its efforts in the GT category – if anything, the opposite is true. This year, nothing but championship victory will do.



ADRENAL



WILL ASTON MARTIN BE STRONGER AS A TRIO?

In terms of pure performance, the Vantage seems to be untouchable. But in 2013 and 2014, the Gaydon-based outfit wasn't able to turn that advantage into victory. Really that came down to how they managed the race: an area where the British team isn't quite as strong as its rivals. In order to

make up the difference this year, the team has entered three cars in GTE Pro. So will that make them stronger than last year? Undoubtedly. The number 97 car will rely on factory stalwarts Stefan Mücke and Darren Turner, while the number 99 car will be enhanced by the arrival of the rapid

Richie Stanaway. The Danish car that has moved over from GTE-Am to form the number 95 entry benefits from the speed of Nicki Thiim – who looks set to be an ace in the pack. If the British team takes things seriously and cleans up their race craft, they will be a force to be reckoned with.

LARBRE HOPING TO BRING BACK HAPPY MEMORIES?



ADRENAL

The French team won GTE-Am in the 2011 Intercontinental Le Mans Cup, and then the 2012 World Endurance Championship, which succeeded the ILMC. Last year Jack Leconte's outfit wasn't able to enter the new Corvette C7.R, so was left champing at the bit as Aston Martin cleaned up. The team will be hoping to return to the glory days in 2015, but two serious question marks remain. Firstly, is the Poulsen-Roda-Ruberti crew really strong enough to challenge for the title? And secondly, is Aston Martin – which took seven wins from eight races last year – invincible? Just like fellow championship contenders AF Corse and Proton Racing, the men from Larbre don't believe it for a moment...

BALANCE OF PERFORMANCE

In order to reduce the performance divide between hybrid and non-hybrid LM P1 cars run by privateers, the FIA reserves the right to adapt certain parameters to narrow the differential in lap times. To be included, non-hybrid LM P1 cars must have been classified in two races. An additional allocation of energy, plus or minus 10 MJ around a lap of Le Mans, can be given. The FIA can adjust the performance between LM P2 and GTE cars and engines, by decreasing engine power by 5%, increasing weight up to 30 kilograms overall, and decreasing fuel tank capacity by 10 litres.

CREWS

In LM P1, bronze-rated drivers are forbidden and a minimum average weight of a crew's three drivers is fixed at 80 kg. If this figure is not reached, the required ballast to meet the average weight will be imposed on the car. In LM P2, a crew has to be composed with a minimum of one Silver or Bronze driver. In GTE Pro, the make-up of the teams is completely free. In GTE Am, a crew has to be made up of one Gold or Platinum driver, or at least one Bronze plus another Bronze or Silver driver.

ENGINES

In LM P1, from this year, a maximum quota of five engines can be used for the entire season in each car, while for newcomers the amount is set at seven. Each car has to use the same engine for qualifying and the race. If this is not adhered to,

SPORTING

a stop and go penalty of three minutes will have to be served during the race. In LM P2 a maximum of three engines are allowed for the season. Once again, if this is not adhered to a three-minute stop and go penalty will have to be served during the six-hour races and a five-minute stop and go during the Le Mans 24 Hours.

CATEGORY COLOURS

LM P1: red; LM P2: blue; GTE Pro: green; GTE Am: orange.

POINTS

The points for the World Championship titles for drivers and manufacturers, as well as those for the Cup and Trophies, are awarded at each race as follows:
 Pole position: 1pt
 1st: 25pts - 2nd: 18pts - 3rd: 15pts - 4th: 12pts - 5th: 10pts - 6th: 8pts - 7th: 6pts - 8th: 4pts
 9th: 2pts - 10th: 1pt - And beyond that: 0.5 pts
 At the Le Mans 24 Hours, the points are doubled because it is a coefficient 2 event. If a race is suspended, no points will be given if the lead car has completed less than 75% of the full distance.

EXTRA CARS

Under exceptional circumstances, the selection committee will allow the admission of one or more extra cars. Apart from Le Mans, where the cars can score championship points, they will appear in the classification at other rounds but will not be eligible to score points.

ROMAIN BERNARD

QUALIFYING

The session is divided as follows: 25 minutes for LM P1 and LM P2 cars, 25 minutes for GTE Pro and Am cars. In LMP1, LM P2 and GTE Pro, all the drivers must set a time within 110% of the fastest car. In GTE Am, drivers must set a time that is within 120% of the average of the three fastest times set by the top three different manufacturers. Two drivers from each crew have to set at least two timed laps. The average of the four best laps (two from each driver) will be the reference time. In LM P1, drivers who exceed the fuel consumption limit will have their times annulled.

DRIVING TIME

In the LM P1 and GTE Pro categories, a driver has to drive between 45 minutes (minimum) and 4h30m (maximum) in a six-hour race. In LM P2, a driver has to drive between 1h15m and 3h30m. In GTE Am, the minimum and maximum limits are 1h45m and 3h30m.

TYRES

In LMP1, GTE-Pro and Am, the four tyres used in qualifying must be fitted to the car for the race start, and a strict tyre allowance is set for all categories

		SETS OF TYRES	SINGLE TYRES
WEC 6 Hours races	Free practice	Qualifying + Race	Any additional time during the event
LMP1	4	6*	2
LMP2	3	4	2
LMGTE Pro	4	6	2
LMGTE Am	4	6	2

*8 sets for Bahrain and Shanghai

in the six-hour events.

WARM-UP

No warm-up will be included on the schedule, apart from in cases of force majeure that impinge on safety (such as weather conditions).

SAFETY CAR

For World Championship rounds, a solitary safety car can intervene. At the Le Mans 24 Hours, due to the length of the track there will be three safety cars.

AT THE END OF THE CHAMPIONSHIP, THE FOLLOWING WILL BE AWARDED:

A World Endurance Championship title for LM P1 drivers and teams, for which only Audi, Toyota and Porsche will be eligible.
 A World Endurance GT Cup for drivers (Pro and Am together)
 A World Endurance GT Cup for constructors for the brands that have racked up the most points in the GTE Pro and Am classifications together. The results obtained on each round, for the top two cars by constructor, will be taken into account.
 World Endurance trophies for the best private LM P2, GTE Pro and Am, and LM P1 teams
 World Endurance trophies for the best drivers in LM P2 and GTE Am

TECHNICAL

LM P1

CATEGORIES

LM P1: Le Mans Prototype 1, without energy recovery system (ERS), only for private teams. Weight 850kg
 LM P1-Hybrid: Le Mans Prototype 1 Hybrid, with an energy recovery system (ERS). Weight: 870kg

DIMENSIONS

Wheelbase unrestricted. Length: 4650mm maximum. Width: from 1800 to 1900mm. Height: 1050mm maximum. Front overhang allowed up to 1000mm, rear up to 750mm.

ENGINES

Only four stroke alternating piston petrol and diesel engines are allowed. Cylinder capacity is unrestricted for LM P1-H and cannot exceed 5500cm3 for LM P1-L. The amount of fuel can-

not exceed a prescribed limit as shown in the energy value table. Turbo boost on turbocharged engines cannot exceed 4 bar. If a power unit (either a conventional or an electric motor) cannot power more than two wheels, a non-permanent four-wheel-drive system is allowed in LM P1-H.

LM P2

The sale price of a new car, without an engine, is limited to 388,500 € plus VAT for an open-top model and 463,500 € plus VAT for a coupe version. An aero kit for Le Mans must not exceed 10,000 €, while developments for a new-year homologation must not exceed 35,000 €.

ENGINES

Cylinder capacity is regulated: a maximum of 5000 cm3 and a V8 for normally-aspirated turbo-

charged petrol blocks. Diesel is not allowed. The price of an engine is fixed at 80,350 Euros and the cost of running per hour cannot exceed 1299 Euros. A rebuild (after every 30 hours of use) is fixed at a maximum of 37,500 Euros.

DIMENSIONS

Wheelbase unrestricted. Length: 4650mm maximum. Width: 2000mm maximum. Height: 1030mm maximum or 1050mm for the LM P2 cars based on the 2014 LM P1 chassis. Weight: 900kg minimum.

GTE

This category is split into two groups: professional (GTE Pro) and amateur (GTE Am). In the latter group, only cars that have at least one year of homologation behind them are allowed. An exemption is possible for a new manufacturer.

THE AVENER

Musical ambassador of the **FIA WEC World Endurance Championship Live Performance** for the 2015 Season at each race event.

AFTER **THE AVENER & PHOEBE KILLDEER'S** WORLDWIDE SUCCESS **FADE OUT LINES**, FIND MORE ABOUT **THE AVENER** ON SPOTIFY, DEEZER, ITUNES...

WWW.THEAVENER.COM



SHOW ME A 2015 LMP1 CAR

It's been a year since new technical regulations were brought in designed to cut fuel consumption in LMP1 cars, and lessons have been learned. This year, expect racing records to fall. *By Romain Bernard*

EXHAUSTS

New rules introduced last year mean that all forms of blown exhausts onto the rear diffuser are forbidden. Exhausts must exit to the sides or the top of the bodywork, but engineers can use exhaust gases to aid aerodynamic flow to the rear of the car in order to improve drag and therefore top speed. QED.

ENGINE

Following the disappearance of air restrictors in 2014, engine specialists are free to make the best use of a quantity of energy that is allotted to them. However, new technical rules for this year add an additional constraint with the number of engines per season limited to five for each car, including the Le Mans 24 Hours. For new entrants, such as Nissan, that figure increases to seven engines per car.

BALLAST

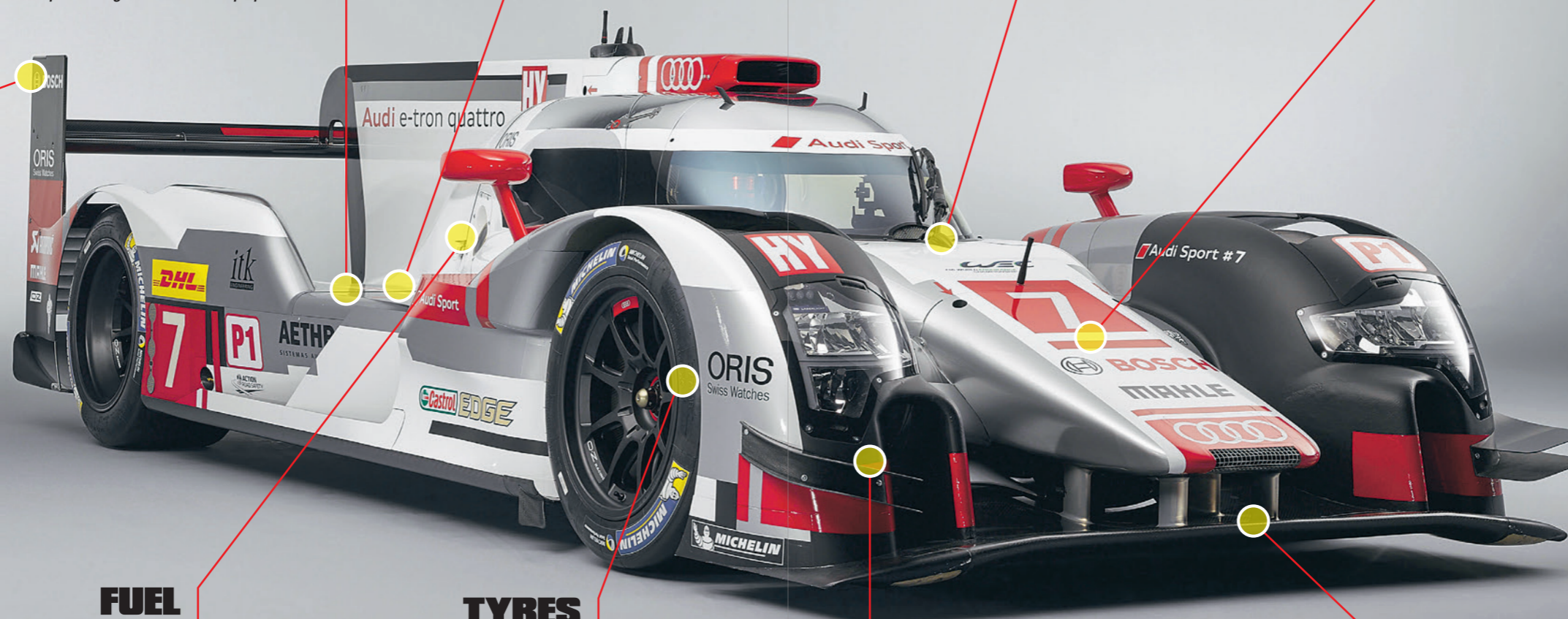
New for this year is an average weight concept for crews to make up for the performance gap brought about by different sized drivers. This average is set at 80kg, and if this value is not reached then ballast will be added to the car in question to raise the minimum car weight above the normal 870kg. The calculation of the ballast will be: average driver weight = ballast.

WEIGHT

In the interests of maintaining safety, the LMP1 cars have stayed on a strict diet. The Hybrid weight stays at 870kg, while the non-Hybrids have enjoyed a boost of 20kg from a starting point of 850kg last year – a figure that was modified during the season to help the privateers. This figure could be changed again if the governing body wishes to bring their performances closer.

ANTI-COLLISION LIGHT

An alarm in the form of blinking brake lights must be activated if a car decelerates by over 0.4Gs in the space of 0.2 seconds in order to warn the drivers behind. The warning should stop as soon as the brake pedal is pressed or acceleration is resumed.



FUEL

The composition of petrol and diesel fuels will have to include, respectively, 20 per cent and 10 per cent of a bio element in order to reduce their environmental impact.

FUEL TANK

With the rules still based on an allocation of energy that has been taken on board, tank size has a big influence on overall performance. In 2015, the LMP1 diesels lose 0.1 litres to carry 54.2 litres, while their petrol counterparts retain their 68.5-litre payload. In all cases, the range seen last year should remain unchanged at around 13 laps at Le Mans.

TYRES

The arrival of Nissan with its disparate tyre sizes – 16 inches in diameter and nine inches in width at the rear – is a reminder that there is no minimum size for tyres. The standard, however, remains 18 inches when the width is limited to 14 inches and the weight of each tyre to 7.5kg. A limit is also set on the number of slick tyres used per weekend, excluding the Le Mans 24 Hours. Therefore, each crew will have to settle for four sets during practice, and six for qualifying and the race (with eight for Bahrain and Shanghai), plus two single tyres if the running time during a race is extended. There is no limit for wet tyres.

DIMENSIONS

An aerodynamic overhaul of the LMP1 cars, which came into force in 2014, offers a wide range of possibilities regarding car width. While the total length remains invariably fixed at 4650mm and the height at 1050mm – which manufacturers and constructors will always stick to – the width may vary from 1800 to 1900mm. The impact of these 100mm on performance is significant: a lower value increases top speed by improving drag reduction, while a higher width will favour cornering dynamics in particular.

WING AND BODY

To combat an upsurge in flexible body components, which allow real gains in top speed and fuel consumption on the straights, flexibility load tests will be carried out during scrutineering on various parts of the cars, including the rear wing, engine cover and nose.



LM P1 HYBRIDS

THE SECOND COMING

ACO Sports Director Vincent Beaumesnil and FIA Technical Director Bernard Niclot unveiled new LMP1 rules last year to reduce fuel consumption by 25 per cent without affecting car performance. A year on, we look back with them at the challenges they have faced.

By Romain Bernard

In 2014 both Formula One and endurance racing underwent a major ideological shift to limit fuel consumption, albeit through different methods. In order to ensure that no competitor could gain a performance advantage by consuming more fuel, a fuel flow meter was introduced,

to measure the flow of petrol (or diesel) in real time and pass on the information to the relevant authorities. But not only were these regulations designed to limit the total amount of fuel used during a race, but also the amount used per second and per lap. Then it was down to the engineers to extract the

maximum power possible. But the fuel flow meter didn't take into account the increasing power of energy recovery systems, or hybrids, which have distorted the picture. One year on and it's clear that while Formula One didn't quite hit the target, endurance racing surpassed it. There was of course some resistance to

the new eco-friendly formula for various reasons, ranging from concerns about reliability to the lack of visceral noise for spectators. On the other hand, the teams shared a common desire to work together, while a reduction in fuel consumption of about 25 per cent was undeniably attractive. Endurance racing has a

long history as a laboratory for future technologies, through a fundamental open-mindedness on the part of its engineers to rethink the parameters of an LMP1 car. So while F1 could only accommodate the future hybrid revolution by the cars gaining around 100 kilograms, LMP1 cars lost nearly 50. The

result is a remarkable gain in performance to the tune of 10 seconds per lap over the last 10 years. This year, lap times will fall still further and records will be shattered. The Porsche 919 Hybrid has already shaved four seconds off its previous lap time at Paul Ricard during the test at the end of March.

GLOSSARY

- MGU-K:** motor generator unit – kinetic
 - MGU-H:** motor generator unit – heat
 - ERS:** energy recovery system (referring to the unit as a whole)
 - MJ:** Mega Joules, so 1 million joules.
 - Joule:** unit of measurement of energy, knowing that 1000 joules = 1 kW (so 1.34 hp over a second), 8 MJ = 10.738 horsepower over a second.
- Responsibility to the teams to make best use of this energy over a lap at Le Mans. ▶

What conclusions can we draw from the 2014 technical regulations?

After years of controversy over the performance equivalencies between petrol and diesel engines, the appearance of a set energy allocation has definitively ended the fighting. The show has also benefited from this. "The Endurance Commission and the WEC organisers do not want to give a technological advantage to one fuel rather than another because they live together on the road," warns FIA's Technical Director Bernard Niclot as an introduction. "We therefore had to develop a technology equivalence that was not a balance of performance. This is the foundation of our regulations. After the 2014 Le Mans 24 Hours, we looked at each of these engines' specific fuel consumption to see if it was what the manufacturers had told us. We made tiny adjustments, up to three decimal places, in the conversion factors between petrol and diesel [see table]. After the 2015 Le Mans, we will carry out the same work so that one technology doesn't override another."

This way of working is supported by the ACO Sporting Director Vincent Beaumes-

nil. "When we defined the technical regulations we established a method and a transparency process, where we asked all the manufacturers to state their specific fuel consumption and where everyone had access to everyone else's fuel consumption data, all of which was monitored by us. That removes all scope for cheating, as there is only two per cent leeway and heavy penalties – up to exclusion – for exceeding that margin. So it's in each manufacturer's interest to give us accurate data."

These days this process has changed slightly, as with accurate data on board from last year, the manufacturers now only have to supply their fuel consumption information to the governing body, rather than each other.

"But there's a whole section that is not covered by the equivalency regulations, concerning the performance of hybrid systems," says Beaumesnil. "We did seek to limit performance according to the different levels of hybridization [ERS classes] and also slow the cars down generally: they were going

too fast. To be honest, we were hoping for a lap time of around 3m35s at Le Mans and a top speed of no more than 310km/h on the Mulsanne Straight. In the end the pole was set in 3m21s, the top speed exceeded 340km/h and the performances of the three manufacturers were very close from the start despite using completely different technologies. This is proof that we were right in our thinking and it's a great satisfaction."

While both Niclot and Beaumesnil had moments of doubt before the 2014 season, they take just as much pride in the reliability of the hybrid systems as the manufacturers themselves. "We've managed to circumvent any issues of the flow-meters thanks to the backing of all the manufacturers, who have always wholeheartedly supported us. That's important to point out. From the very beginning, they welcomed the technological choices and quality controls, which ensure sporting fairness. In 2015, these flow-meters will evolve, becoming stronger and taking advantage of new software that allows full automation of the system."

Coming next: ERS classes of 10 or 12 MJ?

It seems that the development of hybrid technology has overtaken those who drafted the original technical regulations. So in the near future, it may make sense to add new ERS classes to further reduce fossil fuel consumption.

"I was amazed by the ability of teams to flirt constantly and so quickly with the consumption limits," adds Beaumesnil. "They understood very soon just how far they could go; I think they were testing us a bit!"

Niclot is also very impressed at the speed with

which the engineers have learned to adapt. "With the regulations as they are, I initially doubted that we would see an 8 MJ LMP1 any time soon. Until early last year, I didn't think they would get there so quickly. Engineers still manage to surprise us. As for the question of a 10 or 12 MJ ERS, that's a tough one, as currently we don't know how to regenerate so much energy with only two ERS systems. A third one would be needed, which is an added complexity that would only bring the technolo-

gies closer. A turbo would also become obligatory, and what we're after is not technical uniformity but diversity."

Beaumesnil points out another complication. "We must not forget that cost control is also our priority, so we're working to ensure as much economic stability in endurance racing as possible. Finally, we always keep an eye on the cars' performance. If there were such an ERS, we would have to reduce the fuel feed valve further, in order not to compromise safety."

VALUES OF ENERGIES AND POWER FOR LE MANS CIRCUIT

		LM P1	LM P1-H / ERS CLASSES			
			< 2	< 4	< 6	< 8
Released energy	MJ / LAP	0	< 2	< 4	< 6	< 8
Released power	kW	0	Not limited	Not limited	Not limited	Not limited
Car mass	Kg	850	870	870	870	870
Petrol Energy	MJ / LAP	157.2	147.0	143.3	139.5	138.0
Max petrol flow	Kg / HOUR	101.4	94.8	92.4	90.0	89.0
Petrol capacity carried on-board	LITRES	68.5	68.5	68.5	68.5	68.5
Fuel technology factor AV	-	1.077*	1.077	1.077	1.077	1.077
Fuel technology factor Pmax	-	1.076*	1.076	1.076	1.076	1.076
K factor	-	1	0.987	0.987	0.987	1
Diesel energy	MJ / LAP	148.5	138.3	134.8	131.3	128.1
Max diesel flow	Kg / HOUR	87.0	81.0	79.0	77.0	75.1
Diesel capacity carried on-board	LITRES	54.2	54.2	54.2	54.2	54.2



Vincent Beaumesnil (on the left), ACO Sports director, and Bernard Niclot, FIA Technical director, actively participated in the writing of the technical regulation introduced in 2014.

How can the explosion in costs be contained?

The manufacturers entered in LMP1 work in the exactly the same way as their Formula One equivalents, but with fewer resources. Every year they comprehensively redesign their cars or introduce new ones, spending as much as they dare. So in order to contain costs and level the playing field, how about introducing the idea of engine 'tokens', as used in F1?

Beaumesnil points out: "This was a brilliant idea from Fabrice Lom, who was formerly at Renault Sport in F1 and is now head of engines at the FIA. But then we realised the flipside because as more time went on, the less engine development was actually allowed. But with the performance gap found between the F1 engines in 2014 [specifically Mercedes, Ferrari and

Renault] no one agreed with this principle anymore and everything was put back on the table. In the long run, I'm not sure this is a good idea. I think we should instead leave some freedom, but freeze ERS homologations yearly." His conclusion? "What's certain is that manufacturers have more to gain now by developing their hybrid systems rather than their conventional engines – as the gains to be had in conventional engines will be very low since they are limited by the fossil fuel allowance."

The way that the regulations have been written means that the only limits imposed on the engineers' creativity are their own imaginations – and for that, every true enthusiast should be eternally grateful. ●

TOYOTA TS040 HYBRID



ERS CLASS : 6 MJ

Authorised fuel consumption 4,8 litres of petrol* or 35,2 litres per 100 km

+ Super-capacitor hybrid system is reliable, efficient and favours tracks with heavy braking

- System is heat-sensitive and imposes rapid energy charge-discharge cycles

*per lap at Le Mans

► If there is a competitor who knows about hybrids, it's Toyota. The Japanese manufacturer – a global and historical leader in the field – started research on the suitability of an energy recovery system within competition in 2006 and, nearly a decade on, is still focused on improving it. The reigning world champion, the TS040 is literally the best hybrid of the field. But will it have kept its technical advantage over the winter? There is plenty of evidence to support the case, but some questions too when conducting a thorough review of the entrants. The Japanese car bases its hybrid system around a V8 3.7-litre aspirated petrol engine (incidentally, the only non-supercharged unit in the LMP1 class, hybrid or not) assisted by two MGU-K (Kinetic generator engines). One is placed on the front axle, while the other lies between the traditional engine and the gearbox. The TS040 is therefore the only car in the field – depending on the technical features of Nissan's GT-R LM Nismo (see p29 – Editor's note) – to have two sources of electric power, while Audi and Porsche only

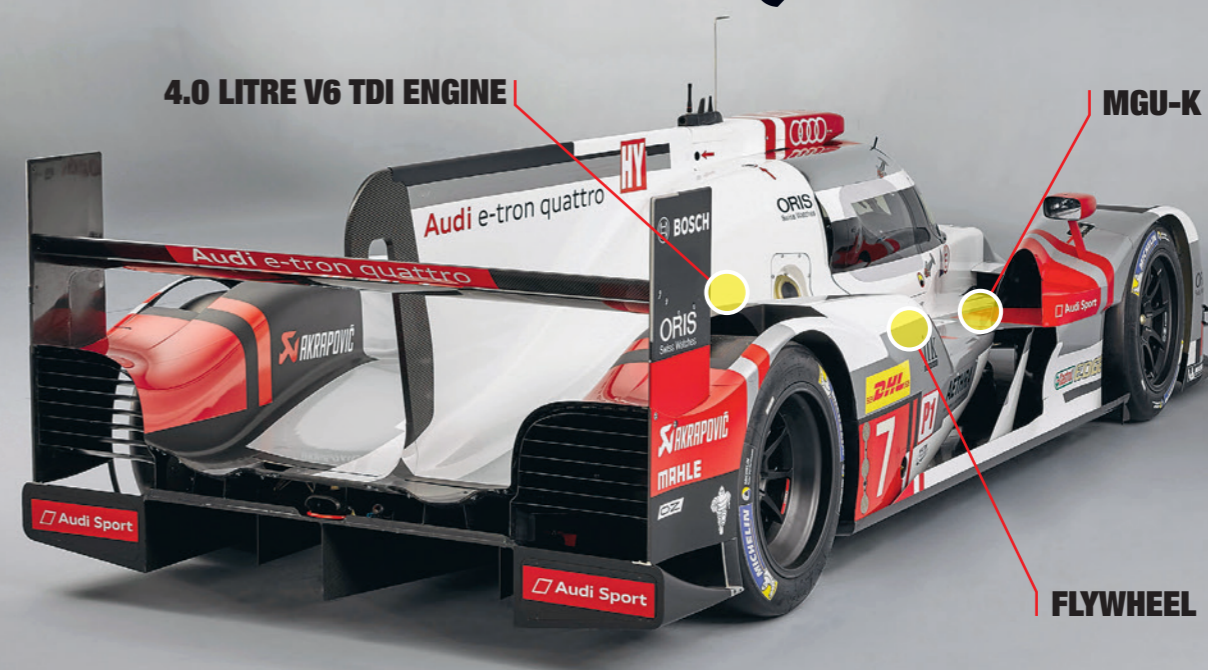


The Toyota is the only LM P1 to have an ERS which can power both axles.

apply it to the front wheels. Toyota will readily agree that its 2015 car is a conservative evolution of a winning concept, and only made changes that would ensure reliability followed by a slight performance gain. This year the race pace will be tougher than ever and it will be all about making the finish without too many bruises. The Japanese firm might, however, be stuck with its technical choice from in 2012 with the first TS030-H. By opting for two MGU-K, definitely the most effective energy recovery systems, it must be able to store an insane amount of megajoules

(MJ) during the braking periods. Therefore, the super-capacitors – electromagnetic components with excellent charge speed capabilities – will be maintained in 2015. As a downside, the system is constrained by a rather quick energy release, while a battery can store electricity and return it much later at a performance-strategic moment. Never mind; the TS040-H, with 6 MJ of electrical assistance per lap at Le Mans, can still make its point on a track where high-speed braking spots are many... and often immediately followed by very powerful accelerations. ●

AUDI R18 E-TRON QUATTRO



ERS CLASS : 4 MJ

Authorised fuel consumption 3,8 litres of diesel* or 27,8 litres per 100 km

+ Conservative reliable hybrid system that can be disconnected in case of technical glitch

- Choice of heavy and not very efficient flywheel inertia

*per lap at Le Mans

► Triple winner in the first three Le Mans 24 Hours open to hybrid vehicles since 2012 – and double world champion in 2012 and 2013 – the German manufacturer can boast a nearly flawless track record in three seasons in the WEC. Nevertheless, technological boldness has not been rewarded, but rather a perfect command of reliability. This approach, the opposite to its competitors who are more focused on pure performance, resulted last year in the adoption of the field's weakest ERS of just 2 MJ. The leitmotif is that a heavy and powerful recovery system is interesting when it works, but, if faulty, becomes an impossible splinter to remove. Also, Audi never really fell for the charms of hybridization in competition, accepting the idea of a slight boost in performance but without basing the whole project on such a fragile concept. This truth is uncomfortable, and the German engineers prefer to support the idea that the weight of this technology is hardly compatible with the presence of a diesel engine, already burdened with natural overweight compared to a petrol equivalent. Even so,

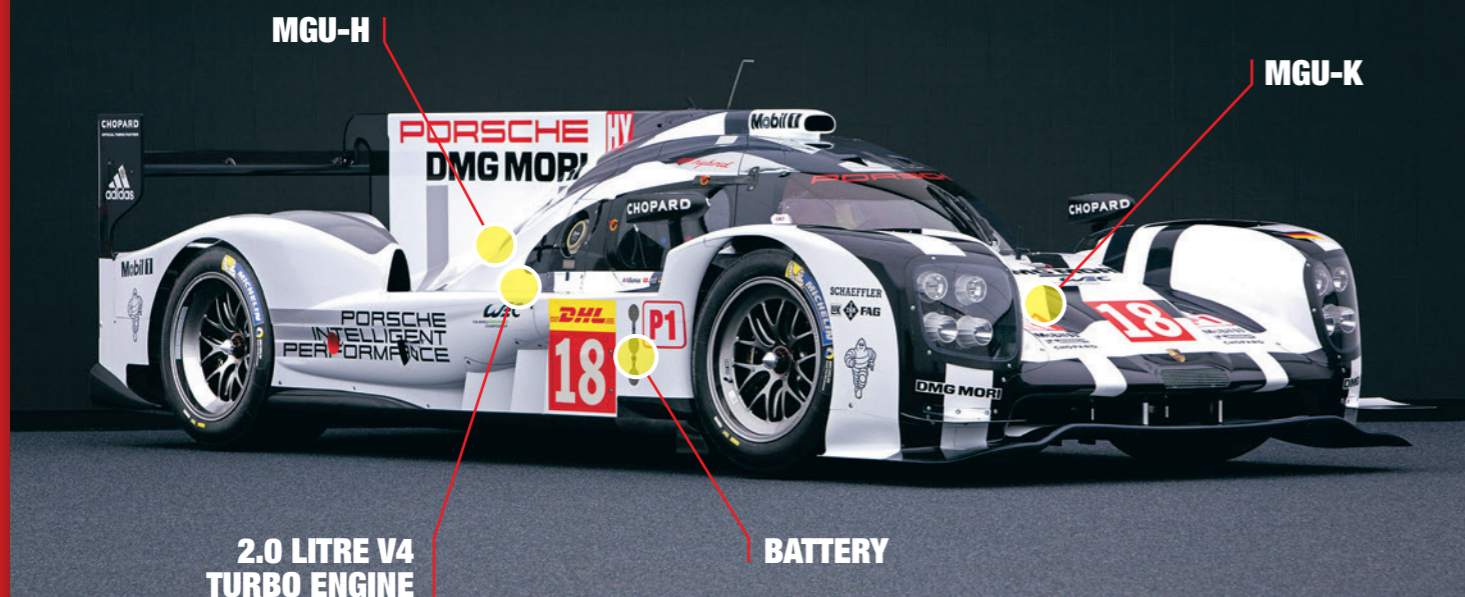


The 4.0 litre V6 "single turbo" of the Audi is probably its best technical asset.

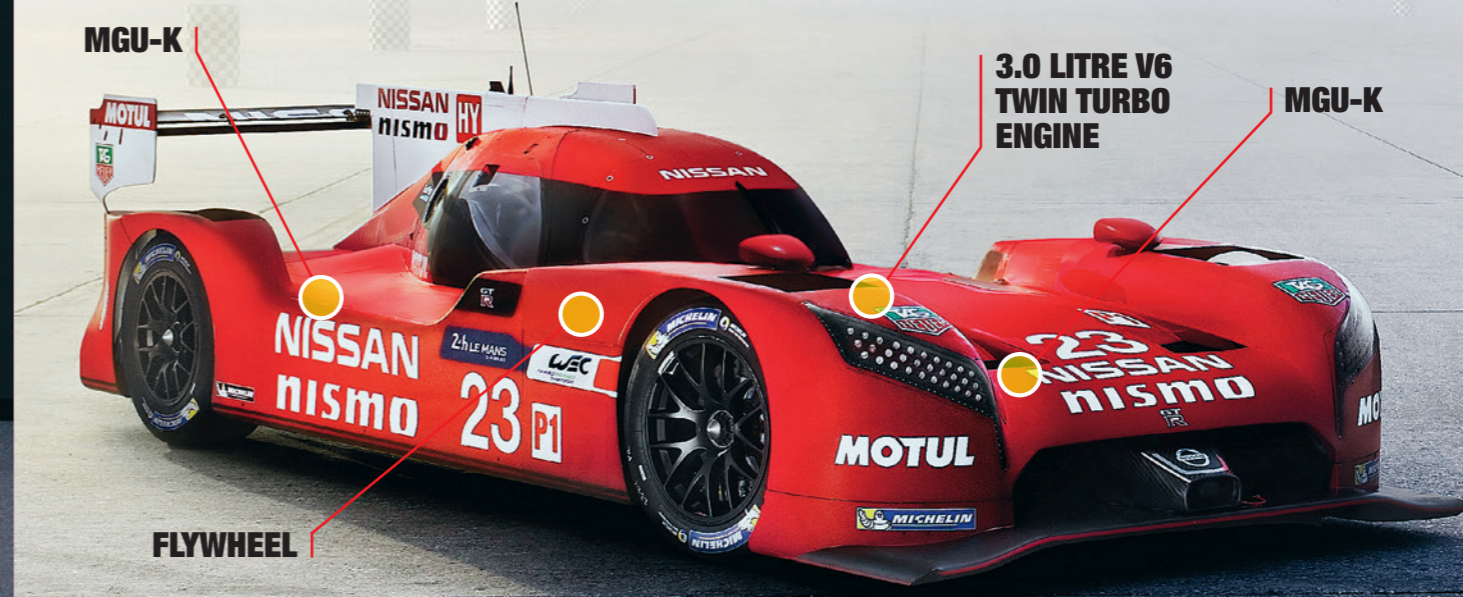
the R18 e-tron quattro probably still uses the most ballast to reach the minimum weight of 870 kg... Nevertheless, Audi suffered towards the end of last season against Porsche and Toyota, who were quick to get back in gear, and had little choice but to evolve for 2015. If the transition to the ERS 4 MJ class may seem a minor one while a 919 Hybrid

boasts 8 MJ, it still represents double the power compared to 2014. In fact, the 2015 R18 almost goes back to the hybrid power levels of 2012 when 3.5 MJ per lap at Le Mans was allowed. In other words, this means the technical risk is once again low for Audi, which remains the only competitor to have one energy recovery system when the regulations allow two. This MSU-K of 200 kW (as opposed to 170 kilowatts in 2014, or 272bhp) connected to the front axle works together with an inertial flywheel that struggles to store energy for a long time, thus reducing – like Toyota's system – the possibility of its strategic use whenever needed. The biggest performance gain could actually come from the engine, the impressive 4-litre V6 turbo diesel, which retains great development potential. The Ingolstadt engine department says it offset a reduction in fuel allowance per lap arising from new ERS class rules with increasing the power from 537 to 558bhp – a boost of 21bhp. That's not insignificant. At Le Mans, Audi will still be one to watch. ●

PORSCHE 919 HYBRID



NISSAN GT-R LM NISMO



ERS CLASS : 8 MJ

Authorised fuel consumption 4,7 litres of petrol* or 34,3 litres per 100 km

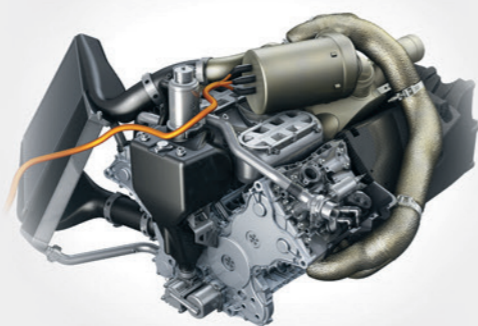
+ mpowered system and longer energy return capability

- Reliability of the battery as it heats

*per lap at Le Mans

► The revelation of last season, with victory at the 6 Hours of São Paulo (Brazil), no one expected the Stuttgart firm to achieve such success so early in its endurance racing comeback after 17 years away – and with such a bold technical concept. Indeed, with the exception of the 1982 Lancia LC1 or the 2011 Aston Martin AMR-One, rarely has a top-class endurance prototype been powered by such a small engine – in this case a single-turbo V4 2-litre unit officially capable of developing 500bhp. Still, the hardly more advanced F1 equivalent – with a smaller cubic capacity (1.6 litres), almost equal fuel allowance and mileage requirement – easily boasts 650bhp. This engine only operates the rear axle, with a hybrid system operating the front one thanks to a powerful MGU-K of about 300 kW (400bhp). The energy recovery again is unprecedented, since in addition to the energy recovered under braking an MGU-H (thermal generator engine) located on the turbo turns the hot gust of the exhaust gases into electricity.

Porsche has developed a V4 engine equipped with a very effective ERS plugged on the turbo.



Energy storage is achieved via a lithium-ion battery located in the cockpit and cooled by water, with performance dependant on good thermal management. Within one or two years, and despite the additional development costs, Audi and Toyota should also be equipped with a battery if they want to take a step forward in performance, such is the progress in this area moving forward. A battery, despite its problems, offers an important advantage: it can store energy

gradually and then release it at will on those points of the track where the electric assistance will be most effective. This energy management control has made the Porsche 919 Hybrid the queen of qualifying, blitzing its opponents. At the next Le Mans 24 Hours, the German car should very likely beat the lap record set during the 2010 race by Loïc Duval with the Peugeot 908 HDI FAP Oreca in 3m19.074s. Who said that hybrid cars aren't fast? ●

ERS CLASS : 2 or 4 MJ

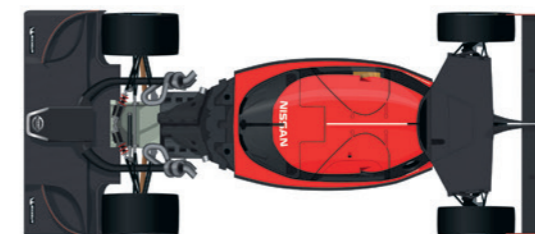
Authorised fuel consumption 4,9 to 5,0 litres of petrol* or from 35,9 to 37 litres per 100 km

+ Innovative concept

- What about reliability and restricted performance?

*per lap at Le Mans

► This Nissan may be the most fantastic story ever written at Le Mans... or the worst. Presently, one would be hard-pressed to know where the truth lies. The GT-R LM Nismo awakens doubt and challenges the mind when it comes to the laws of physics. With its central forward engine and front-wheel drive, the concept is opposed to everything that has existed – and won – in motorsport for half a century. But if Nissan has focused its efforts on this approach, there must be a valid reason. First of all, one must understand that this car has been designed exclusively for Le Mans and its endless straights. This is where it will have to make a difference over its opponents if it wants to be in front. In motorsport, it's not about being 'as good as' but 'better' than the others. For this, Nissan has entrusted its fate to a 3.0 V6 twin-turbo petrol engine devoid of a thermal energy recovery system – which is, however, well suited to supercharged engines – and capable of developing 550bhp at a maximum speed of 6500rpm. This figure is important, as such a low speed reflects the philosophy of a powertrain buoyed with efficiency, an engine keen on power, but un-



The Nissan GT-R accommodates all its mechanics on the front axle.

cessarily energy-thirsty under technical regulations where every gram of fuel is important. The two turbos will ensure a high level of torque, useful to a car with a long ratio five-speed gearbox. With the help of its hybrid system, Nissan promises added power of about 700bhp to establish the final (combined) amount to a crazy 1,250bhp. However, the car's development has been delayed by a few weeks, and the 8 MJ ERS class target seems difficult to achieve. Its creators admit that without the help of the 8 MJ, performance will plummet by seven seconds per lap. Still, it is reasonable to think that Nissan will be unable, at first, to ensure more than 4 MJ to its system, which would already be a

good performance. But how does it work? Energy is recovered during braking like with any MGU-K, but instead of being turned into electricity, it remains purely mechanical, which raises the question of its legality... In short, by a set of clutches and gears, an 8kg double inertial flywheel is launched at Mach 2 supersonic speed, i.e. 47,000g, and the energy is then released under acceleration directly into the gearbox – placed in forward overhang – via a propshaft that literally goes through the V6, and if necessary sent back to the rear wheels. To our knowledge, the delay in development should deprive the Nissan of this non-permanent AWD, the engineers preferring to establish the principle of front-wheel drive. ●

NEW CAR OF THE YEAR

NISSAN GT-R LM NISMO

BACK TO FRONT

NISSAN HAS A MOUNTAIN TO CLIMB – AND IT'S TACKLING IT VIA THE MOST DANGEROUS FACE. THE JAPANESE MANUFACTURER HAS ADOPTED A REVOLUTIONARY APPROACH TO LMP1, WITH A FRONT-WHEEL DRIVE AND FRONT-ENGINED CAR

BY ROMAIN BERNARD



FF If you look where everybody is looking, you will find what everybody finds." These words, the work of DJ Etienne

de Crécy rather than an Ancient Greek philosopher, seem to have been tailor-made for Nissan, which is preparing to return to Le Mans after 16 years away with an enormously daring concept. But what the Japanese firm is about to do is simply bold rather than risky. The GT-R LM Nismo is the sort of creation rarely seen these days, halfway between a pure work of genius and a living laboratory experiment. Its creator, Ben Bowlby (also Team Principal), is a sort of madcap Professor Calculus who previously created the outlandish DeltaWing and ZEOD RC for Nissan, which occupied the 56th garage reserved for new technology at Le Mans in 2012 and 2014 respectively. His belief in the basic concept of his new project was simple and as trusting as a child's.

The logic goes as follows: the LMP1 technical regulations introduced by the ACO and FIA in 2014 give overall priority to fuel savings, leaving the door open to many different interpretations. So there are no pre-conceived ideas about what a Le Mans-winning prototype should look like. Why not exploit the opportunity?

There are 50 pages of rules for endurance racing, but nowhere in them does it say that there's a mandatory location for the engine, transmission and weight distribution between each axle – or any other components – as is the case in Formula One. Currently engineers work with a maximum width of 1900mm, maximum length of 4650mm and maximum height of 1050mm, with a given quantity of fossil fuel and electrical energy at their disposal. The rest is at their complete discretion. It's an invitation to innovate.

So all credit to the sport's governing body, as they know how to flatter every manufacturer's pride, as well as that of their engineers. The gauntlet has been laid down. "Porsche, Toyota and Audi have so much experience of endurance racing that it would have been difficult to beat them just by copying," points out Bowlby. "But the regulations still have some grey areas to explore, especially when it comes to the vehicle's front aerodynamics."

With that in mind, the GT-R LM Nismo was born: a car with all the mechanical elements (engine, transmission, radiators, etc) uniquely housed in the front of the carbon fibre monocoque in order to free up maximum space to re-write the aero rule book.

And that's the concept at the heart of the front-wheel drive, front-engined Japanese sports car. A bold configuration when you consider that no front-wheel-drive car has ever won Le Mans, while the last victory for a front-engined car dates back to 1962 with Ferrari.

On paper, it doesn't make much sense. But what if Bowlby is in fact some sort of visionary rather than a madman?

Put simply, the Nissan LMP1's huge front splitter is simply an inverted wing, pushing a huge amount of air under the car to make it stick to the road. But this only works if you can get the air to accelerate and then evacuate: the basic principle of ground effect.

On a conventional LMP1, the air exits at the rear of the car through the rear diffuser, having travelled the entire length of the floor. This has the effect of upsetting the balance of forces between the front axle, which is comparatively unloaded, and the rear, which becomes heavily loaded thanks to the diffuser sucking the car to the ground. It still works well on a conventional LMP1 car,

as with the mechanical elements housed in the rear, it has a weight distribution requiring more aerodynamic load at the back. The Nissan takes the exact opposite approach: Bowlby wanted to generate maximum load on the front and very little on the rear in order to limit drag on the wing, which reduces top speed. But for this to work, the car needs to somehow get rid of this huge quantity of air that assaults it at more than 350km/h before it reaches the back. So Bowlby decided to channel the air through two huge 60-centimetre tunnels going round the cockpit and through the sidepods, spitting it back out at the rear end of the car, just above the diffuser, which at the same time (and legally) becomes "blown".

As the front of the car is disproportionately loaded at the expense of the back, it became clear that the GT-R LM Nismo had to be front-wheel drive. Launched in 2013, this project for a radically different LMP1 began its first CFD [computer-assisted fluid dynamics] studies in September of that year, cumulating since then in thousands

of hours of virtual simulation to check that the whole idea actually worked.

Later on, track testing backed up the virtual figures with some real ones. The tests were also useful to find out how to get the best performance out of this front-wheel-drive car with a power output of 1250bhp.

Bowlby and his engineers are no fools, so they obviously considered the question of which wheels would be driven long before launching the project. "Looking at the car, you would actually struggle to imagine that the whole concept might work," says Bowlby. "But in competition, there are still unexplored areas. It's wrong to say that everything has already been tried in the past. With this car, we're trying something that has never been done before. Our powertrain has been designed to deliver its power gradually. With such big tyres at the front and suspension geometry tailored to our needs, it's actually not a big job to get the twin-turbo V6's 550 horsepower through to the track. So then we reach something approaching optimal aerodynamic balance. At that point, the hybrid system

can issue all its power without the slightest traction problem."

In short, Nissan is doing things very differently from its rivals – who are targeting ultimate acceleration – by prioritising top speed.

This will probably work at Le Mans, which is all about the straights, but isn't certain to be as successful elsewhere. But the other intriguing aspect of the GT-R LM Nismo – assembled and developed at Santa Ana, California, USA, in the workshops of All American Racers – is the fact that it has different tyre sizes on the two axles, with 31cm wide tyres at the front and only 20cm tyres at the rear. The answer lies in the DeltaWing and ZEOD RC, two experimental cars with a remarkably narrow front axle. Bowlby had proven that with a weight distribution in tune with the aero load, it was possible to make even a light car competitive. In other words, the GT-R is essentially a DeltaWing turned upside down. "The weight distribution is about 65 per cent on the front and 35 per cent on the rear [on a conventional LMP1,

this value is closer to 45/55 per cent]," says Bowlby. "Therefore, with the rear tyres being less stressed, it was possible to narrow them down, which also helps aerodynamic efficiency by reducing drag and creating less work for the diffuser, which is not as disturbed by the rotation of the wheels as it would be if the rears were a larger size."

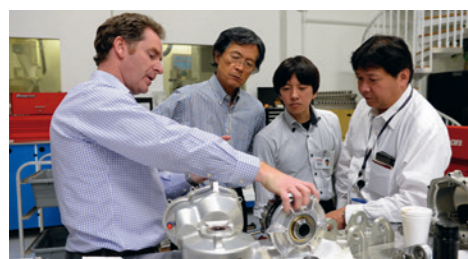
The narrow tyres also reduce mechanical grip from the rear axle, which makes the car more reactive as there is less inertia to combat when the car steers. Michelin, Nissan's technical partner, has specifically developed tyres for the GT-R based on the overall levels of mechanical and aerodynamic downforce that it generates. But the front wheel size has actually gone up from 16 to 18 inches since testing began in late December 2014. So is that because the Nissan produces less downforce than the CFD predicted? Not necessarily, according to Michelin itself. "We actually found that our 18-inch tyre could withstand the same amount of vertical load as the 16-inch, thanks to its reinforced sides,"

said a source from the French company. "Still, the contact patch is better with this tyre, which ultimately benefits traction, but especially cornering performance.

And larger wheels mean you can use a larger and more powerful braking system. So sticking to the 16 inches in front just didn't make much sense anymore."

It's inevitable that there have been a few difficulties when it comes to fine-tuning. Any concept as bold as this needs time, as well as significant human and financial resources. But time is something that Nissan's engineers don't have, which is why the team will skip the first two races of the season – at Silverstone and Spa-Francorchamps – after failing the FIA crash test. Innovation always leads to opportunity, but there can be a heavy price to pay as well.

The back of the car is atypical. We can see, over the diffuser, the exit of two wide air tunnels which run inside the body.



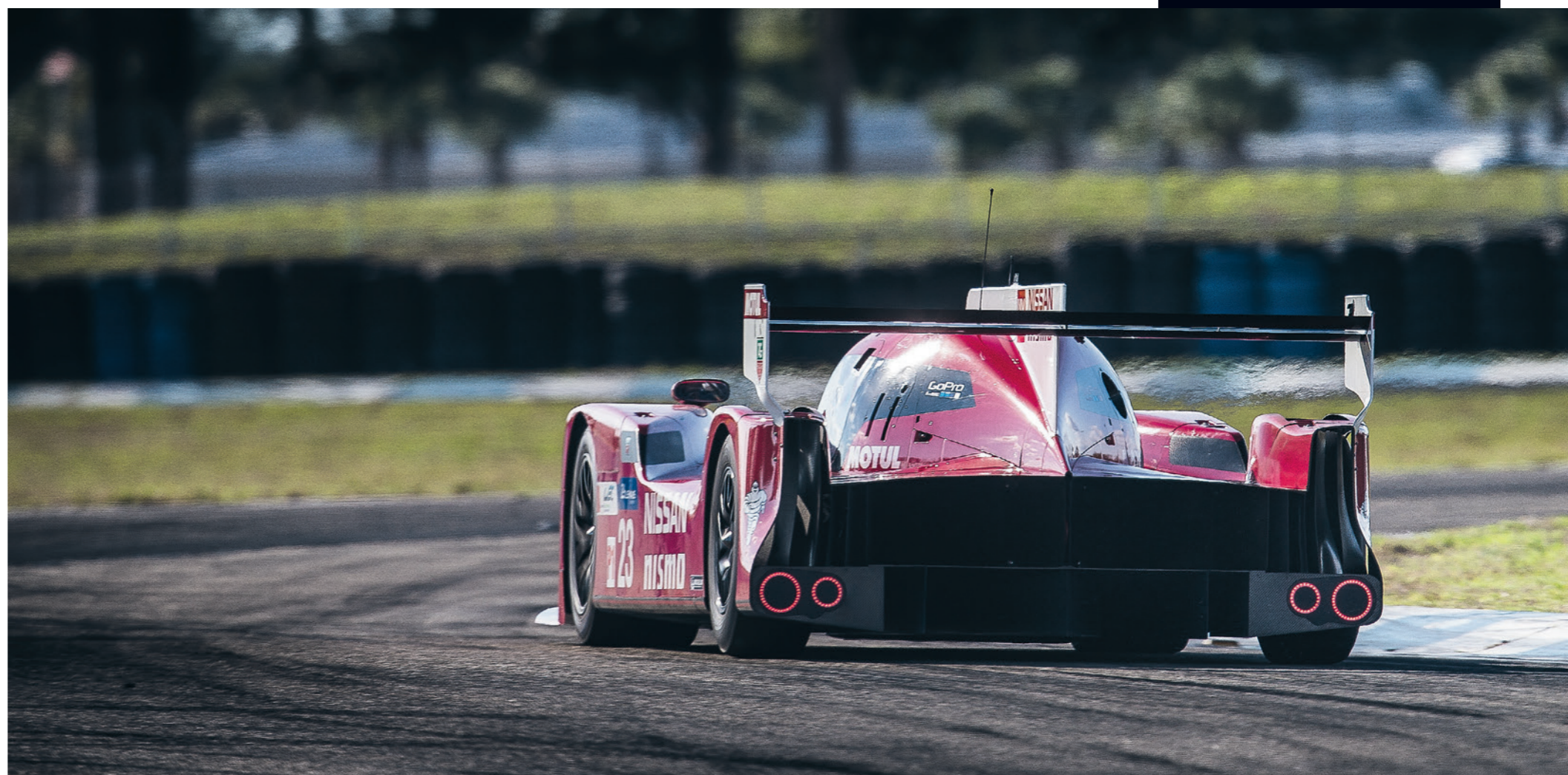
Ben Bowlby, on the left, overflows ideas. His GT-R LM Nismo is the obvious proof.



The location of the flywheel, under the legs of the driver, complicates the driving position.



Accommodate all the mechanics in the nose of the car is a challenge.



SÉBASTIEN BUEMI

THE SWISS DRIVER CLAIMED THE WORLD ENDURANCE CHAMPIONSHIP TITLE LAST YEAR WITH ANTHONY DAVIDSON, BUT HE'S NOT HOLDING BACK. IN FACT, HE'S AIMING EVEN HIGHER THIS YEAR: THE TOP STEP OF THE PODIUM AT LE MANS

BY THIBAUT VILLEMANT

“IT’S NICE TO HAVE THE NUMBER ONE ON THE CAR”

WHEN YOU BECAME WORLD CHAMPION LAST YEAR, YOU SAID YOU WOULDN'T QUITE BELIEVE IT UNTIL YOU SAW THE NUMBER ONE ON THE SIDE OF YOUR CAR. NOW IT'S THERE, HOW DO YOU FEEL?

“It's a nice feeling, definitely. It's great to have been able to win against real titans of the sport like Audi and Porsche, who were the favourites on paper. It's a bit like David and Goliath: you're the little guy who has beaten the big guy. The resources we have at our disposal aren't quite the same, and that's part of the reason why we didn't run a third car at Le Mans, for instance. We also test a lot less than them.”

IS THERE MORE PRESSURE WITH THE NUMBER ONE ON THE CAR?

“It's good to have the number one. But all it means is that you did a good job the season before. Pressure is something you put on yourself because you want to do well. I've got the title now already, and that's something that nobody will ever take away from me. However, I don't really see it as an accomplishment but more like a stage on a journey. I'm delighted that we did it, but what motivates me more is looking for more success and ensuring we keep the number one.”

WHAT MAKES YOU PROUDEST?

“I don't know if it's exactly a question of pride or not, but it's great to have won the title having been a member of the Toyota line-up ever since the programme started. I was there at the very first test of the car, so I saw every step and improvement, one by one, right up to the point where we became world champions. Having said that, the title doesn't cancel out what happened at Le Mans [after Nicolas Lapierre went off in heavy rain early in the race, the crew fought back to finish third]. We had the car to win, no question. So that was quite hard to take in and accept.”

WHAT DO YOU SAY TO THOSE PEOPLE WHO SAY THAT TOYOTA HAS LET ITS BEST CHANCES PASS BY?

“It's certainly true that we missed an opportunity on that occasion.

But even at the start of last year, I kept hearing that 2013 had been now or never for Toyota, because of the introduction of new rules and Porsche coming in. And in the end, even though we didn't win Le Mans, we were clearly fastest. There was a mechanical problem on one car [the No7 Toyota] and a mistake for the other, so definitely that was frustrating. There's no point in deluding yourself: you don't have such an opportunity to win Le Mans every time you start because we won't always have a car that is this dominant. So if you don't take advantage of a situation like the one we had last June, it hurts for a while. Actually, it always will. But you have to look forwards rather than backwards, and it doesn't necessarily mean that we won't have the same opportunity this year. Having said that, we need to be careful not to fixate too much on Le Mans and for this one race to become an obsession. That's the best way to lose direction completely. When it comes to Le Mans, we're going to concentrate and prepare for it exactly as if it were any one of the seven other events we are doing. We're not going to change everything just for Le Mans.”

FROM A PERSONAL POINT OF VIEW, YOUR SEASON LAST YEAR WAS EXEMPLARY. IN FACT, PEOPLE HAVE NEVER SPOKEN MORE HIGHLY OF YOU THAN THEY DO AT THE MOMENT...

“That's true but success depends on a lot of things; above all the potential of the car. We could have won all the races last year with the exception of Brazil, as our car was developed that bit quicker than those of our rivals. But the minute you don't win any more, some people start thinking that suddenly you're no good.”

IT'S YOUR FIRST DEFENCE OF A WORLD CHAMPIONSHIP TITLE. HOW MUCH DOES THAT CHANGE THINGS FOR YOU?

“I think it changes things more for other people, in the way they see you. In my head I'm starting the season with the same spirit as I did last year; specifically with a huge amount of respect for our rivals, who seem very strong. Within the team nothing has changed either, which is definitely a good thing.”





“IF I HAD TO CHOOSE BETWEEN WINNING THE CHAMPIONSHIP AND WINNING LE MANS, I'D GO FOR LE MANS. IF YOU WIN THERE, IT'S AUTOMATICALLY BEEN A SUCCESSFUL SEASON WHATEVER HAPPENS NEXT”

WHAT'S YOUR OBJECTIVE FOR 2015?

“Last year wasn't easy but our car was so competitive. And we know of course that this won't always be the case: nothing lasts forever. So this year, we want to show that our two titles – drivers and constructors – were no fluke, and that we're capable of winning Le Mans and defending our titles. We've got better at preparing for races and I feel that we're on top of our game now. We're just a bit more confident.”

HOW IS THE TEAM BETTER PREPARED?

“We've got more experience. We started a season with two completely new cars for the first time in 2014, which turned out to be a bit of a race against time. This year, we've managed to do our pre-season testing with two cars, which is a first for us. So we'll get to the first race with a better knowledge of our car, while the team has also had more experience of servicing and maintenance.”

THE CAR DOESN'T SEEM GREATLY DIFFERENT TO THE 2013 VERSION. IS THAT THE CASE?

“We've made lots of small improvements, which don't necessarily have an impact on lap times but help things like reliability and ergonomics. For the Austin race, for example, we've improved the cooling to the cockpit a lot. These are all simple evolutions, but that's not to say that they won't have an impact on pure performance. We've refined loads of details that we know we can improve further. We started the year with a clear ‘to do’ list that we then attacked in order of priority. The end result is that the car is better finished than it was: it's more agile and there are fewer vibrations. All that adds up to a performance gain. It's only when we get to the races that we'll know if it's been enough or not. But in any case, I've been very happy with the work carried out by the team in the off-season.”

DID YOU WORK ON THE HYBRID SYSTEM?

“Yes, because as a team we are never satisfied. I know that the team has worked hard on this. With things like hybrids, if you stand still then you go backwards. So you have to keep up the development.”

The Toyota is still in the class that produces 6 MJ or fewer, whereas Porsche has gone up to the 8 MJ class. Is that a worry?

“If they've done that, it will have been for a good reason. It all depends on each company's possibilities to get the most out of their hybrid systems. We could also go up to 8 MJ per lap of Le Mans – or even longer, if it were permitted. But then you have to calculate how the system interacts with outside factors such as weather and charging cycles. The more and bigger cycles you have, the hotter the hybrid system gets. And there's more to everything than just Le Mans. Last year, we didn't actually manage to get 6 MJ out of the system all the time and that's going to be our objective in 2015. But there's no point going up to 8 MJ if it's going to make the car too heavy or the system won't run at its full potential.”

CONVENTIONAL WISDOM STATES THAT CONSISTENCY IN DRIVING CREWS IS A GOOD THING IN ENDURANCE RACING. BUT YOU HAVE A CHANGE THIS YEAR WITH THE ARRIVAL OF KAZUKI NAKAJIMA IN YOUR CREW. WHAT DO YOU THINK?

“The connection and feeling between me and Anthony Davidson is obviously much more developed now than it used to be before we started. So it's down to us both to ensure that it works well with Kazuki too. But there's no reason why it shouldn't: we know Kazuki well and he's an absolutely great guy. We're very happy to have him in our line-up. The championship is so competitive that you have to fight really hard to be in front and Kazuki's turn of speed is really impressive.”

DO YOU THINK THAT THE FACT HE'S WITH TWO WORLD CHAMPIONS IS GOING TO CAUSE HIM A BIT MORE STRESS?

“Absolutely not. He just needs to continue doing the job he's been doing up to now. That will be more than enough.”

DOES THE DECISION TO PLACE KAZUKI IN YOUR CAR MEAN THAT TOYOTA HAS DECIDED TO PLACE ALL ITS EGGS IN ONE BASKET?

“It's not really as simple as that; it depends on a lot of factors. If you think that one crew on paper is quicker than another, look at what happened last year at Le Mans: it was our number seven car that was in the lead and could have won. So not really.”

WHAT DO YOU THINK ABOUT THE NEW RULE GOVERNING

DRIVERS' WEIGHT, WITH A MINIMUM AVERAGE OF 80 KILOGRAMS FOR ALL THREE DRIVERS PUT TOGETHER?

“From a personal point of view I'm at a disadvantage, as I share the car with Anthony Davidson, who weighs practically nothing. Before I would have been at an advantage, as there was a difference of about 12 to 14 kilograms between Alex Wurz and me. But it doesn't really matter, as it's all about the combined weight of the crew. Personally, I would have fixed the minimum average at 75 kilograms: 80 is too high.”



After a season rewarded by four victories, the Swiss and Anthony Davidson were titled in Bahrain.

WHAT WOULD BE A SUCCESSFUL 2015 SEASON FOR YOU?

“I'd like to do better than we did last year. But if I had to choose between winning the championship and winning Le Mans, I'd go for Le Mans. If you win there, it's automatically been a successful season whatever happens next. Although as Le Mans counts for double points in the championship, winning there generally puts you in a good position for the title.”

WHAT'S THE REST OF YOUR PROGRAMME FOR THIS YEAR?

“If I continue doing Formula E with e-dams-Renault it's going to be very hard for me to come to grands prix with Red Bull. I'll do some simulator work on Thursdays and Fridays for selected F1 races, which will help to cut down on my travel schedule. It's important to focus and put yourself in the best possible situation to have a successful season.”

→ See his digest p. 42-43

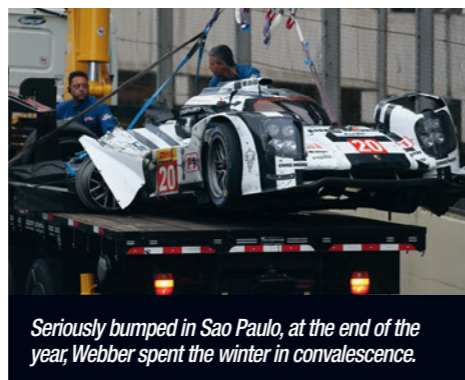
INTERVIEW

MARK OF TRUST

AFTER A LONG CAREER IN FORMULA ONE, THE AUSTRALIAN MADE A REMARKABLE DEBUT IN THE WORLD ENDURANCE CHAMPIONSHIP LAST YEAR WITH PORSCHE'S LMP1. WITH HIS APPRENTICESHIP SERVED – AND FOLLOWING A VIOLENT ACCIDENT IN BRAZIL – THIS STRAIGHT-TALKING DRIVER IS BACK ON TOP FORM.

BY ROMAIN BERNARD

violent crash after a collision with a Ferrari that he was overtaking. This was not the first time he had survived such a spectacular crash. There were two consecutive take-offs during practice for the 1999 Le Mans 24 Hours with the Mercedes CLR, then a third in Valencia at the 2010 European Grand Prix when his Red Bull was sent airborne after hitting Heikki Kovalainen's Lotus ...



Seriously bumped in Sao Paulo, at the end of the year, Webber spent the winter in convalescence.

The man is relaxed, serene, and nothing betrays the fact that a few moments earlier he had just finished a two-hour test at the wheel of a 2015-spec Porsche 919 Hybrid. It is mid-March, at the Paul Ricard circuit, where Porsche is conducting an intensive week of development work, including a 30-hour simulation run. A coffee in one hand, Mark Webber falls into a chair, ready to open up and speak his mind having greeted his guest, shook his hand and asked him if all is well. Webber is a true gentleman, far from the image conveyed by some of his former F1 colleagues. Hence, his integration into the world of endurance racing last season was a smooth process. "I have found my place," he says. "The first four months last year were a big change for me. But then I accepted that after 14 years in F1 this was now my new environment and that it was different. There are some things I like, others I like less, but now I really feel good here. And the timing was really good for my move with the arrival of Porsche. This is a cherished brand, and I am very proud to represent it on and off the race track. I could not be happier at this point."

The Australian speaks in a monotonous, calm fashion without being mechanical, and has great control over his emotions. It's an important quality for a racing driver who has to manage his stress levels at 340 km/h. Still, Webber was a victim – on November 30th 2014, at the São Paulo circuit in Brazil – of a very

"I've never really had small crashes during my career," says Webber, "only big ones unfortunately and I hope that the one in Brazil was my last. It was unpredictable – in a very fast corner and without any escape. That's endurance racing: always difficult with the traffic... After the accident I didn't feel very well for two weeks. I slept a lot, I felt fragile. For the Christmas holidays I was with family in Finland and I rested and felt great. Then, when I returned to Australia in early January, I had a relapse. It was a surprise. My doctors reassured me by saying that it was normal, that all situations following an accident – big or small – are different. I went for a swim in the ocean, which was a bit rough, and I had to turn back because I felt really bad in the water, dizzy. The idea of going swimming for 30 minutes was not a good one... Then I got back in the car at Bahrain in early February, during a practice session, and everything was back in order. No symptoms, everything was fine. My physical condition has remained at its best and in my head I have no apprehension. I feel as normal as a driver should."

Will this accident make him more careful when dealing with traffic in the future? "No, because I've had no problems with that until my accident in Brazil," he says. "I didn't spin or even put a scratch on the car during this season before this accident. Endurance racing has evolved since my previous experience (in the late 1990s – Editor's note). Now several manufacturers are fighting and the pace has increased sharply. But one must always take risks."



"LE MANS IS LIKE THREE TRACKS IN ONE, WITH ITS 13.6 KMS, AND I'LL BE BETTER THERE THIS YEAR BECAUSE I LEARNED A LOT DURING LAST YEAR'S RACE. BUT ONLY DURING THE RACE..."

So what difficulties has Webber had to overcome to be a better driver in 2015 than in 2014? “The hardest thing perhaps to acquire in endurance racing is the consistency of performance,” he says. “This morning I was extremely happy with my times during the two-hour stint. Afterwards when we looked at the data the graphs were very clean, which helps with the reading and understanding of the tyres, the fuel consumption, etc. And for that, the best thing is to attack continuously. This pace management is something I’d lost a bit in F1 because of the tyres. Roger Federer has trained every day for 20 years to learn to hit the ball as close as possible to the lines. It’s his job. In F1, drivers are asked to stay within the limits... Moreover, an LMP1 is really a very difficult car to master as it has so much technology. And because of the wide operating temperature window we have between day and night, sometimes as much as 30 degrees, the fine-tuning is more difficult. In F1, you do Free Practice 1 at 10am, then FP2 at 2pm, FP3 at 11am the next day, etc. It’s always the same, year after year. This morning, Timo [Bernhard, one of his two team-mates with Brendon Hartley – Editor’s note] did the first stint and set a reference time, then I took the wheel and thought ‘Wow, this is not easy!’ My pace wasn’t bad, but I was behind him, then I realised that the track had changed and pushed back the performance, which meant that my times were good. Generally, in endurance racing, we are never satisfied in real time that what we are doing is good, we only realise it afterwards.”

be great, and the next difficult to drive because the conditions have changed. This is what makes the preparation for this race so exciting. This is the track where I feel weakest because I do not have much experience there. On all the other tracks it’s mostly my team-mates who are asking me for advice because I know them so well through F1. But Le Mans is like three tracks in one, with its 13.6kms, and I’ll be better there this year because I learned a lot during last year’s race. But only during the race... The tests are a joke for the drivers. We can only do three-lap stints, and qualifying is a PR exercise for the manufacturers. It’s during the race that things are really happening and that the true pace and performance of the cars can be seen. The lap record set by Andre Lotterer, a second off the pole time and at the 23rd hour, is proof that Audi was faster than expected. There, too, Timo has been of great help in understanding the Le Mans 24 Hours.”



Three podiums in 2014, signed in Silverstone, Fuji and Bahrain, delighted Mark Webber.

This aspect of the settings is an important element for a former F1 driver who has had to revise his driving style and make concessions to accommodate requests from his team-mates. “It’s a skill that must be acquired,” he says. “Timo and Brendon have helped me in this respect as our communication is truly exceptional.” Slowly, the discussion drifts towards the Le Mans 24 Hours and the challenge set for the team and its drivers. Last year, in his comeback, Webber and Porsche were leading approaching the 22nd hour of the race before being hit by a technical problem that would end their amazing performance. “This is the magic of Le Mans. There are so many elements to consider and, above all, one must be able to go all the way. That’s the number one rule. Le Mans is such an unpredictable race: one day your car can

Still, since the arrival of Mark Webber in the World Endurance Championship, more active F1 drivers have expressed an interest in the category than ever before, including his friend Fernando Alonso, the guest of honour at Le Mans last year who officially started the race. He also paid a quick visit to the WEC paddock in Bahrain late last season. Is the Australian turning into the luxury salesman of endurance racing with his former classmates? “No, I don’t need to motivate them to come,” he says. “They know themselves what this category has become when, in theirs, the lap times are becoming increasingly slower. Eleven years ago, in Melbourne in 2004, Michael Schumacher set lap times 10 seconds faster than today’s! This is not the fault of the drivers – they know how to go much faster. But if I were 25 years old, I’d still want to be in F1. And that’s normal.” But Mark Webber is now 38. And now he dreams of winning the Le Mans 24 Hours.

“GENERALLY, IN ENDURANCE RACING, WE ARE NEVER SATISFIED IN REAL TIME THAT WHAT WE ARE DOING IS GOOD, WE ONLY REALISE IT AFTERWARDS”



TOYOTA RACING

LMP1

#1

#2

Thibaut Villemant

TOYOTA HYBRID

Toyota-Allee 7 D-50858
Köln (Marsdorf)
Germany



TS040 HYBRID

TYRES MICHELIN

MANAGEMENT

Toshio Sato
Team principal



Pascal Vasselon
Technical director



Hisatake Murata
General manager



Despite an obvious link to its predecessor, the 2015 version of the Japanese LMP1 has, among other things, an optimised hybrid system and revamped aerodynamics, while special attention has also been paid to the front and rear suspensions. The kinematics (the study of movement – Editor's note) and elasto-kinematics (the road holding – Editor's note) have been improved with a view to achieving better tyre wear. It is also worth noting the recruitment of Conway for car No.2, Nakajima's switch to Car No.1 and the signing of Japanese Kamui Kobayashi as the team's reserve driver.

PRIZE LIST

- 0 WIN AT THE 24 H. OF LE MANS
- 1 MANUFACTURERS TITLE (2014)
- 10 WINS – 21 PODIUMS
- 10 POLE POSITIONS
- 8 FASTEST LAPS
- 1 DRIVERS TITLE (2014 : Buemi-Davidson)

FOR MORE INFORMATION
www.toyotahybridracing.com

@Toyota_Hybrid www.facebook.com/ToyotaMotorsport

TECHNICAL SPECS

Engine	3.7 litre V8 normally aspirated
ERS	Super capacitor (480 hp)
ERS class	< 6 MJ
Power	520 hp
Fuel tank	68,5 litres
Weight	870 kg

- Fast and reliable car
- The TS040 seems to have less evolved than its rivals
Only two cars at Le Mans

EVOLUTION OVER THREE YEARS

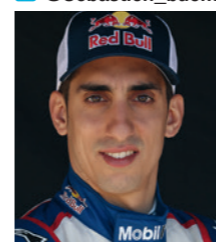
2012	2013	2014
2 nd	2 nd	1 st

STATISTICS

7 Within eight races in 2014, the world champion pair Buemi-Davidson signed seven wins.

SEBASTIEN BUEMI (Platinum)

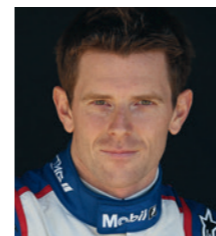
Switzerland / www.buemi.com
@Sebastien_buemi facebook.com/SebastienBuemi
Born 31 October 1988 in Aigle (Switzerland).
Digest
2nd F. BMW ADAC 2005
2nd F3 Euroseries 2007
2nd GP2 Asia 2008
55 F1 Grand Prix, between 2009 and 2011 with Toro Rosso
Reserve Red Bull driver in 2008-2012-2015
WEC 2014 World Champion



Given his performances in 2014, Buemi deserved the Driver of the Year title. In just 40 minutes in Austin, the Swiss managed to build a lead of almost 30 seconds over his rivals, which included the sister entry. Still he struggled to get over defeat at Le Mans, which will be his main goal this year.

ANTHONY DAVIDSON (Platinum)

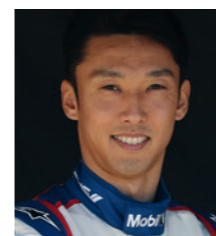
Great Britain / www.anthonydavidson.com
@antdavidson
Born 18 April 1979 in Hemel Hempstead (Great Britain).
Digest
F. Ford Festival 2000 winner
1st European F3 Cup 2001
24 F1 Grand Prix between 2002 and 2008 (Minardi, Bar and Super Aguri)
12 Hours of Sebring 2010 winner
WEC 2014 World Champion



The British driver has been one of the stars of endurance racing for some years, but he had to wait until 2014 to win his first major title. The Le Mans 24 Hours, on the other hand, has always got away from him. Third last year, for what was his second major podium, he cut a jealous figure as his rivals at Audi lifted the trophy.

KAZUKI NAKAJIMA (Platinum)

Japan / www.kazuki-nakajima.com
@kazuki_info facebook.com/NAKAJIMA.KAZUKI
Born 11 January 1985 in Okazaki (Japan).
Digest
1st Formula Toyota 2003
2nd Japan F3 2005
36 starts in F1 between 2006 and 2009 (Williams)
2nd Super GT 2012
1st Formula Nippon 2012 and 2014



Since arriving in LMP1 in 2012, his time was divided between Super GT and the WEC, but this year he has made endurance racing his priority. New team-mate of the reigning champions, he will aim to become the first Japanese to win an FIA World Championship title.

MIKE CONWAY (Platinum)

Great Britain / www.mikeconway.co.uk
@Mikeconway26 facebook.com/MikeConway26
Born 19 August 1983 in Bromley (Great Britain).
Digest
1st British FR 2.0 2004
1st F3 Macao GP F3 2006
1st F3 British 2006
F1 Reserve driver between 2007 and 2009 for Honda, then Brawn GP
5 wins in IndyCar Series



Called up for events last season, he got to sample the joy of victory in his second appearance at the wheel of the TS040 in Bahrain. After a long spell in IndyCar, he successfully migrated towards endurance racing in 2013, shining in the LMP2 class. His rise within the discipline was fast, to say the least.

STÉPHANE SARRAZIN (Platinum)

France / www.stephane-sarrazin.com
@Steph_Sarrazin facebook.com/StephaneSarrazin
Born 2 November 1975 in Alès (France).
Digest
1st FR 2.0 France 1994
French rally champion 2004 with Subaru WRC
LMS Champion 2007 and 2010
1 start in F1 in 1999 (Minardi)
2nd at 24 H. of Le Mans 2007, 2009 and 2013
2014 Tour de Corse winner



The ultimate eclectic driver, the 39-year-old Frenchman is as motivated as ever. Last year, he thought he would finally clinch the Le Mans win he has been seeking for so long, but fate dictated otherwise. His programme this year will be full – he will also be developing the Yaris WRC.

ALEXANDER WURZ (Platinum)

Austria / www.wurz.com
@alex_wurz facebook.com/alexwurzdriver
Born 15 February 1974 in Waidhofen an der Thaya (Austria).
Digest
1st F3 Austria 1993
24 H. of Le Mans 1996 and 2009
69 starts in F1 between 1997 and 2007 (Benetton, McLaren, Williams) 3 podiums
12 H. of Sebring 2010 winner



The tall Austrian has already won Le Mans twice. If his dream is to triumph for the third time at La Sarthe with what would be a third different manufacturer, he would also enjoy clinching his first world crown.

AUTO RATING



AUDI SPORT TEAM JOEST

LM P1

#7

#8



Audi AG
Communication Motorsport
D-85045 Ingolstadt, Germany



R18 E-TRON QUATTRO



MANAGEMENT

Dr Wolfgang Ulrich
Head of Audi Sport



Chris Reinke
Head of LM P1 project



Jörg Zander
Technical director



The first difference, compared to 2014, is the transition to the upper ERS class, i.e. 4 MJ. The efficiency of the V6 TDI has also been optimised. Its power having increased to 558bhp, the Audi engineers have successfully managed to more than offset the lower fuel load (-2.5%) by stepping up in class. On the aerodynamics side, the front 'bonnet', front wing and wheel arches have been redesigned. The changes in the airflow around the pods and the new layout of the radiators have resulted in an optimisation of the drag, which has also been helped by refining the engine cover design.

PRIZE LIST

- 13** WINS AT THE 24 H. OF LE MANS
- 2** MANUFACTURERS TITLES (2012, 2013)
- 13** WINS
- 33** PODIUMS
- 10** POLE POSITIONS
- 15** FASTEST LAPS
- 2** DRIVERS TITLES

(2012 : Fässler-Lotterer-Tréluyer ; 2013 ; Duval-Kristensen-McNish)

FOR MORE INFORMATION
www.audi-motorsport.com

@Audi_Sport www.facebook.com/AudiSport

TECHNICAL SPECS

Engine	4.0 litre V6 TDI
ERS	< 4 MJ
ERS class	Flywheel (~ 275 hp)
Power	558 hp
Fuel tank	54,2 litres
Weight	870 kg

- Experience
Cohesion in the team
- Aging hybrid system

EVOLUTION OVER THREE YEARS

2012	2013	2014
1 st	1 st	2 nd

STATISTICS

13

16 attempts and 13 wins in Le Mans for Audi. This has never been seen before...

MARCEL FÄSSLER (Platinum)

Switzerland / www.mfspeed.ch



Born 27 May 1976 in Einsiedeln (Switzerland).
Digest
24 Hours of Spa 2007 winner
GT Open 2009 champion
24 H. Le Mans 2011, 2012 and 2014 winner
WEC 2012 World Champion
12 Hours of Sebring 2013 winner

Quiet and reserved, the 38-year-old Swiss takes over from the retiring Tom Kristensen as the new head driver. In light of his exceptional 2014 season, he is far from retiring himself, especially as he's in peak physical shape. One of the secrets of his success is the partnership he has struck up with this two team-mates and friends, a collaboration that enters its sixth year in 2015.

ANDRÉ LOTTERER (Platinum)

Germany / www.facebook.com/alotterer



Born 19 November 1981 in Duisburg (Germany).
Digest
Formula BMW 1999 champion
Super GT 2006 and 2009 champion
Formula Nippon 2011 champion
24 H. Le Mans 2011, 2012 and 2014 winner
WEC 2012 World Champion

Revered in Japan, the German whose family roots are in Belgium, remains a WEC benchmark with the most lap records in LMP1 (eight since 2012). Alongside his commitments to Audi, he's continuing his single-seater career in the Super Formula category in Japan, where he fights for the title every year. With no clashing dates, a championship double is achievable.

BENOÎT TRÉLUYER (Platinum)

France / www.benoittréluyer.com



Born 7 December 1976 in Alençon (France).
Digest
Japan F3 2001 champion
Formula Nippon 2006 champion
Super GT 2008 champion
12 Hours of Sebring 2013 winner
24 H. Le Mans 2011, 2012 and 2014 winner
WEC 2012 World Champion

The atmosphere at Audi would not be the same without its resident comic, not that his character is a cause of concern for his engineers, who praise his technical feedback. With three wins at La Sarthe, he has the chance to equal his mentor Henri Pescarolo, a four-time winner. But the Frenchman does not care about records: the only thing that counts is the pleasure he gets behind the wheel ... or riding his motorcycle and mountain bike.

LUCAS DI GRASSI (Platinum)

Brazil / www.lucasdigrassi.com.br



Born 11 August 1984 in São Paulo (Brazil).
Digest
2nd FR 2.0 Brazil 2002
2nd South America F3 2003
Macau GP 2005 winner
2nd GP2 Series 2007
18 F1 GP with Virgin in 2010
3rd 24 Hours Le Mans 2013

In his first season at Audi in 2014, the Brazilian did not disappoint. Boosted by a home podium, during the final round of last season, he intends to fight for the world title this year. His dream? To become the first driver from Brazil to write his name in the Le Mans 24 Hours hall of fame. The 2015 version of the R18 is, in his eyes, the best car he has ever driven and should allow him to believe in its capabilities.

LOIC DUVAL (Platinum)

France / www.loicduval.com



Born 12 June 1982 in Chartres (France).
Digest
1st Campus America F3 2002 and FR 2.0 France 2003
Formula Nippon 2009 champion
Super GT 2010 champion
12 Hours of Sebring 2011 winner
24 Hours Le Mans 2013 winner
WEC 2013 World Champion

Some say that he had the talent to get to Formula One. Philippe Sinault, who oversaw his early career, reckons he was faster than Lewis Hamilton. Certainly one of the most gifted drivers of his generation, the Frenchman will want to use 2015 to forget 2014 when he was forced out of action for two months following his very violent accident during free practice for the Le Mans 24 Hours.

OLIVER JARVIS (Platinum)

Great Britain / www.oliverjarvis.com



Born 9 January 1984 in Burwell (England).
Digest
Formula Renault UK 2005 champion
Macau GP F3 2007 winner
3rd A1 GP 2008
3rd des 24 Hours Le Mans 2012 and 2013
12 Hours of Sebring 2013 winner

Handed the huge responsibility of replacing Kristensen, the Brit is no newcomer at Audi having driven for the make since 2007. After a spell in DTM, Jarvis moved to endurance racing in 2012. He's achieved success since then with two podiums at Le Mans and a win at Sebring. His first challenge will be to reach the level of his team-mates.

AUTO RATING



PORSCHE TEAM

LM P1

#17

#18



Porsche Engineering Group GmbH
Porschestraße D-71287 Weissach,
Germany



919 HYBRID

TYRES MICHELIN

MANAGEMENT

Fritz Enzinger
Vice-president
of LM P1



Alex Hitzinger
Technical
director



Andreas Seidl
Team
principal



While the 919 Hybrid name remains, Porsche estimates that 90 per cent of the parts used in the 2015 version of the LMP1 are new, the aim being to overcome the issues experienced in 2014, such as lack of consistency or the excessive front tyre wear, a result of aerodynamic deficiencies. The monocoque, notably, is completely new. A milestone was reached in terms of aero and weight gain with the German car about 30kg overweight. The improvements have enabled the introduction of an improved hybrid system, the 919 now being entered in the 8 MJ ERS class.

PRIZE LIST

- 16 WINS AT LE MANS
- 0 MANUFACTURERS TITLE
- 1 WIN
- 6 PODIUMS
- 4 POLE POSITIONS
- 1 FASTEST LAP
- 0 DRIVERS TITLE

FOR MORE INFORMATION

www.porsche.com/france/sportsandevents/motorsport/
@PorscheRaces
facebook.com/pages/Porsche-Motorsport-News

TECHNICAL SPECS

Engine	2.0 litre V4 turbo
ERS	Battery
ERS class	< 8 MJ
Power	+500 hp
Fuel tank	68,5 litres
Weight	870 kg

Very fast car
Highest ERS class

Still need to find the perfect reliability

EVOLUTION OVER THREE YEARS

2012	2013	2014
-	-	3 rd

STATISTICS

8 Porsche is the very first manufacturer to enter in the highest ERS class, the < 8 MJ one.

TIMO BERNHARD (Platinum)

Germany / www.timo-bernhard.de
@Timo_Bernhard facebook.com/timobernhard.de



Born 24 February 1981 in Homburg (Germany).
Digest
24 H. of Daytona 2003 winner
GT ALMS 2004 champion, LM P2 2007-2008 champion
12 H. of Sebring 2008 winner
24 H. of the Nürburgring winner (2006 to 2009, 2011)
24 H. of Le Mans 2002 (GT) and 2010 winner

Works driver at the Stuttgart-based firm since 2002, the German has built an impressive CV over the years with victories at Le Mans (with Audi), Sebring and Daytona. Like his friend Romain Dumas, he's a big fan of rallying and is a highly respected member of his team.

BRENDON HARTLEY (Platinum)

New Zealand / www.brendonhartley.co.nz
@BrendonHartley facebook.com/brendon.hartley.1



Born 10 November 1989 in Palmerston North (New Zealand).
Digest
2nd F. Ford New-Zealand 2003 and 2004
Eurocup FR 2.0 2007 champion
3rd Macau GP 2008
F1 reserve driver of Red Bull / Toro Rosso (2007-2010)
F1 simulator driver of Mercedes (2012-13)

The New Zealander, who was unceremoniously ejected from the Red Bull fold in 2010, is the architect of the talented young driver having turned to Endurance racing at the right time. Brilliant in LM P2, he caught the eye of Porsche and has become an established protégé of the brand's big boss, Mathias Müller.

MARK WEBBER (Platinum)

Australia / www.markwebber.com
@AussieGrit facebook.com/aussiegrit



Born 27 August 1976 in Queanbeyan (Australia).
Digest
2nd FIA GT 1998
2nd F3000 2001
215 F1 GP between 2002 and 2013 (Minardi, Jaguar, Williams, Red Bull)
9 wins, 42 podiums, 13 pole positions, 17 fastest laps

He openly admits that the move from F1 to LM P1 was not the easiest, especially as the level is higher than some tend to think. In 2014, the Australian grew steadily throughout the season. In 2015, he should be up there with the best.

ROMAIN DUMAS (Platinum)

France / www.romaindumas.com
@RomainDumas www.facebook.com/RomainDumasOfficiel



Born 14 December 1977 in Alès (France).
Digest
24 H. of Spa 2003 and 2010 winner
24 H. of the Nürburgring (2007 to 09, 11) winner
ALMS LM P2 2007-2008 winner
12 H. of Sebring 2008 winner
24 H. of Le Mans 2013 GTE Pro winner
24 H. of Le Mans 2010 winner

In 2010, when he won the Le Mans 24 Hours with Audi, he felt he'd betrayed his favourite make, Porsche, who had loaned him to its VW group cousin. That's why he's dreaming of scoring another win at La Sarthe. His character and humour make him very popular in the paddock.

NEEL JANI (Platinum)

Switzerland / www.neel-jani.com
@neeljani facebook.com/NeelJaniRacing



Born 8 December 1983 in Rorschach (Switzerland).
Digest
2nd Eurocup FR 2.0 2002, 2nd Eurocup FR V6 2003, A1GP 2007-2008 champion
F1 reserve driver Red Bull / Toro Rosso (2004-06)
1st LM P1 «private» at Le Mans 2011 and 2012
Petit Le Mans 2012 and 2013 winner

Though many found the decision to hire this former Rebellion Racing member a curious one, the Swiss quickly proved he could cope with life driving for a major manufacturer team in LM P1. Last year, he was definitely the fastest Porsche driver over a single lap.

MARC LIEB (Platinum)

Germany / www.marc-lieb.de
@LiebMarc facebook.com/pages/Marc-Lieb



Born 4 July 1980 in Ludwigsbourg (Germany).
Digest
LMS GT2 2005, 06, 09 and 2010 champion
24 H. of the Nürburgring 2007, 2008, 2009 and 2011 winner
24 H. of Spa 2003 winner
24 H. of Le Mans 2005 (GT2), 2010 (GT2) and 2013 (GTE Pro) winner

His GT record speaks for itself. A product of the Porsche family, his employer gave him the chance to step up to LM P1 in 2014 and the German jumped at the opportunity, proving doubters wrong that an established GT driver wasn't cut out for Endurance racing's upper echelon.

AUTO RATING

91%	VELOCITY	95%
87%	EXPERIENCE	93%

NISSAN MOTORSPORT

NISSAN nismo

LM P1

#22

#23



GT-R LM NISMO

TYRES MICHELIN

MANAGEMENT

Shoichi Miyatani
Nismo CEO



Darren Cox
Nissan Motorsport Global director



Ben Bowiby
Team principal and technical director



Front engine, front-wheel drive, smaller tyres at the rear and internal aerodynamic flows are the main features of the GT-R LM Nismo, which sadly won't appear until the Le Mans 24 Hours. By opting for all these bold choices, its creator Ben Bowiby hopes that the car will generate more downforce than its rivals, while producing less drag. Among several other potential benefits, this should ensue an excellent top speed, which is a sizeable advantage at La Sarthe. While the car is assembled at All American Racers in Santa Ana, California, the team is based in Indianapolis at the former Forsythe Racing premises. The twin-turbo V6 is, however, designed in Japan, creating a mixture of cultures that could be complicated to manage. But after 16 years of absence, Nissan is more than welcome back to the top class.

PRIZE LIST

0 WIN AT LE MANS WEC START

FOR MORE INFORMATION
www.nismo.co.jp

@Nissan_MSport facebook.com/NISMO.EU

TECHNICAL SPECS

Engine	3.0 litre V6 twin turbo
ERS	Flywheel
ERS class	< 2 or 4 MJ
Power	550 hp
Fuel tank	68,5 litres
Weight	+ 870 kg

- Innovative project
- Innovative project Lacks of means and of time

EVOLUTION OVER THREE YEARS

2012	2013	2014
-	-	-

STATISTICS

0 Never a front wheel drive car won the 24 Hours of Le Mans.

MICHAEL KRUMM (Platinum)

Germany / www.michaelkrumm.com
@MichaelKrumm



Born 19 March 1970 in Reutlingen (Germany).
Digest
F3 Japan 1994 champion
Super GT 1997 and 2003 champion
FIA GT1 2011 champion

Faithful to the Nissan brand since 1998 and married to a Japanese wife, the German was part of the Nissan fold when it made its last appearance in the top class of Endurance racing between 1997 and 1999. However, it was with Audi that he experienced the joy of a Le Mans podium back in 2002.

OLIVIER PLA (Platinum)

France / www.olivierpla.com
@olivierpla facebook.com/olivier.pla.5



Born 22 October 1981 in Toulouse (France).
Digest
3rd FR Campus France 2000
3rd F3 France 2002
LMS 2009 champion in LM P2
2nd WEC 2013 and 2014 in LM P2
2nd of the 24 H. of Le Mans 2013 in LM P2

With 16 podiums, nine pole positions and 11 fastest laps, the Frenchman was a dominant force in LM P2 for three seasons and is considered by many as one of the fastest drivers at the wheel of a prototype. Nissan chose wisely, signing him as one of its star drivers.

HARRY TINCKNELL (Gold)

Great Britain / www.harrytincknellracing.com
@HarryTincknell
facebook.com/pages/Harry-Tincknell-Racing

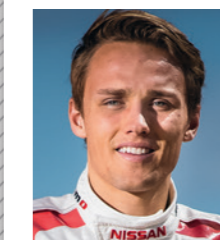


Born 29 October 1991 in Exeter (Great Britain).
Digest
FR 2.0 UK Winter Series 2009 champion
5th British F3 2012
5th FIA F3 European 2013
2nd ELMS 2014
LM P2 winner of the 24 H. of Le Mans 2014

The Briton made an impressive start in endurance racing last year with four ELMS pole positions out of a possible five, plus the LMP2 victory in the Le Mans 24 Hours at this first attempt. It was an audacious achievement that cheered Nissan. He will also contest the ELMS with Jota Sport.

MAX CHILTON (Platinum)

Great Britain / maxchilton.com
@maxchilton facebook.com/MaxChiltonOfficial



Born 21 April 1991 in Reigate (Great Britain).
Digest
2nd T-Cars 2006
4th British F3 2009
4th GP2 2012
35 F1 GP with Marussia between 2013 and 2014

After two years in F1 with Marussia, the British driver returns to a category that he sampled in 2007 when, only 16, he took part in the 1000km of Silverstone, sharing an Arena-run Zytek with older brother Tom. It was a debut that didn't go unnoticed.

MARC GENÉ (Platinum)

Spain / www.marcgene.com
@marc_gene facebook.com/pages/Marc-Gené

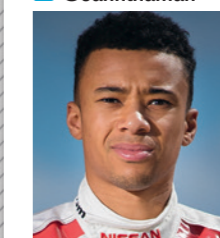


Born 29 March 1974 in Sabadell (Spain).
Digest
2nd F. Ford Festival 1996
Open Fortuna by Nissan 1998 champion
2nd LMS 2008
2nd 24 H. of Le Mans 2008 and 2014
Winner of the 24 H. of Le Mans 2009
3rd 24 H. of Le Mans 2013
36 F1 GP between 1999 and 2004

Winner of the Le Mans 24 Hours in 2009 with Peugeot and a podium visitor with Audi in 2013 and 2014, the Spaniard was recruited by Nissan for his development skills, which he acquired, in particular, in F1 with McLaren, Williams and Ferrari.

JANN MARDENBOROUGH (Platinum)

Great Britain
@Janthaman



Born 9 September 1991 in Darlington (Great Britain).
Digest
GT Academy Europe 2011 winner
3rd 24 H. of Le Mans 2013 en LM P2
6th British F3 2013
5th 24 H. of Le Mans 2014 in LM P2
2nd Toyota Racing New Zealand 2014
9th GP3 Series 2014

A graduate of the GT Academy (a competition that aims to transform Gran Turismo gaming addicts into professional drivers), the Brit has only been racing since 2012. However, of all the GT Academy intake, he has certainly been the most impressive and has also stood out in the GP3 Series and in LMP2.

AUTO RATING



REBELLION RACING

LM P1

#12

#13



2 chemin des mésanges
1032 Romanel-sur-Lausanne
Switzerland



R-ONE

TYRES MICHELIN

Rebellion has not unveiled its 2015 R-One yet. The Swiss team will not be in Silverstone and Spa.

MANAGEMENT

Bart Hayden
Team manager



Ian Smith
Technical director



James Robinson
Car #12 Engineer



Convinced that it is now preferable for a private LMP1 to have a turbocharged engine, the Swiss team swapped its Toyota normally aspirated V8 for the twin-turbo V6 AER, a move that requires major changes to the rear axle of the R-One. It's a task being undertaken by car designer Oreca with a debut scheduled for May 31, the test day for the Le Mans 24 Hours. The arrival of Swiss Alexandre Imperatori and Germany's Daniel Abt are noteworthy.

PRIZE LIST in WEC (LM P1)

- 0 WIN AT THE 24 H. LE MANS
- 3 TEAMS TITLES (2012, 2013 and 2014)
- 0 WIN – 2 PODIUMS
- 0 POLE POSITION
- 0 FASTEST LAP
- 1 LMP1 PRIVATE TEAMS DRIVERS TITLE (2014 : Beche-Heidfeld-N. Prost)

FOR MORE INFORMATION
www.rebellion-racing.com

@RebellionRacing facebook.com/rebellionracing

TECHNICAL SPECS

Engine	V6 twin turbo AER
Power	600 hp
Fuel tank	68,5 litres
Weight	850 kg

- Switch to a turbo engine
- No real competition

EVOLUTION OVER 3 YEARS (P1 Teams)

2012	2013	2014
1 st	1 st	1 st

STATISTICS

4 The best result of the Rebellion Racing at the 24 H. Le Mans, in 2012 and 2014.

MATHIAS BECHE (Platinum)

Switzerland / www.mathiasbeche.com
@MathiasBeche facebook.com/mathias.beche



Born 28 June 1986 in Geneva (Switzerland).
Digest
2nd FR 2.0 Asia 2008
3rd Formula Le Mans 2009
ELMS 2012 champion
2nd LM P2 at the 24 H. Le Mans 2012
1st LM P1 private teams driver WEC 2014
4th 24 H. Le Mans 2014

Having gone from Formula Le Mans to LMP1 in only three years, he is a product of the endurance racing industry. He was recently invited to test for Toyota Racing at Motorland-Arago in Spain. Less famous than his team-mates Prost and Heidfeld, he should not be ashamed of the parallel.

NICK HEIDFELD (Platinum)

Germany / www.nickheidfeld.com
@NickHeidfeld facebook.com/nickheidfeld



Born 10 May 1977 in Mönchengladbach (Germany).
Digest
Macau GP F3 1997 winner
German F3 1997 champion
F3000 1999 champion
Petit Le Mans 2013 winner
183 F1 GP F1 from 2000 to 2011
(13 podiums, 1 pole, 2 fastest laps)

After a long career in F1, the German driver set himself a new challenge when he moved to endurance racing in 2013. While he likes the friendly atmosphere at Rebellion Racing, a move to a top-class manufacturer would have appealed only he rejected an offer from Nissan due to the lack of guarantees.

NICOLAS PROST (Platinum)

France / www.nicolas-prost.com
@nico_prost



Born 18 August 1981 in Saint-Chamond (France).
Digest
Euroseries 3000 2008 champion
Petit Le Mans 2012 and 2013 winner
Lotus F1 development driver 2012-2015
1st LM P1 private teams driver WEC 2014

The Frenchman, who is currently standing out in Formula E, is heading into a seventh season under Bart Hayden's guidance. Rarely one to make mistakes, he forms a high quality trio with Nick Heidfeld and Mathias Beche.

DANIEL ABT (Platinum)

Germany / www.danielabt.de
@Daniel_Abt facebook.com/abtdaniel



Born 3 December 1992 in Kempten (Germany).
Digest
ADAC Formula Masters 2009 champion
2nd F3 Allemagne 2010
7th F3 Euro Series 2011
2nd GP3 Series 2012
16th GP2 Series 2014

Son of Hans-Jürgen Abt, owner of the famous German car preparation firm and official representative of Audi in the DTM, the 22-year-old German was still racing in the GP2 Series last year. But due to a lack of success, he has decided to change disciplines. With Rebellion, he has the perfect platform for serving

ALEXANDRE IMPERATORI (Gold)

Switzerland / www.alexandreimperatori.com
@aleximperatori facebook.com/alexandre.imperatori



Born 19 April 1987 in Châtel-Saint-Denis (Switzerland).
Digest
FR Challenge China 2006 champion
2nd Macao GT Cup 2012
Porsche Carrera Cup Asia 2012 champion
6th LM P2 WEC 2014

Rebellion Racing has always relished employing home-grown drivers, which is all the better for the Swiss, who caught the eye of Bart Hayden last year, while racing for KCMG in LMP2. After a long exile in Asia, where he triumphed in the Porsche Carrera Cup, it would not be surprising to see him set good lap times.

DOMINIK KRAIHAMER (Gold)

Austria
@DodoKraihamer facebook.com/dominik.kraihamer

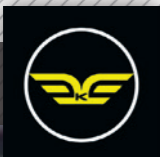


Born 29 November 1989 in Oberndorf bei Salzburg (Austria).
Digest
5th Formula Le Mans 2010
5th LM P2 LMS 2011
2nd LM P1 private teams driver WEC 2014

The Austrian is tackling a second top-rank season with Rebellion Racing. Successful in 2014, he would like to get closer to his sister car. This year, he will have to deal with two new team-mates, one with no experience of the LM P1, the other with no experience of endurance racing.

AUTO RATING

88%	VELOCITY	83%
89%	EXPERIENCE	78%



BYKOLLES RACING

LM P1

#4

P.O. Box Kodewa
KG Industriestrasse
35 91171 Greiding – Germany



CLM P1/01

TYRES MICHELIN

MANAGEMENT

Colin Kolles
Owner



Boris Bernes
Team principal



Mark Van Dommelen
Team manager



While the team, now flying the Austrian flag, took the name of its owner (Colin Kolles) with dual German and Romanian nationality, it is actually the Lotus LMP outfit of recent years. The CLM P1/01 has changed little during the winter although Team Principal Boris Bernes suggested that developments, particularly to the drive train, should arrive by Silverstone. But before targeting results and rubbing shoulders with Rebellion, this small team has a number of reliability problems to resolve.

PRIZE LIST in LM P1

- 0 WIN AT THE 24 H. LE MANS
- 0 TEAMS TITLE
- 0 WIN – 0 PODIUM
- 0 POLE POSITION
- 0 FASTEST LAP
- 0 LMP1 PRIVATE TEAMS DRIVERS TITLE

FOR MORE INFORMATION
www.bykolles.at

@ByKolles facebook.com/bykolles

TECHNICAL SPECS

Engine	V6 twin-turbo AER
Power	600 hp
Fuel tank	68,5 litres
Weight	850 kg

- + Its only rival, Rebellion, will miss the first two races
- A car troubled at birth
The crew will always change

EVOLUTION OVER 3 YEARS (P1 Teams)

2012	2013	2014
-	-	3 rd

STATISTICS

0 5 starts but no top ten for the Team Lotus LMP (former name of the team) last year.

PIERRE KAFFER (Gold)

Germany / pierre-kaffer.de/41508147911
@Pierre_kaffer
facebook.com/pierre.kaffer



Born 7 November 1976 in Bad-Neuenahr-Ahrweiler (Germany).
Digest
1st F. Ford 1800 All. 95
1st F. Open All. 1996
3rd Supercup 2003
1st Le Mans 2009 (GT2)
1st GT Open 2010

An unknown quantity, the German registered some decent results with Audi in the DTM and LMP1, with Ferrari in GT and PeCom Racing in LMP2. He's also contesting USC in a 458 Italia GTE fielded in GT LM by Risi Competizione, which will ensure he misses Spa.

TONIO LIUZZI (Platinum)

Italia /
facebook.com/vitantonio.liuzzi.54
@realliuZZi



Born 6 August 1981 in Locorotondo (Italia).
Digest
2nd FR 2.0 All. 2001
1st F3000 2004
80 F1 GP between 2005 and 2012

Like Kaffer, he is one of Colin Kolles' cherished drivers after they worked together in F1 in 2011 at the Hispania Racing Team. His move to Japan last year didn't produce the results he'd hoped for as he continues to struggle to bounce back after his F1 career ended.

SIMON TRUMMER (Gold)

Switzerland / www.simontrummer.ch
@s_trummer



Born 8 June 1989 in Frutigen (Switzerland).
Digest
2nd FR 2.0 Switzerland 2008
17th GP2 Series 2014

The only driver assured of taking part in all eight races, the Swiss finished 17th in last year's GP2 Series with a visit to the podium in Bahrain the highlight. A beginner within a team struggling to become established, his first season in Endurance racing promises to be somewhat tough.

AUTO RATING

VELOCITY
EXPERIENCE

82%

84%

24h
LE MANS
13-14 JUN 2015

OFFICIAL PROGRAM + PRACTICAL GUIDE (32 pages)
ENTRY LIST (68 pages)
french & english versions

5€

VISIT and ORDER
www.hommell-magazine.com



PRINT VERSION

G-DRIVE RACING

LM P2

#26

#28



Technoparc des 24 Heures
Chemin aux bœufs
72 100 Le Mans – France



LIGIER JS P2

TYRES DUNLOP

MANAGEMENT

Philippe Dumas
Team principal



Bruno Corbe
Chief engineer
Engineer #26



Gautier Bouteiller
Engineer #28



The statistics are there to prove it. G-Drive Racing should have won the LMP2 title last year, fair and square. But bad luck and mechanical issues intervened and for the second year running the Russian team narrowly missed out on title glory. The 2013 crown was lost (with the new delta-ADR) after the team was disqualified at Le Mans when the car was deemed to have a fuel tank that did not comply with the rules. Behind G-Drive Racing is the Oak Racing team of Jacques Nicolet, with Philippe Dumas at the helm. To maximise their title chances in 2015 they will race two Ligier JS P2s. If the crew of the No26 car is the favourite, the No28 crew could also have a say in proceedings...

PRIZE LIST in LM P2

- 0 WIN AT THE 24 H. LE MANS
- 0 TEAMS TITLE
- 8 WINS - 13 PODIUMS
- 10 POLE POSITIONS
- 11 FASTEST LAPS
- 0 DRIVERS TITLE

FOR MORE INFORMATION
www.onroak.com

GDrive_Racing facebook.com/GDriveRacing

TECHNICAL SPECS

Engine	4.5 litre V8 Nissan normally aspirated
Power	450 hp
Fuel tank	75 litres
Weight	900 kg

- Wonderful car and crew for the #26. Interesting potential for the #28.
- The G-Drive Racing failed twice in the title race.

EVOLUTION OVER THREE YEARS

2012	2013	2014
-	3 rd	2 nd

STATISTICS

10 G-Drive clinched the pole position 10 times in 16 starts. It is the record in the LM P2 category.

SAM BIRD (Platinum)

Great Britain / www.sambird.com
 @sambirdracing facebook.com/bird.man.50596

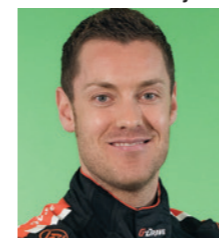


Born 9 January 1987 in Roehampton (England).
Digest
2nd Formula BMW UK 2005
3rd F3 Macao GP 2009
3rd FR 3.5 Series 2012
2nd GP2 Series 2013

For a driver to compete at the front in Formula Renault 3.5 or GP2, there has to be talent. But, tired of F1's doors closing on him, the Briton successfully turned to GT racing last year. Logically, the lap times should follow. After all, the WEC's LMP2 class is not the worst place to revamp a driving career.

JULIEN CANAL (Silver)

France
 facebook.com/julien.canal.72



Born 15 June 1982 in Le Mans (France).
Digest
6th FR 2.0 France 2006
3rd LMS 2010 in GT1
24 H. Le Mans winner in 2010 (GT1), 2011 (GTE Am) and 2012 (GTE Am)
2nd LM P2 WEC 2014

Canal is the sort of 'gentleman driver' that teams dream of employing as he rarely makes a mistake at the wheel. In LMP2 it is often the 'amateur' driver who makes the difference, and Canal is a valuable asset. A triple class winner at La Sarthe, where he comes from, he never missed a beat on his LMP2 debut last year. Now, he will be eyeing the title.

ROMAN RUSINOV (Gold)

Russia / www.rusinov.com
 @Roman_Rusinov facebook.com/roman.rusinov.racing

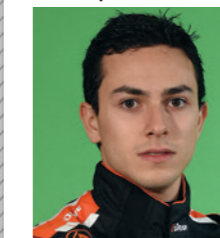


Born 21 October 1981 in Moscow (Russia).
Digest
3rd Formula Palmer Audi 2002
1st LMP 675 1000 km of Le Mans 2003
Midland F1 test in 2005
ELMS 2004 GT champion
3rd LM P2 FIA WEC 2013
2nd LM P2 FIA WEC 2014

When he's not racing this Russian works for G-Drive as part of the Gazprom industry. Thus he is normally in charge of all things marketing-related, right down to making sure the correct stickers are placed on the back of the race trucks. But, once behind the wheel, he is as good as anyone in this class. He will be out for revenge this season, having missed out on the title for two years in a row.

PIPO DERANI (Gold)

Brazil / www.pipoderani.com.br
 @PipoDerani



Born 12 October 1993 in São Paulo (Brazil).
Digest
3rd GP Macao F3 2013
8th European FIA F3 Europe 2013
5th Pro Mazda Winterfest 2014

This Brazilian is Philippe Dumas's latest discovery. The author of some good performances in F3, Derani was talent spotted at the end of last year while racing a Murphy Prototypes-run Oreca 03-Nisan in the ELMS. For his WEC debut, he has a car in which he can play to win. Now it's up to him to show us that he has the potential to fulfil his dream of racing in LMP1.

RICARDO GONZALEZ (Silver)

Mexico / ricardogonzalez.com.mx
 @ricardo_racing facebook.com/ricardoracing



Born 20 October 1978 in Monterrey (Mexico).
Digest
ALMS 2011 LMPC champion
LM P2 WEC 2013 champion
24 Hours Le Mans 2013 LM P2 winner

Winner of the LMP2 title two years ago with Oak Racing – along with a class victory at Le Mans – the Mexican is making his comeback as part of Jacques Nicolet's line-up. There are unfamiliar faces at the team and a new car, but the goal remains the same. Now Gonzalez must stay focused and avoid the errors that he sometimes makes.

GUSTAVO YACAMAN (Gold)

Colombia / www.gustavoyacaman.com
 @GustavoYacaman facebook.com/gustavoyacaman



Born 25 February 1991 in Santiago de Cali (Colombia).
Digest
3rd Indy Lights 2012
5th GrandAm 2013
5th USC 2014

New to the WEC, the Mexican nevertheless knows Philippe Dumas's team very well after successfully competing for Oak Racing in last year's United SportsCar Championship (USC). Moreover, he helped give the La Sarthe squad its first overseas win at Mosport (Canada). The Colombian is fast but sometimes gets caught out in traffic.

RATING

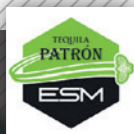
90%

86%

VELOCITY
EXPERIENCE

84%

82%



7782 Jack James Drive
Stuart
FL 34997 - USA



LIGIER JS P2

TYRES DUNLOP

ESM will begin the season, in Silverstone, with its HPD ARX-03b (picture above). From Spa, it will enter two Ligier JS P2.

MANAGEMENT

Robin Hill
Head of operations



After winning the American Le Mans Series title in 2009, former IndyCar racer Scott Sharp founded his own sportscar team with Ed Brown. They ran a pair of Ferraris in GT racing before moving up to LMP2 level in 2013. The team stuck to competing in US series before dipping its toes in the WEC twice last year, at Austin, Texas and Shanghai. This year's transition to a global stage in the WEC is down to Brown's desire to promote his brand (Tequila Patron) outside America. With its HPD ARX 04b not ready, the team will race its good old ARX-03b, before switching to a Ligier JS P2 for the 6 Hours of Spa.

PRIZE LIST in LMP2

- 0 WIN AT THE 24 H. LE MANS
- 0 TEAMS TITLE
- 0 WIN - 2 PODIUMS
- 0 POLE POSITION
- 0 FASTEST LAP
- 0 DRIVERS TITLE

FOR MORE INFORMATION
www.esmracing.com

@Patron facebook.com/TequilaPatronESM

TECHNICAL SPECS

Engine	V6 twin turbo HPD
Power	470 hp
Fuel tank	75 litres
Weight	900 kg

- The Ligier JS P2 proved to be a very fast car.
- The lack of experience outside the american continent.

EVOLUTION OVER THREE YEARS

2012	2013	2014
-	-	-

STATISTICS

1 Extreme Speed Motorsports will be the only american team on the grid this year.

RYAN DALZIEL (Platinum)

Great Britain / www.ryandalziel.com
@ryan_dalziel



Born 12 April 1982 in Glasgow (Scotland).
Digest
2nd FR UK 2000
2nd F. Atlantic 2003 and 2004
24 Hours of Daytona 2010 winner
2nd Grand Am 2012
LM P2 24 Hours Le Mans 2012 winner
9th TUSC 2014

One of the fastest yet most underrated sportscar talents, had there been an LMP2 drivers' title in the 2012 WEC, he would have secured it while racing for Starworks Motorsport. After switching to a Viper in 2013, he returned to LMP2 last year with ESM. Could he now achieve what he should have done three years ago?

DAVID HEINEMEIER HANSSON

Denmark / david.heinemeierhansson.com (Silver)
@DHH



Born 15 October 1979 in Copenhagen (Denmark).
Digest
2nd LM P2 ALMS 2012
2nd LM P2 FIA WEC 2013
2nd LM P2 24 Hours Le Mans 2013
GTE Am FIA WEC 2014 champion
GTE Am 24 Hours Le Mans 2014 winner

A world-famous computer expert, the Dane began his racing career very late. But thanks to his driving capability, 'DHH' has already built a consistent track record. Crowned GTE Am Champion with Aston Martin last year, as well as winning in the Le Mans 24 Hours, this year he returns to a class where he impressed two years ago with Oak Racing, finishing as runner-up.

SCOTT SHARP (Platinum)

USA
facebook.com/ScottSharpESM



Born 14 February 1968 in East Norwalk (Connecticut).
Digest
Trans Am 1993 champion
24 Hours of Daytona 1996 winner
IndyCar Series 1996 champion
ALMS 2009 champion
9th TUSC 2014

Now well into his forties, the American would love broaden his racing record, with his previous successes all clinched on home soil. With a promising Ligier-HPD package and strong team-mates, the former IndyCar champion has good reason to dream...

ED BROWN (Silver)

USA
facebook.com/ed.j.brown.7



Born 18 January 1963 in Denver (Colorado).
Digest
5th ALMS (Challenge) 2009
12th GT2 ALMS 2010
7th LM P2 ALMS 2013
8th TUSC 2014

CEO of Tequila Patron, he is very keen on motorsports. Besides being the co-owner of his own team with Scott Sharp, his firm has long been the ALMS title sponsor before partnering, last year, with the NAEC (North American Endurance Cup), which includes the four long races of the USC.

JON FOGARTY (Gold)

USA
@JonFogarty99



Born 25 May 1975 in Palo Alto (California).
Digest
F. Atlantic 2002 and 2004 champion
3rd GT ALMS 2005
Grand Am 2007 and 2009 champion

Not so well known in Europe, this Californian is a benchmark in endurance racing in the US. And for good reason, having twice won the Grand-Am championship. But the winner of two Formula Atlantic titles at the start of the 21st century will have to work hard to succeed in the WEC.

JOHANNES VAN OVERBEEK (Gold)

USA



Born 14 April 1973 in Sacramento (California).
Digest
3rd SCCA World Challenge 2001
2nd GT ALMS 2004, 2006, 2007 and 2012
3rd GT2 24 Hours Le Mans 2005
8th TUSC 2014

The American was previously part of the successful Flying Lizard Motorsport team, which runs works Porsches in the ALMS. But after gaining a strong record in that series, the Californian decided to ply his trade elsewhere, which is all the better for him since ESM offers him to chance to race in prototypes.

AUTO **REPORT** RATING

86%	VELOCITY	77%
89%	EXPERIENCE	76%



Technoparc des 24 Heures
Chemin aux bœufs
72 100 Le Mans, France



LIGIER JS P2

TYRES **DUNLOP**

MANAGEMENT

Philippe Dumas
Team principal



Jérôme Plassart
Engineer #35



Léo Da Silva
Chief mechanic



Since last year this team has run cars under the G-Drive Racing banner, but in 2015 its returns to the WEC under its own name. It has a Ligier identical to the No26 and 28 cars of G-Drive, but the No35 machine is entrusted to a trio of gentleman drivers. However, the lead driver is none other than Jacques Nicolet, boss of Oak Racing and Onroak Automotive, to whom we owe the Ligier JS P2 and Morgan. After just one season away, he can no longer resist the call of the steering wheel...

PRIZE LIST in LM P2

- 1** WIN AT THE 24 H. LE MANS
 - 1** TEAMS TITLE (2013)
 - 2** WINS – **15** PODIUMS
 - 6** POLE POSITIONS
 - 5** FASTEST LAPS
 - 1** DRIVERS TITLE
- (2013 : Baguette-Plowman-Ri. Gonzalez)

FOR MORE INFORMATION
www.oakracing.com

@OAKRacingLive facebook.com/oakracingcommunity

TECHNICAL SPECS

Engine	4.5 litre V8 Nissan normally asp.
Power	450 hp
Fuel tank	75 litres
Weight	900 kg

- Very fast car.
- The crew is a combination of three gentlemen drivers.

EVOLUTION OVER THREE YEARS

2012	2013	2014
4 th	1 st	-

STATISTICS

7 From Spa, Onroak Automotive will have seven cars on the grid in LM P2.

ÉRIK MARIS (Bronze)

France

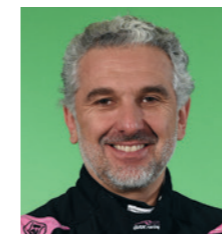


Born 16 February 1964.
Digest
3rd 24 Hours of Dubai (A6 Am) 2014
13th GTE Am 24 Hours of Le Mans 2014

Maris and his team-mates are friends with a shared passion for motorsport, who all began racing in historic events and just want to have fun. A partner of Jean-Marie Messier at Messier Maris & Associés, Maris made his first appearance with Oak Racing in the 2013 World Endurance Championship, when he teamed up with Jacques Nicolet and Jean-Marc Merlin in a Nissan-engined Morgan in Austin (USA).

JEAN-MARC MERLIN (Bronze)

France



Born 23 June 1964 in Lyon (France).
Digest
3rd SP1 24 H. Series 2010
5th LM PC ELMS 2012
13th GTE Am 24 hours of Le Mans 2014

After joining Erik Maris and Eric Hélary at the IMSA Performance Matmut team for the European Le Mans Series (ELMS) and Le Mans last year, the Frenchman returns to a team for which he competed in the WEC and at La Sarthe in 2013. Along with his team-mates, he likes to joke about putting in “the least bad performance” possible.

JACQUES NICOLET (Bronze)

France



Born 5 April 1956 in Gigondas (France).
Digest
1st LM P2 Asian Le Mans Series 2009
3rd LM P2 24 Hours of Le Mans 2009
3rd LM P2 Le Mans Series 2010 and 2012

After buying Saulnier Racing at the end of 2006, the Frenchman turned the renamed Oak Racing into a reference point for endurance racing. But the businessman has never lost his appetite for driving. So following a year out in 2014, the big boss of Onroak Automotive – to whom we owe the Ligier JS P2 and Morgan – is back in action behind the wheel.

AUTO RATING

VELOCITY	68%
EXPERIENCE	74%

SIGNATECH ALPINE

LMP2

#36

1 Rue Michael Faraday
18000 Bourges
France

SIGNATECH ALPINE



ALPINE A450B

TYRES DUNLOP

MANAGEMENT

Bernard Olivier
Alpine CEO



Philippe Sinault
Team principal



Lionel Chevalier
Technical director



Established in 1992 by Philippe Sinault, current technical director Lionel Chevalier and the late Michel Raffaelli, the team from Bourges built its reputation in Formula 3, amassing a French title (Jonathan Cochet in 2000), four European crowns (Benoît Tréluyer in 1999, Jonathan Cochet in 2000, Renaud Derlot in 2002 and Eduardo Mortara in 2010) and three wins at Macau (Nicolas Lapierre in 2003, Mortara in 2009 and 2010). But its record in endurance racing, into which it first ventured in 2009, is also looking good. LMP2 Team's Champion in the 2011 Intercontinental Le Mans Cup, Signatech has also given Alpine – a partner since 2013 – two important titles in the ELMS.

PRIZE LIST in WEC

- 0 WIN AT LE MANS
- 0 TEAMS TITLE
- 0 WIN – 3 PODIUMS
- 0 POLE POSITION
- 1 FASTEST LAP
- 0 DRIVERS TITLE

FOR MORE INFORMATION
www.signature-team.com

@signatureace
 facebook.com/pages/Team-SIGNATURE

TECHNICAL SPECS

Engine	4.5 litre V8 Nissan normally asp.
Power	450 hp
Fuel tank	75 litres
Weight	900 kg

- Won two ELMS titles in a row. Talented crew.
- The A450b is an old generation LM P2.

EVOLUTION OVER THREE YEARS

2012	2013	2014
6 th	-	-

STATISTICS

2 2nd in 2011 and 3rd in 2014, Signatech already scored two podiums at the 24 Hours of Le Mans.

VINCENT CAPILLAIRE (Silver)

France / www.vincent-capillaire.fr
 @VCapillaire facebook.com/vincent.capillaire



Born 4 July 1976 in Le Mans (France).

Digest

- 11th Elite Nascar Whelen Euro Series 2011
- 2nd V de V Endurance Moderne –Proto 2013
- 1st V de V Endurance Moderne –Proto 2014
- 4th LM P2 24 Hours of Le Mans 2014
- 4th ELMS 2014

Capillaire had a promising first season in the LMP2 class of last year's ELMS with Sébastien Loeb Racing, winning in the final round at Estoril, Portugal. The flight instructor's performances caught the eye of Philippe Sinault, who has added him to this trio. Capillaire will be aiming to emulate the best 'gentlemen drivers' in this class, such as Julien Canal, another Le Mans-born driver.

PAUL-LOUP CHATIN (Gold)

France / www.pauloup-chatin.com

@pauloup_chatin facebook.com/pauloup.chatin



Born 19 October 1991 in Dourdan (France).

Digest

- 4th F4 Eurocup 1.6 2010
- 3rd FR 2.0 Alps 2011 and 2012
- 6th Eurocup FR 2.0 2012
- LMP2 ELMS 2013 champion
- ELMS 2014 champion
- 3rd LM P2 24 Hours of Le Mans 2014

The 23-year-old, who attends the Political Sciences University in Paris, splits his time between his studies and his racing. After challenging Stoffel Vandoorne, Daniil Kvyat and Pierre Gasly in the 2012 Eurocup Formula Renault 2.0, he successfully turned his hand to endurance racing. The 'Revelation of the Year' in the 2013 ELMS following his LMP2 title win, Chatin was a winner again with Signatech in his first season of LMP2 last year and made the podium at Le Mans.

NELSON PANCIATICI (Platinum)

France / www.nelsonpancia.fr

@nelsonpancia facebook.com/NelsonPancia



Born 26 September 1988 in Reims (France).

Digest

- 5th FR 2.0 France 2006
- 2nd F3 Spain 2008
- 9th FR 3.5 Series 2011
- ELMS 2013 and 2014 champion
- 3rd LM P2 24 Hours of Le Mans 2014

Fast and reliable, Panciatici has all the qualities of a top endurance racing driver, which he has proved in the ELMS where he is two-times reigning champion. Philippe Sinault, who employed him in 2012, will tell you that, "I've never seen him spin." Panciatici set the fastest LMP2 lap at Le Mans last year, and his arrival in this year's WEC should provide him with the chance to prove he's worthy of a step up to LMP1.

RATING

VELOCITY 87%
EXPERIENCE 82%

TEAM

DRIVERS

TEAM SARD MORAND

LMP2

#39

#43



Route de l'Ancienne Papeterie,
1723 Marly
Switzerland



MORGAN EVO

TYRES DUNLOP

MANAGEMENT

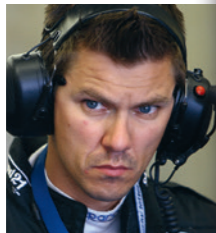
Benoît Morand
Team principal



Hideki Noda
Team manager



Fabrice Roussel
Technical director



This Swiss team has an annoying habit of changing its name every year: it's gone from Hope Pole Vision Racing, to Hope Racing, to Morand Racing and Newblood by Morand Racing. In 2015, after signing a long-term partnership with SARD (Toyota satellite team Sigma Advanced Racing Development), which should take it to LMP1, it will be called Team SARD Morand. Since moving from Formula Le Mans to LMP2 two years ago, it has shown good progression. Fifth in the 2013 ELMS, the team was third last year and won at Paul Ricard. Now the squad managed by Benoît Morand and Hideki Noda is trying its luck in the WEC, where it will benefit from solid financial backing from majority stakeholder Kairos Technologies Ltd, a London-based company specialising in cryptography and data transmission via the internet.

PRIZE LIST
WEC START

FOR MORE INFORMATION
www.teamsardmorand.com

@ TeamSARDMORAND
facebook.com/pages/Team-SARD-MORAND

TECHNICAL SPEC

Engine	3.6 litre SARD V8
Power	500 hp
Fuel tank	75 litres
Weight	900 kg

- Makes steady progress Support of SARD
- The lack of experience of Saga and Amberg

EVOLUTION OVER 3 YEARS IN ELMS

2012	2013	2014
-	5 th	3 rd

STATISTICS

1 In 2011, the Swiss team became the first to enter a hybrid car at the 24 Hours of Le Mans.

ZOEL AMBERG (Gold)

Switzerland / www.zoelamberg.com
@Zoel_Amberg facebook.com/zoel.amberg



Born 22 September 1992 in Schachen (Switzerland).
Digest
4th Italian FR 2.0 2009
1st Swiss FR 2.0 2010
8th European F3 Open 2011
11th FR 3.5 Series 2014

With a background in single-seaters (Formula Renault 2.0 and 3.5), the Swiss will enjoy his first taste of prototypes and endurance racing this year while also driving for Lazarus in the GP2 Series. He will have plenty to learn about the tracks and the discipline, but for this he can count on experienced team-mate Christian Klien.

CHRISTIAN KLIEN (Platinum)

Austria / www.christian-klien.com
@CK_Klien facebook.com/ChristianKlienOfficial



Born 7 February 1983 in Hohenems (Austria).
Digest
1st FR 2.0 Germany 2002
1st Masters F3 2003
2nd F3 Euro Series 2003
3rd 24 Hours Le Mans 2008
49 F1 GP from 2004 to 2010
3rd ELMS 2014

With a CV featuring 49 Formula One starts and four Le Mans 24 Hours, including three in the lead LMP1 class and two with Peugeot Sport, Klien will be the undisputed leader of the Swiss-Japanese team. But with two team-mates without any experience of the discipline, the Austrian will have his work cut out.

KOKI SAGA (Silver)

Japan
facebook.com/koki.saga



Born 25 April 1983 in Aichi (Japan).
Digest
4th F3 Japan 2010
8th Super GT (GT300) 2013 and 2014 (GT300)

Having raced in Japan in F3, Super GT (GT300) and Super Formula, the Aichi native is unknown outside his country. The newcomer will be out to prove that he has what it takes to compete in LMP2 and be one of the best silver driver.

PIERRE RAGUES (Silver)

France / www.pierreragues.com/fr
@PierreRagues facebook.com/pierre.rg.18



Born 10 January 1984 in Caen (France).
Digest
2nd FR Campus France 2003
3rd LM P2 24 Hours Le Mans 2008
4th LM P1 LMS 2010
4th LM P2 24 Hours Le Mans 2012
ELMS 2013 champion

Ragues possesses great skill in a kart – a discipline he still competes in regularly along with rallying – but the Caen driver also has all the qualities required of a top endurance racer. The 2013 ELMS champion with Signatech Alpine, Ragues' former team-mates have praised his good spirits as much as his talent.

OLIVER WEBB (Gold)

Great Britain / www.oliverwebbracing.com
@oliverjameswebb facebook.com/oliver.webb.52



Born 20 March 1991 in Manchester (England).
Digest
3rd FR 2.0 UK 2009
3rd British F3 2010
3rd LM P2 24 Hours Le Mans 2014
ELMS 2014 champion
24 Hours of Dubai 2015 winner

Last year he replaced Ragues at Signatech Alpine and enjoyed the same ELMS title success as his new team-mate. The SARD Morand team did not miss an opportunity to sign this talented Briton, who got his 2015 season off to a good start by winning the 24 Hours of Dubai.

TRISTAN VAUTIER (Platinum)

France / www.tristanvautier.com
@TristanVautier facebook.com/tristanvautierofficiel



Born 22 August 1989 in Saint Martin-d'Hères (France).
Digest
2nd FR Campus France 2006
2nd FR 2.0 France 2008
Star Mazda 2011 champion
Indy Lights 2012 champion
20th IndyCar 2013

Unfortunately Vautier's programme is limited to the first two rounds. Subsequently, he will be replaced by the winner of Race to 24, a contest set up by the Swiss team giving 24 candidates the chance to race at Le Mans. It's a pity for the Isère driver, who showed impressive speed in an IndyCar career that was also cut short.

RATING



STRAKKA RACING

LMP2

#42

Unit 4 Shacks Barn Farm Silverstone
Towcester Northants, NN12 8TB
England



DOMES103

TYRES MICHELIN

MANAGEMENT

Dan Walmsley
Team principal



Jay Davenport
Technical director



Tim Sugden
Commercial director



The British team, founded in 2007, is making its LMP2 debut in the WEC having previously competed in LMP1. The winning LMP1 privateer at the 2013 Le Mans 24 Hours, the team also has extensive experience of LMP2, winning the class at the 2010 Le Mans with a HPD ARX-01c crewed by the same drivers. That year in Budapest, Hungary, it became the first LMP2 team to score an overall win in the Le Mans Series, beating the few LMP1 cars entered. The Dome S103 it built in conjunction with the Japanese firm should have raced last year, but after countless issues it was decided to continue with its development and push back its debut to 2015. The only LMP2 on Michelin tyres, it will be driven by three experienced drivers who have been together for five years.

PRIZE LIST in LM P2

1 WIN AT LE MANS (2010)
WEC START IN LM P2

FOR MORE INFORMATION
www.strakkaracing.com

@StrakkaRacing facebook.com/strakka.racing

TECHNICAL SPECS

Engine	4.5 litre V8 Nissan normally asp.
Power	450 hp
Fuel tank	75 litres
Weight	900 kg

- What about the Michelin tyres? LM P2 knowledge
- What about the Michelin tyres? Only one car

EVOLUTION OVER THREE YEARS

2012	2013	2014
2 nd	2 nd	-

STATISTICS

3 Committed in Eurocup FR 2.0 and FR 3.5 Series, the british team is registered in three championships this year.

JONNY KANE (Platinum)

Great Britain



Born 14 May 1973 in Comber (Northern Ireland).
Digest
1st Formule Vauxhall 1995
1st British F3 1997
2nd LM P2 LMS 2010
1st 24 H. Le Mans 2010 in LM P2
1st 24 H. Le Mans 2013 in LM P1 «private»

With 10 Le Mans starts to his name, to say that Kane has good experience of endurance racing is an understatement. As fast as he is quiet, like his team-mates his best result is fifth overall and first in LMP2 at the 2010 Le Mans. Before arriving in sportscars with MG in 2001, Kane had built a strong record in single-seater racing in the UK.

NICK LEVENTIS (Silver)

Great Britain / www.nickleventis.com

facebook.com/nick.leventis.9



Born 31 January 1980 in London (England).
Digest
2nd LM P2 LMS 2010
1st 24 H. Le Mans 2010 in LM P2
3rd LM P2 LMS 2011
1st 24 H. Le Mans 2013 in LM P1 «private»

The team owner-driver, who founded Strakka Racing, is considered an 'amateur' driver but has shown great progression alongside his team-mates. Once a high-level skier, he was forced to quit the sport following a serious accident in 2004, which led to his move into motor racing.

DANNY WATTS (Platinum)

Great Britain / www.danny-watts.com

@watts racing facebook.com/danny.watts.16



Born 31 December 1979 in Lincolnshire (England).
Digest
1st F. First GB 1998
1st FR 2.0 UK 2002
2nd LM P2 LMS 2010
1st 24 H. Le Mans 2010 in LM P2
1st 24 H. Le Mans 2013 in LM P1 «private»

The Briton is very capable, as shown by his six LMP2 pole positions out of seven races in the 2010 LMS. However, his talent has gone somewhat unrecognised. But if the car allows it, there is a good chance that this year Watts will be in the fight at the front of this class.

RATING

VELOCITY
EXPERIENCE

83%

89%



KCMG

LMP2

#47

Flat E-G, 18/F, King Palace Plaza
55 King Yip Street,
Kwun Tong Kowloon – Hong Kong



ORECA 05

TYRES **DUNLOP**

MANAGEMENT

Paul Ip
Owner



Masami Komiya
Project manager



Erich Kolb
Team manager



The Hong Kong team was one of the nice surprises of the 2014 season. Well-known in Asia, where it competes in all the major racing series, it will be the only WEC team running the new Oreca 05. Advanced in terms of safety, this 1900mm-wide car already meets the future regulations of this class, due to be put in place from 2017. Beautifully crafted, the new LMP2 from the Var factory will benefit from all the work done on its predecessor, the Rebellion R-One.

- PRIZE LIST in WEC**
- 0 WIN AT LE MANS
 - 0 TEAMS TITLE
 - 3 WINS – 6 PODIUMS
 - 1 POLE POSITION
 - 0 FASTEST LAP
 - 0 DRIVERS TITLE

FOR MORE INFORMATION
www.kcmg.com.hk

@KCMotorgroup facebook.com/KCMGItD

TECHNICAL SPECS

Engine	4.5 V8 Nissan normally asp.
Power	450 hp
Fuel tank	75 litres
Weight	900 kg

- New Oreca 05 Know-how of the team
- What about the reliability of the new Oreca 05 ?

EVOLUTION OVER THREE YEARS

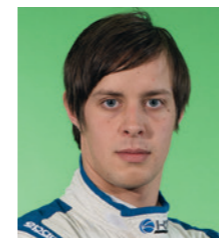
2012	2013	2014
-	-	3 rd

STATISTICS

2 KCMG does not exclude aligning a second Oreca 05 at Le Mans, in case of withdraws.

RICHARD BRADLEY (Gold)

Great Britain / richardbradleymotorsport.com
 facebook.com/richardbradley58



Born 17 August 1991 in Singapore.
Digest
1st F. BMW Pacific 2010
4th F3 Japan 2012
3rd WEC 2014 in LMP2

Possessing dual British and Singapore citizenship, Bradley has spent the bulk of his career racing single-seaters in Asia. He started endurance racing in 2013 in the Asian Le Mans Series and did not take long to get himself noticed. Last year, after setting pole at Spa, he made the top step of the LMP2 podium three times.

MATTHEW HOWSON (Silver)

Great Britain
 @MHowsonRacing facebook.com/matt.howson.7



Born 25 August 1983 in Norwich (England)
Digest
2nd F. Ford Winter Series UK 2003
3rd F. BMW UK 2005
2nd F3 Asia 2008
3rd WEC 2014 in LMP2

Like his team-mate Bradley, the Briton is well established in the Hong Kong team, for which he has raced since 2011. A consistent performer capable of setting good lap times, it is easy to see why team owner Paul Ip has faith in him.

NICK TANDY (Platinum)

Great Britain
 @NickTandyR facebook.com/NickTandyRacing



Born 5 November 1984 in Bedford (England).
Digest
1st Silverstone Scholarship 2005
2nd Porsche Supercup 2010
1st Porsche Carrera Cup Germany 2011
2nd GT Open 2012
1st 24 H. of Daytona 2014 in GT LM

The works Porsche driver will compete in six out of eight races with KCMG, having already signed up to race the Porsche 919 Hybrid in the 6 Hours of Spa and at Le Mans. On these two occasions Frenchman Nicolas Lapierre will replace him at the Asian team.

AUTO **RATING**

VELOCITY **85%**
EXPERIENCE **84%**

TEAM

DRIVERS

AF CORSE



GTE PRO

Via Farnesiana 242/B
29100 Piacenza
Italy

#51

#71

Thibaut Villemant



FERRARI 458 ITALIA

TYRES MICHELIN

MANAGEMENT

Amato Ferrari
Owner



Battistino Pregliasco
Team manager



Giuseppe Petrotta
Technical director



The Prancing Horse's works team in Grand Tourisme, AF Corse has made Ferrari the sole winner of the GT Manufacturers' Championship in WEC history. In addition to its three world titles, the team from Piacenza can boast three Le Mans 24 Hours class wins (one in GT2 and two in GTE Pro), and the 2011 Le Mans Series title. Compared to last year, the 458 Italia has lost 10kg in weight, after a ruling from the rule makers to adopt the floor used at Le Mans in 2014 – which is supposed to offer the beautiful Italian car a slight performance gain in the fast corners.

- PRIZE LIST in GTE PRO**
- 3 WINS AT THE 24 H. OF LE MANS** (2012 in GT2, 2013 and 2014)
 - 3 TEAMS TITLES** (2012, 2013 and 2014)
 - 12 WINS - 27 PODIUMS**
 - 6 POLE POSITIONS**
 - 7 FASTEST LAPS**
 - 2 DRIVERS TITLES** (2013 : Bruni ; 2014 : Bruni-Vilander)

FOR MORE INFORMATION
www.afcorse.it

@AFCorse facebook.com/AFCorse

TECHNICAL SPECS

Engine	4.5 litre V8 normally asp.
Power	465 hp
Fuel tank	85 litres
Weight	1245 kg

- Race expertise Gianmaria Bruni
- Motivation after three titles in a row ?

EVOLUTION OVER THREE YEARS

2012	2013	2014
1 st	1 st	1 st

STATISTICS

3 With three titles since 2012, the AF Corse / Ferrari association is undefeated in FIA WEC so far.

GIANMARIA BRUNI (Platinum)

Italy / www.gianmariabruni.it
@GianmariaBruni facebook.com/gianmaria.bruni.9

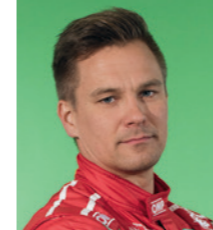


Born 30 May 1981 in Roma (Italy).
Digest
Italian FR Campus 1998 champion
European FR 2.0 1999 champion
18 F1 GP in 2004 (Minardi)
FIA GT2 2008 and LMS (GT2) 2011 champion
24 H. Le Mans 2008 (GT2), 2012 (GTE Pro) and 2014 (GTE Pro) winner
GT WEC 2013 and 2014 champion

AF Corse and Ferrari owe him a lot and they know it. Spearheading this 100 per cent Italian association, Gimmi Bruni is considered by many fellow drivers to be the best GT pilot in the world. Those who doubt it might change their minds by taking a look at his results above.

TONI VILANDER (Platinum)

Finland / www.tonivilander.net
@toni_vilander facebook.com/toni.vilander.3



Born 24 July 1980 in Kankaanpää (Finland).
Digest
GT2 Italian GT 2005 champion
GT1 Italian GT 2006 champion
FIA GT2 2007 and 2008 champion
24 Hours Le Mans 2012 (GTE Pro) and 2014 (GTE Pro) winner
GT Pro WEC 2014 champion

A hugely successful karter turned single-seater racer, the Finn made it as far as GP2 in 2005 before his switch to GT racing when he was called up to replace a certain Minardi F1-bound Bruni. AF Corse recruited him for the 2007 season and he's excelled since then with numerous titles.

THIRD DRIVER AT LE MANS

GIANCARLO FISICHELLA (Platinum)

Italy / www.giancarlofisicella.com
@OfficialFisico facebook.com/GiancarloFisicellaOfficial



Born 14 January 1973 in Roma (Italy).
Digest
Italian F3 1994 champion
24 Hours Le Mans 2011 and 2014 GTE Pro winner
2nd GT WEC 2013
230 F1 GP from 1996 to 2009 (3 wins, 19 podiums and 4 pole positions)

With 230 F1 starts under his belt, to say that the 42-year-old driver from Rome has successfully converted to GT racing is an understatement. The GT championship runner-up two years ago, he then moved to the United States to race for Ferrari in the United SportsCar Championship (USC). At Le Mans he will be aiming for a third class win in seven years.

JAMES CALADO (Platinum)

Great Britain / www.jamescalado.com
@JamesCalado facebook.com/james.calado.7



Born 13 June 1989 in Crothorne (Great Britain).
Digest
FR 2.0 UK Winter Series 2008 champion
2nd FR 2.0 UK 2009
2nd British F3 2010
2nd GP3 Series 2011
3rd GP2 Series 2013
7th GT WEC 2014 en GT

A newcomer to GT and endurance racing last year, the British driver did not disappoint. He developed steadily, as did his partnership with Rigon, finishing the season with four consecutive podiums. Injured during testing at Le Mans, he missed out on the race and has a chance to experience it this year.

DAVIDE RIGON (Platinum)

Italy / www.daviderigon.it
@rigondavide facebook.com/RigonDavide



Born 26 August 1986 in Thiene (Italy).
Digest
F. Azzurra 2005 champion
2nd Italian F3 2006
Euroseries F3000 2007 champion
Superleague Formula 2008 and 2010 champion
7th GT WEC 2014

Promoted to GTE-Pro last year after a remarkable spell in Am, the Italian did not disappoint Ferrari, which has been looking after him for many years. His kindness makes him the perfect team-mate. This year, the young pair will be expected to get a little closer to their sister car.

THIRD DRIVER AT LE MANS

OLIVIER BERETTA (Platinum)

Monaco
facebook.com/olivier.beretta



Born 23 November 1969 in Monaco.
Digest
Six class 24 Hours Le Mans wins
FIA GT2 1998 and FIA GT 1999 champion
24 Hours of Daytona 2000 winner
ALMS GTS/GT1 1999, 2000, 2005, 2006 and 2007 champion
GTC ELMS 2014 champion

Only entered for Le Mans, where he has achieved six class wins with Viper and Corvette, the 42-year-old Monaco driver will bring his knowledge of the race to the young Calado-Rigon duo. With 19 starts at La Sarthe, he does not lack experience.

AUTO RATING



PORSCHE TEAM MANTHEY

GTE PRO

#91

#92



PORSCHE

Porsche Engineering Group GmbH
Porschestraße D-71287 Weissach - Germany



PORSCHE 911 RSR

TYRES MICHELIN

MANAGEMENT

Frank-Steffen Walliser
Head of Porsche Motorsport



Marco Ujhasi
Project GT manager



Olaf Manthey
Team manager



Despite its heavy rear engine – far from ideal in racing – Porsche continues to believe in the 911, its flagship model. Last winter, the RSR version was fitted with a new splitter designed to improve aero sensitivity in the braking zones. The set-up approach has also been revised, with a view to obtaining a more neutral weight balance and reduce understeer and tyre wear. Although this might not result in an outright performance gain, it should increase consistency over the duration of a stint.

PRIZE LIST (Porsche) in GTE Pro*

10 WINS AT LE MANS
(1999-2003 in GT ; 2004, 2005, 2007 and 2010 in GT2, 2013 in GTE Pro)

0 MANUFACTURERS AND TEAMS TITLE
5 WINS – 19 PODIUMS
4 POLE POSITIONS
4 FASTEST LAPS
0 DRIVERS TITLE

(* Ex GT and GT2)

FOR MORE INFORMATION
www.porsche.com/motorsport

@PorscheRaces www.facebook.com/porsche

TECHNICAL SPECS

Engine	4.0 litre flat 6 normally aspirated
Power	470 hp
Fuel tank	90 litres
Weight	1225 kg

- Thirst for revenge
Excellent crews
- Goes out of two disappointing seasons

EVOLUTION OVERT THREE YEARS

2012	2013	2014
2 nd	3 rd	2 nd

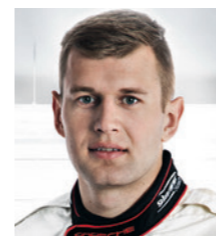
STATISTICS

100

The number of victories of categories gleaned by Porsche at the 24 H. Le Mans

MICHAEL CHRISTENSEN (Platinum)

Denmark / www.michaelchristensen.com
@ChristensenMK
www.facebook.com/michael.christensen.3720



Born 28 August 1990 in Karlslunde (Denmark).
Digest
2nd Formula BMW World Final 2008
4th European Formula BMW 2009
11th GP3 Series 2011
6th Porsche Supercup 2013

Top works driver for the Stuttgart brand last year, the 24-year-old Dane made a strong impression in the United States, taking Porsche to a GT LM win in the 12 Hours of Sebring. As a sign of trust, his employer has given him a double WEC-USC programme this year, hence his absence from Spa.

RICHARD LIETZ (Platinum)

Austria / richard-lietz.at
@RichardLietz www.facebook.com/richard.lietz.9



Born 17 December 1983 in Waidhofen an der Ybbs (Austria).
Digest
3rd Porsche Carrera Cup Germany 2005
2nd Porsche Supercup 2006
1st GT Open 2007
1st 24 Hours Le Mans 2007 (GT2), 2010 (GT2) and 2013 (GTE Pro)
1st GT2 LMS 2009 and 2010
1st 24 Hours of Daytona (GT LM) 2014

Alongside Marc Lieb, the 31-year-old Austrian has long been part of the brand's magic duo in GT. With Porsche having made its official overseas return in 2014, he was deployed in the USC, with a remarkable win at Daytona. By winning the WEC, he would secure one of the few trophies missing from his impressive GT record.

THIRD DRIVER AT LE MANS

JÖRG BERGMEISTER (Platinum)

Germany
@Jbergmeister www.facebook.com/bergmeister

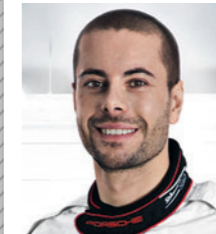


Born 13 February 1976 in Leverkusen (Germany).
Digest
1st Porsche Carrera Cup Germany 2000
1st Porsche Supercup 2001
1st Grand-Am 2006
1st ALMS (GT2) 2005, 2006, 2008, 2009, 2010
1st 24 Hours of Spa 2010
1st GT 24 Hours Le Mans 2004

While his main programme remains the USC, Porsche could not do without its 'Mister 911' for the Le Mans 24 Hours. A great man, both in size and on-track success, he dreams of a second Le Mans win to add to his 2004 victory. Just like Christensen he will miss Spa, and therefore Lietz will be joined by a newcomer in Belgium.

FRÉDÉRIC MAKOWIECKI (Platinum)

France / www.fredmako.com
@FredMako1 www.facebook.com/FredMako1



Born 22 November 1980 in Arras (France).
Digest
1st GT France (GT Cup) 2004
1st GT Carrera Cup France 2010
3rd FIA GT1 2010
1st Baku City Challenge 2012
2nd FIA GT1 2012
1st 1 000 km of Suzuka 2013
2nd GTE Pro WEC 2014

Twice on pole in his class at the Le Mans 24 Hours, and with technical feedback loved by engineers, the 34-year-old Frenchman does not have a winning record to match his talent, which is nevertheless great. Runner-up in last year's GT championship in his first year with Porsche, he will be aiming to finally clinch his first world title.

PATRICK PILET (Platinum)

France / www.patrickpilet.com
@PatrickPilet www.facebook.com/patrick.pilettracepage



Born 8 October 1981 in Auch (France).
Digest
1st Formula France 2001
1st FR 2.0 France 2004
1st Carrera Cup France 2007
3rd ALMS (GT2) 2008
3rd GT Open 2009
2nd 24 Hours Le Mans (GTE Pro) 2013
1st 24 Hours of Daytona (GT LM) 2014

The pairing he formed with 'Mako' at the end of last season proved daunting. Now well established, this year it could wreak havoc. Absent in Spa due to his double WEC-USC programme, the 33-year-old Frenchman is unlikely to clinch the title. But, with his first goal being to help Porsche win, his motivation should not be affected.

THIRD DRIVER AT LE MANS

WOLF HENZLER (Platinum)

Germany
@Wolf_Henzler



Born 5 April 1975 in Nürtingen (Germany).
Digest
1st Porsche Supercup 2004
1st GT ALMS 2008
1st 24 Hours of Spa 2010
1st 24 Hours Le Mans 2010 in GT2

The quiet 39-year-old German missed out at Le Mans last year and was therefore delighted with his entry in the No 92 car. Like Pilet, Henzler has an existing commitment for the 6 Hours of Spa weekend, meaning young German Sven Müller, a Porsche junior driver, could be drafted in to partner Makowiecki.

AUTO RATING



ASTON MARTIN RACING



Banbury, Oxfordshire
OX16 8ER
England

TEAM



VANTAGE GTE

TYRES MICHELIN

MANAGEMENT

David Richards
Prodrive
CEO



John Gaw
Team
principal



Paul Diggins
Head of
operations



Last year the Vantage was without doubt the most powerful GTE car. But the Prodrive-built machine managed to win only twice, and the firm from Gaydon ended the season third in the Manufacturers' Championship. Since then, the diameter of the Aston's air intake restrictors has increased by 0.8mm, which should allow it to gain a little power... which it did not, however, lack. With three units against two for its rivals, the British manufacturer sets off with a firm advantage. A note about car No 95: driven by an all-Danish trio, it is operated Jan Struve's Young Driver team.

PRIZE LIST in GTE Pro

- 0 WIN AT THE 24 H. OF LE MANS
- 0 MANUFACTURERS OR TEAMS TITLE
- 7 WINS – 32 PODIUMS
- 12 POLE POSITIONS
- 12 FASTEST LAPS
- 0 DRIVERS TITLE

FOR MORE INFORMATION

www.astonmartinracing.com

@AMR_Official facebook.com/astonmartin

TECHNICAL SPECS

Engine	4.5 litre V8 normally asp.
Power	480 hp
Fuel tank	95 litres
Weight	1 225 kg

+ Very fast car
Three cars in the class

- Lack of expertise
Do all the drivers have the required level in GTE Pro ?

EVOLUTION OVER THREE YEARS

2012	2013	2014
2 nd	2 nd	3 rd

STATISTICS

3 Prodrive won three times the 24 Hours of Le Mans in GT1. In 2003 with a Ferrari 550, and in 2007 and 2008 with an Aston Martin DBR9.

GTE PRO

#95

CHRISTOFFER NYGAARD

Denmark / (Gold)
facebook.com/pages/Christoffer-Nygaard



Born 24 March 1986 in Gentofte (Denmark).
Digest
3rd German Seat Leon 2008
3rd GT1 Le Mans 2010
2nd GTE Am WEC 2014

The 29-year-old Dane, runner-up in GTE-Am last year, has decided to cross swords with the Pros this season. But his statistics in the lower category are quite misleading, as he claimed six wins, 12 podiums, nine pole positions and three fastest laps from only 16 starts.

MARCO SØRENSEN (Gold)

Denmark / www.marco-sorensen.dk
@Marco_sorensen
facebook.com/marcosorensenofficial



Born 6 September 1990 in Svenstrup (Denmark).
Digest
3rd F. Ford Denmark 2009
3rd FR 2.0 NEC 2009
2nd F3 Germany 2011
6th FR 3.5 Series 2012

A Lotus F1 Junior team driver, the 24-year-old Dane is making his debut in GT and endurance racing, as well as contesting the GP2 series under the Carlin banner. If there is little doubt about his speed, he will have to get used to all the specific features of the discipline.

NICKI THIIM (Gold)

Denmark
facebook.com/nthiim



Born 17 April 1989 in Sønderborg (Denmark).
Digest
1st Porsche Supercup 2013
1st 24 H. Nürburgring 2013
1st GTE Am Le Mans 2014
3rd GTE Am WEC 2014

In the past two seasons, he has been the rocket of GTE-Am. It is with joy that we see him, at 25, step up the ladder. Last year, in five starts, he scored four wins and one second-place finish. Mücke and Turner will meet their match within their own team.

AUTO RATING

VELOCITY	85%
EXPERIENCE	80%

#97

STEFAN MÜCKE (Platinum)

Germany / www.stefan-muecke.de
@StefanMuecke007
facebook.com/profile.php?id=100006338677939



Born 22 November 1981 in Berlin (Germany).
Digest
1st F. BMW Germany 1998
2nd F3 Germany 2001
DTM from 2002 to 2006
1st LMS (LM P1) 2009
2nd FIA GT1 2011

The pairing he has formed with Turner since 2011 is, on paper, among the most redoubtable. It has incidentally led to 15 podiums and nine pole positions in three years and 24 starts, i.e. two GTE Pro records. The German holds a third record, the number of fastest laps, which he set six times.

DARREN TURNER (Platinum)

Great Britain / www.darrenturner.net
@DarrenTurner007
facebook.com/DarrenTurner007



Born 13 April 1974 in Reading (England).
Digest
1st British F. First Winter 93
1st 24 Hours of Le Mans (GT1) 2007 and 2008 (GT1)
2nd FIA GT1 2011

Aged 40, the British driver has been with Prodrive since 2003, and Aston Martin Racing since 2005. He is a favourite of the boss David Richards. But since 2008, and a second GT1 win in the Le Mans 24 Hours, he has failed to add a major victory to his tally.

3RD DRIVER AT LE MANS & SPA

ROB BELL (Platinum)

Great Britain / www.robbellracing.com



Born 30 April 1979 in Newcastle (England).
Digest
1st GT2 LMS 2007 and 2008
2nd GTE Pro LMS 2011

The 35-year-old Briton will join the Mücke-Turner duo at the 6 Hours of Spa and Le Mans. It's a role he's already played in 2013 alongside Makowiecki-Senna. With such a team-mate – as friendly as he is fast and reliable – the German-British pair holds an advantage.

VELOCITY	92%
EXPERIENCE	90%

#99

ALEX MACDOWALL (Silver)

Great Britain / alexmacdowallracing.co.uk
@alex_macdowall
facebook.com/alex.macdowall



Born 22 January 1991 in Carlisle (England).
Digest
3rd Clio Cup GB 2007 and 08
2nd Independent's Trophy WTCC 2013
12th GT WEC 2014

Coming straight from the World Touring Car Championship, where he ruled the Independents class, the 24-year-old Brit made a rather good impression in his first season of endurance racing. He also, together with Rees, set pole position in Fuji, Japan. This year, he will want to climb to a higher level.

FERNANDO REES (Gold)

Brazil / @Fernando_Rees
facebook.com/fernandorees.racing



Born 4 January 1985 in São Paulo (Brazil).
Digest
6th F3 South Am. 2003
2nd GT1 LMS 2007
7th GTE Am WEC 2013
12th GT WEC 2014

Aged 30, the driver from Brazil had a rather convincing 2014 season. But the trio he formed with MacDowall and O'Young was unable to match the forerunners of a very high-level class. The signing of Richie Stanaway should help him to get closer to them.

RICHIE STANAWAY (Gold)

New Zealand / richiestanaway.com
@RichieStanaway
facebook.com/richiestanaway1



Born 24 November 1991 in Rotorua (New-Zealand).
Digest
1st F. Ford NZ 2009
1st F. ADAC Masters 2010
1st F3 Germany 2011
8th GP3 Series 2014

Given his performances over the past two seasons, it would have been a shame to miss out on his talents in GTE-Pro. Aston Martin understood this and promoted him. He will without doubt set the pace in the No 99 car, and could at the same time have a go at the GP2 series. A pure talent, dreaming of F1.

VELOCITY	80%
EXPERIENCE	80%

DRIVERS

LE MANS Spirit Club

JOIN THE EXPERIENCE

- ▶ PRIME POSITION
- ▶ BUSINESS ORIENTED
- ▶ GRID WALK EXCLUSIVE ACCESS
- ▶ STUNNING ENTERTAINMENT

YOUR VIP PACKAGE

- Pit Walk & Grid Walk access
- General access for the practice & qualifying days
- Le Mans Spirit Club access on the race day
- Free wifi
- Large premium buffet with breakfast, lunch, afternoon tea, dinner
- Full complimentary bar with Champagne, cocktails, wines, beer, soft drinks, coffee, tea
- Goodie bag & official programme
- Selection of interactive entertainment (massage, pool table, simulator, ...)
- Service road tour
- Full race television coverage on TV screens and large screen
- Private tables for groups of 10, smaller numbers of guests will be on a shared table
- VIP car parking pass (1 per 3 guests)

2015 SEASON
VIP PACKAGE



Book now:
lemansspiritclub@fiawec.com



WEC GUIDE 2015

LARBRE COMPÉTITION

GTE AM

Technopole
Circuit du Val de Vienne
85 150 Le Vigeant - France



CORVETTE C7.R

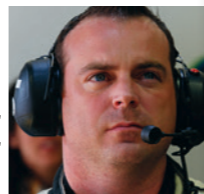
TYRES MICHELIN

MANAGEMENT

Jack Leconte
Owner and Team principal



Alex Roberge
Pratt & Miller engineer



TECHNICAL SPECS

Engine	5.5 litre V8 normally aspirated
Power	490 hp
Fuel tank	85 litres
Weight	1245 kg

+ Culture of win of a team eager for victory

- First C7.R to race in WEC, so what about the Balance of Performance?

The return of the Larbre-Corvette is definitely good news for the WEC. Champions in 2012, this French-American collaboration is back in GTE Am after a year's absence.

With three FIA GT titles, one in FIA N-GT, the Le Mans Series, the ILMC and WEC, and not forgetting three class victories at Le Mans (1 GT1 and 2 GTE Am), the Tricolor team will be a threat to many. Moreover, Larbre returns with a C7.R – a car that has ruled across the Atlantic in the United SportsCar Championship. Will the trio of fast Italian Paolo Ruberti, compatriot Gianluca Roda and Dane Kristian Poulsen be able to break the Aston Martin hegemony?

It's a challenge that legendary boss Jack Leconte will relish as he seeks to regain his team's place at the top.

PRIZE LIST in GTE Am

- 2 WINS AT LE MANS
- 1 TEAMS TITLE (2012)
- 3 WINS – 10 PODIUMS
- 1 POLE POSITION
- 1 FASTEST LAP
- 0 DRIVERS TITLE

FOR MORE INFORMATION
www.larbre-competition.com

@LarbreComp facebook.com/LarbreCompetition

#50

KRISTIAN POULSEN
Denmark (Silver)

Born 18 November 1975 in Flensburg (Germany).
Digest
1st 24 H. Le Mans 2009 (LM P2) and GTE Am (2014)
1st WEC 2014 in GTE Am

GIANLUCA RODA (Bronze)
Italy

Born 5 June 1959 in Coma (Italy).
Digest
2nd GT Open 2009 and 2010
1st GT Italy 2010
4th BES 2011 in Pro Cup

PAOLO RUBERTI (Gold)
Italy

Born 22 April 1975 in Legnago (Italy).
Digest
3rd F3 Italy 1997, 2nd FIA GT2 2008, 2nd GT2 Le Mans 2008 and 2009

TEAM

SMP RACING

GTE AM



FERRARI 458 ITALIA

TYRES MICHELIN

MANAGEMENT

Farida Zadi
Team manager



Steve Bunkhall
Race engineer



TECHNICAL SPECS

Engine	4.5 V8 normally aspirated
Power	465 hp
Fuel tank	85 litres
Weight	1235 kg

- Know-how of 24 H Racing
Won three titles last year
- What is the real level of this trio ?

The Russian team has opted not to defend its LM P2 title with a new BR01 designed by Paolo Catone, instead arriving on the world stage in GTE having dominated last year's European Le Mans Series in both the GTE and GTC categories. It would seem a tall order to win the GTE Am title in their first year, but since SMP Racing's endurance debut two years ago the 24 H. Racing team managed by Frenchman Benjamin Durand has never ceased to surprise. Russian drivers Victor Shaytar and Aleksey Basov will be able to rely on the vast experience of their team-mate and works Ferrari driver, Italian Andrea Bertolini. After winning LM P2 in 2014 against all odds, can SMP Racing do the same in GTE Am?

PRIZE LIST in LM P2

- 0** WIN AT LE MANS
- 1** TEAMS TITLE (2014)
- 1** WIN – **9** PODIUMS
- 0** POLE POSITION
- 0** FASTEST LAP
- 1** DRIVERS TITLE (2014 : Sergey Zlobin)

FOR MORE INFORMATION
smpracing.ru

@SMP_Racing www.facebook.com/smpracingussia

#72

ALEKSEY BASOV (Bronze)
 Russia

Born 22 April 1977 in Moscow (Russia).
Digest
1st Russian Tourism 2007
1st European TC SP 2007
3rd ELMS 2014 in GTC

ANDREA BERTOLINI (Platinum)
 Italy (Platinum)

Born 1st December 1973 in Sassuolo (Italy).
Digest
1st FIA GT1 06, 08, 09, 2010
1st Superstars Series 2011
1st GTE ELMS 2014

VIKTOR SHAYTAR (Silver)
 Russia

Born 13 February 1983 in Moscow (Russia).
Digest
1st F. 1600 Russia 2002
1st GTC ELMS 2013
1st GTE ELMS 2014

#77

PATRICK DEMPSEY (Bronze)
 USA (Bronze)

Born 13 January 1966 in Lewiston (Maine).
Digest
3rd ALMS 2012 in LM P2
2nd Toyota Pro-Celebrity 2006
4th GTE Am Le Mans 2013

PATRICK LONG (Platinum)
 USA

Born 28 July 1981 in Thousand Oaks (California).
Digest
1st Le Mans 2004 (GT) and 2007 (GT2), ALMS 05 (GT), 2009 (GT2) and 2010 (GT2)

MARCO SEEFRIED (Silver)
 Germany

Born 17 February 1976 in Oettingen (Germany).
Digest
2nd 24 H. Nürburgring 2010
3rd Asian LMS (GTE) 2013
2nd Asian LMS (GT) 2014

The 911 RSR 77 and 78 cars are entered under the Dempsey-Proton Racing and Abu Dhabi-Proton Racing banners respectively, but actually fall under the wing of Christian Ried's Proton Competition team. Formerly known as Felbermayr-Proton, this team has long represented Porsche in Europe, triumphing in GT2 in the Le Mans Series and at La Sarthe. Female fans will no doubt show their support for No 77 driver Patrick Dempsey, aka Dr Derek Shepherd in American TV series Grey's Anatomy, who will this year compete in all eight rounds having previously only contested Le Mans. The US actor says his aim is to finish on the podium, and for this he'll be able to count on compatriot and works Porsche driver Patrick Long. Once again fellow works Porsche 'junior' driver Klaus Bachler will help to crew the sister car.

PRIZE LIST in GTE Am

- 0** WIN AT LE MANS
- 0** TEAMS TITLE
- 4** WINS – **11** PODIUMS
- 2** POLE POSITIONS
- 4** FASTEST LAPS
- 0** DRIVERS TITLE

FOR MORE INFORMATION

proton-competition.com / www.dempseyracing.net
 @GoDempseyRacing facebook.com/DempseyRacing
 @ProtonRacing facebook.com/protoncompetition

GTE AM

Proton Competition
Fabrikstrasse 1
88444 Ummendorf, Germany



PORSCHE 911 RSR

TYRES MICHELIN

#88

KHALED AL QUBAISI (Bronze)
 Abu Dhabi (Bronze)

Born 22 December 1975 in Abu Dhabi (EAU).
Digest
1st 24 H. Dubai 2012 and 2013
4th WEC 2014 in GTE Am
2nd GTE Am Le Mans 2014

KLAUS BACHLER (Gold)
 Austria

Born 27 July 1991 in Judenburg (Austria).
Digest
1st Formula Lista 2007
3rd F3 Germany 2011
2nd GTE Am Le Mans 2014

CHRISTIAN RIED (Bronze)
 Germany

Born 24 February 1979 in Biberach (Germany).
Digest
3rd LMS 2010 in GT2
2nd ELMS 2013 in GTE
2nd GTE Am Le Mans 2014



AF CORSE

AF Corse srl
Via Farnesiana 242/B
29100 Piacenza – Italy



Banbury, Oxfordshire
OX16 3ER
England

TEAM

TEAM



FERRARI 458 ITALIA

TYRES MICHELIN

VANTAGE GTE

TYRES MICHELIN

MANAGEMENT

Amato Ferrari
Team principal



Battistino Pregliasco
Team manager



Usually a strong presence in this category, the team from Piacenza is resting its hopes on one 458 Italia this year, although there will be two more cars at Le Mans. Frenchman François Perrodo has been recruited following a single season in a Prospeed Competition Porsche and he hopes to be a regular podium visitor. Indeed, this team's hopes will depend on Perrodo being the best of the 'gentleman drivers'. Luckily he can count on his friend and 'coach' Emmanuel Collard for advice, whose experience and speed are well known. AF Corse's other driver, Portuguese Rui Águas, has been with the team for almost a decade and has plenty of experience and speed too.

TECHNICAL SPECS

Engine	4.5 litre V8 normally asp.
Power	465 hp
Fuel tank	85 litres
Weight	1235 kg

The experience of AF Corse, Aguas and Collard

Perrodo must reach the level of the best gentlemen drivers

PRIZE LIST in GTE Am

- 0** WIN AT THE 24 HOURS LE MANS
- 0** TEAMS TITLE
- 2** WINS – **6** PODIUMS
- 5** POLE POSITIONS
- 6** FASTEST LAPS
- 0** DRIVERS TITLE

FOR MORE INFORMATION

www.afcorse.it

@AFCorse www.facebook.com/AFCorse

#83

RUI AGUAS (Silver)
 Portugal



Born 29 Febvier 1972 in Nampula (Mozambique).
Digest
2nd FR 2.0 GB
3rd WS by Nissan 2000
3rd GTE Am WEC 2013

EMMANUEL COLLARD
 France (Platinum)



Born 3 April 1971 in Arpajon (France).
Digest
1st 24 H Spa 99, Sebring 08
1st Le Mans 2003 (GT) and 2009 (LM P2)
1st LMS 2005, 2006, 2011

FRANÇOIS PERRODO
 France (Bronze)



Born 14 February 1977 in Singapore.
Digest
2nd VdeV Endurance GT 2013
9th GTE Am WEC 2014

#96

FRANCESCO CASTELLACCI
 Monaco (Silver)



Born 4 April 1987 in Roma (Italy).
Digest
4th Italian F3 2008
1st FIA GT3 2011
2nd Pro-Am BES 2014

ROALD GOETHE (Bronze)
 Germany



Born 2 March 1960 in Hambourg (Germany).
Digest
11th GTE Am WEC 2013
15th GTE Am ELMS 2014

STUART HALL (Gold)
 Great Britain



Born 18 October 1984 in Chelmsford (England).
Digest
1st T-Cars 2000
1st F. Ford WS UK 2002
1st GTE Am WEC 2013

Teams and Drivers' champions in 2014 (with Christoffer Nygaard and David Heinemeier-Hansson), over eight races they scored seven wins, seven double podium finishes including four one-two results, four pole positions and seven fastest laps. Needless to say they crushed the GTE Am competition. Their aim will be for a repeat performance despite a less experienced line-up, which includes two WEC novices in Italian Francesco Castellacci and Austrian Mathias Lauda, son of Niki. The number 98 car, with lead driver Pedro Lamy, will be the one to beat, while Stuart Hall – crowned in this category two years ago – takes the same role in the number 96 car. Technically no substantial changes have been made to the cars, which are 2014 models aligned to the GTE Am regulations.

PRIZE LIST in GTE Am

- 1** WIN AT THE 24 H. LE MANS (2014)
- 1** TEAMS TITLE (2014)
- 12** WINS – **24** PODIUMS
- 11** POLE POSITIONS
- 8** FASTEST LAPS
- 2** DRIVERS TITLES

(2013: Campbell Walter-Hall; 2014: Heinemeier Hansson-Poulsen)

FOR MORE INFORMATION

www.astonmartin.com/racing

@AMR_Official www.facebook.com/astonmartinracing

#98

PAUL DALLA LANA
 Canada (Bronze)



Born 1st February 1966 in Vancouver (Canada).
Digest
1st CTSCC 2011 in GS
3rd GT Grand Am 2012
2nd GTE Am WEC 2014

PEDRO LAMY (Platinum)
 Portugal



Born 20 March 1972 in Aldeia Galega (Portugal).
Digest
1st FIA GT2 98, LMS 04 (GTS) and 06 (GT1), Le Mans 2012 (GTE Am).
5 24 H. du Nürburgring wins.

MATHIAS LAUDA (Silver)
 Austria

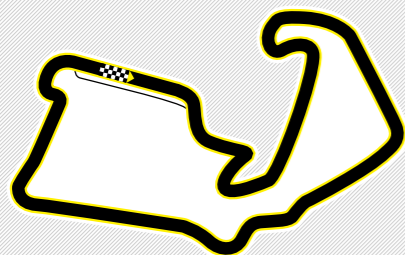


Born 30 January 1981 in Salzburg (Austria).
Digest
12th Supercup 2011
2nd Baku Challenge 2012

12
APRIL

1

6 HOURS OF SILVERSTONE



5,891 km

2014 POLE POSITION
1'42"774 TOYOTA TS040 HYBRID #7

2014 FASTEST LAP
1'44"217 LOTTERER (AUDI R18 E-TRON QUATTRO #2)

DESCRIPTIVE
With its fast corners, this circuit suits well to the cars with a good chassis and which generate important downforce. The weather is always unpredictable.

FOR MORE INFORMATION
www.silverstone.co.uk

WINNERS 2014

LM P1 Buemi-Davidson-Lapierre (Toyota TS040 Hybrid)

LM P2 Canal-Plarussinov (Morgan-Nissan)

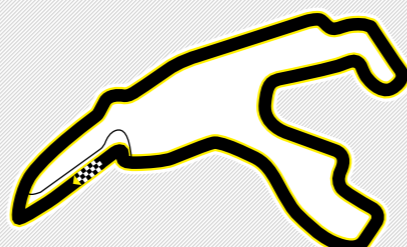
GTE PRO Holzer-Makowiecki-Lietz (Porsche 911 RSR)

GTE AM Heinemeier Hansson-Poulsen-Thiim (Aston Martin Vantage)

2
MAY

2

6 H. OF SPA-FRANCORCHAMPS



7,004 km

2014 POLE POSITION
2'01"198 PORSCHE 919 HYBRID #14

2014 FASTEST LAP
2'01"327 DAVIDSON (TOYOTA TS040 HYBRID #8)

DESCRIPTIVE
As it is the last race before Le Mans, manufacturers often test in Belgium their low downforce aero package.

FOR MORE INFORMATION
www.spa-francorchamps.be

WINNERS 2014

LM P1 Buemi-Davidson-Lapierre (Toyota TS040 Hybrid)

LM P2 Canal-Plarussinov (Morgan-Nissan)

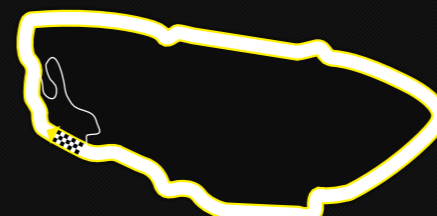
GTE PRO Bruni-Vilander (Ferrari 458 Italia)

GTE AM Cioci-Perez Companc-Venturi (Ferrari 458 Italia)

13-14
JUNE

3

24 HOURS LE MANS



RACE NIGHT PARTLY DISPUTED

13,629 km

2014 POLE POSITION
3'21"789 NAKAJIMA (TOYOTA TS040 HYBRID #7)

2014 FASTEST LAP
3'22"567 LOTTERER (AUDI R18 E-TRON QUATTRO)

DESCRIPTIVE
A victory in Le Mans and the season is already successful. But be careful, as the points are doubled, this race is crucial for the championship.

FOR MORE INFORMATION
www.24h-lemans.com

WINNERS 2014

LM P1 Fässler-Lotterer-Tréluyer (Audi R18 e-tron quattro)

LM P2 Dolan-Tincknell-Turvey (Zytek Z11SN-Nissan)

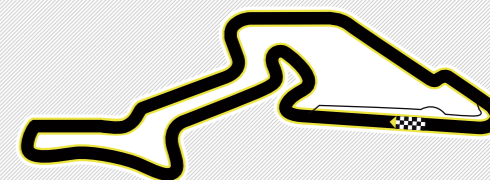
GTE PRO Bruni-Fischella-Vilander (Ferrari 458 Italia)

GTE AM Heinemeier Hansson-Poulsen-Thiim (Aston Martin Vantage)

30
AUGUST

4

6 HOURS OF NÜRBURGRING



4,309 km

2009 POLE POSITION
1'41"944 LOLA-ASTON MARTIN #007

2009 FASTEST LAP
1'44"125 MÜCKE (LOLA-ASTON MARTIN #007)

DESCRIPTIVE
For the first time in its history, the FIA WEC will go in Germany. A good news for all the manufacturers established in the country.

FOR MORE INFORMATION
www.nuerburgring.de

WINNERS 2009 (LMS)

LM P1 Mücke-Charouz-Engel (Lola-Aston Martin)

LM P2 Amaral-Pla (Ginetta Zytek)

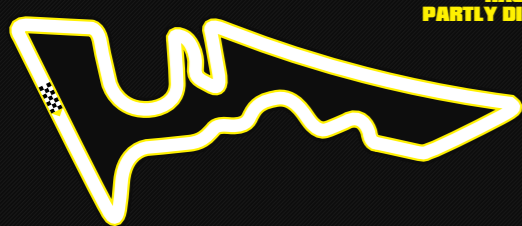
GT1 Berville-Dumez-Groppi (Saleen S7R)

GT2 Lieb-Lietz (Porsche 911 GT3RSR)

19
SEPTEMBER

5

6 HOURS OF THE COTA



RACE NIGHT PARTLY DISPUTED

5,513 km

2014 POLE POSITION
1'49"093 TOYOTA TS040 HYBRID #8

2014 FASTEST LAP
1'50"390 BUEMI (TOYOTA TS040 HYBRID #8)

DESCRIPTIVE
The Lone Star Le Mans should become shortly an unavoidable event, with two races, the 6 H. of the COTA and the 11th round of the TUSC.

FOR MORE INFORMATION
circuitoftheamericas.com

WINNERS 2014

LM P1 Fässler-Lotterer-Tréluyer (Audi R18 e-tron quattro)

LM P2 Bradley-Howson-Matsuda (Oreca 03-Nissan)

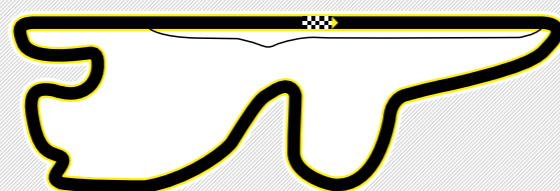
GTE PRO Mücke-Turner (Aston Martin Vantage)

GTE AM Dalla Lana-Lamy-Nygaard (Aston Martin Vantage)

11
OCTOBER

6

6 HOURS OF FUJI



4,563 km

2014 POLE POSITION
1'26"886 TOYOTA TS040 HYBRID #8

2014 FASTEST LAP
1'27"759 WEBBER (PORSCHE 919 HYBRID #20)

DESCRIPTIVE
Japan is a land of motorsport. Once more, lots of fans are expected for the autograph session. To date, Toyota is undefeated on its track.

FOR MORE INFORMATION
www.fsw.tv

WINNERS 2014

LM P1 Buemi-Davidson (Toyota TS040 Hybrid)

LM P2 Canal-Plarussinov (Ligier JS P2-Nissan)

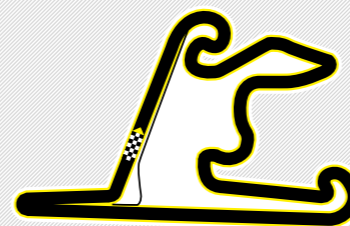
GTE PRO Bruni-Vilander (Ferrari 458 Italia)

GTE AM Heinemeier Hansson-Poulsen-Thiim (Aston Martin Vantage)

1
NOVEMBER

7

6 HOURS OF SHANGHAI



5,451 km

2014 POLE POSITION
1'48"300 PORSCHE 919 HYBRID #14

2014 FASTEST LAP
1'48"694 BUEMI (TOYOTA TS040 HYBRID #8)

DESCRIPTIVE
From a marketing point of view, going in China is very important for the big manufacturers. But the circuit is certainly not the favorite of the drivers

FOR MORE INFORMATION
f1.china.com.cn

WINNERS 2014

LM P1 Buemi-Davidson (Toyota TS040 Hybrid)

LM P2 Canal-Plarussinov (Ligier JS P2-Nissan)

GTE PRO Makowiecki-Pilet (Porsche 911 RSR)

GTE AM Dalla Lana-Lamy-Nygaard (Aston Martin Vantage)

21
NOVEMBER

8

6 HOURS OF BAHRAIN



RACE NIGHT PARTLY DISPUTED

5,412 km

2014 POLE POSITION
1'43"145 PORSCHE 919 HYBRID #14

2014 FASTEST LAP
1'45"989 BUEMI (TOYOTA TS040 HYBRID #8)

DESCRIPTIVE
Fully lighted, the Bahrain International Circuit delivers a very special show. The kingdom, like in 2013, will have the honor of welcoming the finale.

FOR MORE INFORMATION
www.bahraingp.com

WINNERS 2014

LM P1 Conway-Sarrazin-Wurz (Toyota TS040 Hybrid)

LM P2 Bradley-Howson-Imperatori (Oreca 03-Nissan)

GTE PRO Bruni-Vilander (Ferrari 458 Italia)

GTE AM Heinemeier Hansson-Poulsen-Thiim (Aston Martin Vantage)

LM P1

MANUFACTURERS

World Champions
2012: Audi – 2013: Audi – **2014: Toyota.**
Wins
13 Audi, **10** Toyota, **1** Porsche.
Pole positions
10 Audi, Toyota, **4** Porsche.

DRIVERS

World Champions
2012: Fässler-Lotterer-Tréluyer – 2013: Duval-Kristensen-McNish – **2014: Buemi-Davidson.**
Wins
8 Fässler, Lotterer, Tréluyer, **6** Lapierre, **5** Buemi, Davidson, Wurz, **4** Duval, Kristensen, McNish, **2** Dumas, Nakajima, Sarrazin, **1** Capello, Conway, Gené, Jani, Lieb.

Podiums
18 Kristensen, **15** Fässler, Lotterer, Tréluyer, **14** McNish, **11** Duval, Wurz, **10** Buemi, Davidson, Lapierre, Sarrazin, **7** Di Grassi, Nakajima, **5** Dumas, **4** Bernhard, Gené, Jani, **3** Capello, Hartley, Lieb, Webber, **2** Beche, Capello, Heidfeld, Jarvis, N. Prost, **1** Belicchi, Conway, Kane, Leventis, Watts.

Pole positions
8 Wurz, **7** Lapierre, **6** Fässler, Lotterer, Tréluyer, **4** Kristensen, McNish, Nakajima, **3** Dumas, Jani, Lieb, **2** Buemi, Davidson, Duval, Sarrazin, **1** Bernhard, Capello, Hartley, Webber.

Fastest race laps
8 Lotterer, **3** Buemi, Lapierre, **2** Tréluyer, **1** Davidson, Duval, Di Grassi, Fässler, Kristensen, McNish, Nakajima, Webber.

LM P2

TEAMS

Champions
2012: Starworks Motorsport - 2013: Oak Racing - **2014: SMP Racing.**

Wins
8 G-Drive Racing, **5** delta-ADR, **3** KCMG, Starworks Motorsports, **2** Oak Racing, PeCom Racing, **1** SMP Racing.

Pole positions
10 G-Drive Racing, **4** Starworks Motorsport, **3** delta-ADR, Oak Racing, **2** PeCom Racing, **1** CMG, Lotus LMP.

MANUFACTURERS

Wins
15 Oreca, **6** OnRoak Automotive (4 pour Morgan et 2 pour Ligier) **3** HPD (Honda Performance Development).
Pole positions
10 OnRoak Automotive (5 pour Morgan et 5 pour Ligier), **9** Oreca, **4** HPD, **1** Lola.

DRIVERS
Champions
2013: Baguette-Gonzalez-Plowman – **2014: Zlobin.**

Wins
8 J. Martin, Rusinov, **5** Graves, **4** Canal, Conway, Pla, **3** Bradley, Dalziel, Howson, Potolicchio, **2** Baguette, R. Gonzalez, Imperatori, Kaffer, Minassian, Perez-Companc, Plowman, Sarrazin, **1** Beche, Charouz,

Kerr, Kimber-Smith, A. Ladygin, Matsuda, Nakano, Pizzonia, Salo, Walker, Zlobin.

Podiums
16 Pla, **13** Rusinov, **11** Minassian **9** J. Martin, **8** Kaffer, Perez-Companc, **7** Potolicchio, Heinemeier-Hansson, **6** Bradley, A. Brundle, Canal, Dalziel, Howson, Sarrazin, Zlobin, **5** Baguette, Conway, Gonzalez, Graves, Mediani, Plowman, **4** Imperatori, A. Ladygin, Lahaye, Nicolet, **3** K. Ladygin, Shaitar, **2** Ayari, Charouz, Kimber-Smith, Matsuda, Panciatici, Ragues, **1** Beche, Giroix, T. Holzer, Johansson, M. Jousse, Kerr, Kraihammer, Krumm, Lancaster, Leinders, Lombard, Mailleux, Mardenborough, Nakano, Ordóñez, Pizzonia, Salo, Tresson, Walker, Wirdheim.

Pole positions
10 Rusinov, **9** Pla, **7** Canal, **5** J. Martin, **3** Conway, Graves, Potolicchio, Sarrazin, **2** A. Brundle, Charouz, Dalziel, Kaffer, Minassian, Perez-Companc, **1** Baguette, Bradley, M. Brundle, Gonzalez, Heinemeier Hansson, Howson, Imperatori, Kerr, Kimber-Smith, Lahaye, Nicolet, Ordóñez, Pizzonia, Plowman, Rossiter, Walker, Weeda.

Fastest race laps
11 Pla, **4** Conway, **1** Baguette, Beche, Charouz, Martin, Minassian, Panciatici, Sarrazin, Weeda.

GTE

MANUFACTURERS

World champions
2012: Ferrari – 2013: Ferrari – **2014: Ferrari.**
Wins
12 Ferrari, **7** Aston Martin, **5** Porsche.
Pole positions
12 Aston Martin, **8** Ferrari, **4** Porsche.

DRIVERS

Champions
2013: Bruni – **2014: Bruni-Vilander.**
Wins
10 Bruni, **7** Fisichella, Vilander, **6** Mücke-Turner, **4** Lietz, Makowiecki, **3** Lieb, **2** B. Senna, **1** Beretta, Bertolini, Cioci, Dumas, M. Holzer, Pilet.

Podiums
15 Mücke, Turner, **14** Bruni, **11** Fisichella, Vilander, **10** Lietz, Makowiecki, Pilet, **7** Bergmeister, Lieb, **5** Calado, Rigon, **4** Kobayashi, B. Senna, **2** Beretta, Bertolini, Cioci, Fernandez, M. Holzer, Lamy, Melo, **1** R. Bell, Bernhard, Dalla Lana, Dumas, Dumbreck, Griffin, Heinemeier-Hansson, MacDowall, D. Farnbacher, O'Young, Perazzini, Poulsen, Rees, Ried, Roda, Ruberti, Stanaway, Tandy, N. Thiim.

PRO

TEAMS
Champions
2012: AF Corse – 2013: AF Corse – **2014: AF Corse.**
Wins
12 AF Corse, **7** Aston Martin Racing, **3** Porsche Team Manthey, **2** Felbermayr-Proton

Pole positions
13 Aston Martin Racing, **6** AF Corse, **2** Felbermayr-Proton, Luxury Racing, **1** Porsche Team Manthey

DRIVERS

Pole positions
9 Mücke, Turner, **6** Bruni, **5** Makowiecki, Vilander, **3** Fisichella, Lieb, Lietz, B. Senna **2** Melo, **1** R. Bell, Dalla-Lana, D. Farnbacher, MacDowall, Lamy, O'Young, Rees, Stanaway.

Fastest race laps
6 Mücke, **4** Makowiecki, **3** Bruni, **2** Kobayashi, Lietz, Turner, **1** Fisichella, Pilet, Rigon, B. Senna, Stanaway.

AM

MANUFACTURERS

Wins
12 Aston Martin, **5** Porsche, **4** Ferrari **3** Chevrolet.
Pole positions
11 Aston Martin, **9** Ferrari, **3** Porsche, **1** Chevrolet.

TEAMS

Champions
2012: Larbre Compétition – 2013: 8Star Motorsports – **2014: Aston Martin Racing.**
Wins
12 Aston Martin Racing, **4** Proton Competition, **3** Larbre Compétition, **2** 8Star Motorsports, AF Corse, **1** Imsa Performance Matmut.

Pole positions
11 Aston Martin Racing, **5** AF Corse, **3** Luxury Racing, **2** Proton Competition, **1** 8Star Motorsports, Larbre Compétition, Prospeed Competition.

DRIVERS

Champions
2013: Campbell Walter-Hall – **2014: Heinemeier Hansson-Poulsen.**
Wins
7 Poulsen, **6** Lamy, Nygaard, **5** N. Thiim, **4** Heinemeier Hansson, Ried, Roda, Ruberti, **3** Bornhauser, Canal, Dalla Lana, **2** Aguas, Campbell-Walter, Hall, Cioci, Potolicchio, **1** Bourret, Griffin, Perazzini, Malucelli, Narac, Perez Companc, Rigon, B. Senna, A. Simonsen, Venturi, Vernay.

Podiums
13 Poulsen, **12** Nygaard, **11** Lamy, Ried, **10** Roda, Ruberti, **8** Heinemeier Hansson, Rugolo, **7** Bornhauser, Canal, Dalla Lana, N. Thiim, **6** Aguas, **5** Cioci, Jönsson, Krohn, Potolicchio, **4** Bourret, Griffin, Hall, Campbell-Walter, **3** Belloc, Gibon, Rees, Narac, Perazzini, Rigon, Stanaway, Vernay, Wyatt, **2** Al Qubaisi, Adam, Bachler, Bertolini, Collard, Perez-Companc, Perrodo, A. Simonsen, Venturi, **1** Bernoldi, Bird, Casé, Cressoni, Gerber, R. Kauffman, Longo, Malucelli, Negrao, O'Young, Palttala, Peter, B. Senna, Vaxivière, Vickers.

Pole positions
9 Nygaard, **7** Poulsen, **4** N. Thiim, **3** Dalla Lana, Ehret, Lamy, **2** Aguas, Bird, Jeannette, Montecalvo, Ried, Roda, Ruberti, Rugolo, A. Simonsen, Wyatt, **1** Belloc, Bernoldi, Bourret, Campbell-Walter, Cioci, Collard, D. Farnbacher, Gibon, Goethe, Hall, Heinemeier Hansson, Jakubowski, Kauffman, Longo, Malucelli, Negrao, Perez-Companc, Potolicchio, Perrodo, B. Senna, Vaxivière, Venturi, Vickers.

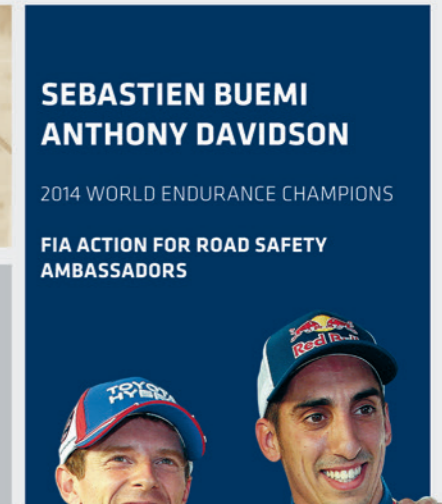
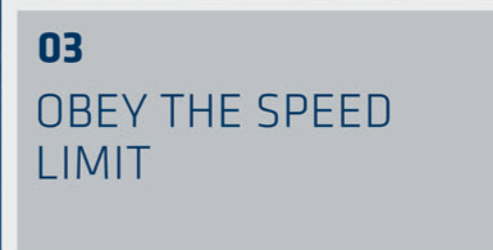
Fastest race laps
5 Ruberti, **3** N. Thiim, **2** Aguas, Cioci, Lamy, Nygaard, **1** Belloc, Bernoldi, Bird, Griffin, Malucelli, Palttala, Rees, Stanaway.

Pole positions
9 Nygaard, **7** Poulsen, **4** N. Thiim, **3** Dalla Lana, Ehret, Lamy, **2** Aguas, Bird, Jeannette, Montecalvo, Ried, Roda, Ruberti, Rugolo, A. Simonsen, Wyatt, **1** Belloc, Bernoldi, Bourret, Campbell-Walter, Cioci, Collard, D. Farnbacher, Gibon, Goethe, Hall, Heinemeier Hansson, Jakubowski, Kauffman, Longo, Malucelli, Negrao, Perez-Companc, Potolicchio, Perrodo, B. Senna, Vaxivière, Venturi, Vickers.

Fastest race laps
5 Ruberti, **3** N. Thiim, **2** Aguas, Cioci, Lamy, Nygaard, **1** Belloc, Bernoldi, Bird, Griffin, Malucelli, Palttala, Rees, Stanaway.



PLEDGE YOUR SUPPORT TO THE 10 GOLDEN RULES



ROAD CRASHES ARE THE #1 KILLER OF 15-29 YEAR OLDS. WE ALL HAVE A ROLE TO PLAY TO MAKE ROADS SAFE!

SIGN THE PLEDGE GO TO FIA.COM/PLEDGE



RECORDS OF ACHIEVEMENT



INSIDE



DOWNLOAD FIA WEC® 2015 app



FULL LIVE & ONBOARD

Races and qualifying session



LIVE TIMING

Timing for qualifying sessions and race



COMMUNITY

Live Text, Twitter, Facebook...



MEDIAS

News, photos, spectacular videos, exclusive interviews



HIGHLIGHTS

Replay of major events



Download FIA WEC® 2015 app

