

# LE MANS HEROES

≡ **81 CARS, 100 YEARS OF HISTORY** ≡

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Adaptation by  
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|                                      |     |
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## WINNERS

|      |                              |      |      |                          |       |
|------|------------------------------|------|------|--------------------------|-------|
| 1924 | BENTLEY 3 LITRE SPORT        | [12] | 1973 | MATRA-SIMCA MS670B       | [100] |
| 1925 | LORRAINE-DIETRICH B3-6 SPORT | [18] | 1974 | MATRA-SIMCA MS670B       | [104] |
| 1926 | LORRAINE-DIETRICH B3-6 SPORT | [22] | 1975 | GULF-MIRAGE GR8          | [110] |
| 1929 | BENTLEY SPEED SIX            | [26] | 1977 | PORSCHE 936/77           | [114] |
| 1930 |                              |      | 1978 | RENAULT-ALPINE A442B     | [118] |
| 1931 | ALFA ROMEO 8C 2300 LM ZAGATO | [30] | 1980 | RONDEAU M379B            | [122] |
| 1934 | ALFA ROMEO 8C 2300 BRIANZA   | [34] | 1981 | PORSCHE 936/81           | [126] |
| 1935 | LAGONDA M45R RAPIDE          | [38] |      | THE GREAT EXHIBITION     | [130] |
| 1952 | MERCEDES-BENZ 300 SL W194    | [44] | 1982 | PORSCHE 956              | [136] |
| 1957 | JAGUAR TYPE D                | [48] | 1984 | PORSCHE 956B             | [140] |
| 1958 | FERRARI 250 TR/58            | [54] | 1985 |                          |       |
| 1959 | ASTON MARTIN DBRI            | [58] | 1986 | PORSCHE 962C             | [144] |
| 1960 | FERRARI 250 TR/59-60         | [62] | 1987 | PORSCHE 962C             | [150] |
| 1963 | FERRARI 250 P/275 P          | [66] | 1988 | JAGUAR XJR-9 LM          | [154] |
| 1964 |                              |      | 1991 | MAZDA 787B               | [158] |
|      | THE GREAT EXHIBITION         | [70] | 1992 | PEUGEOT 905 EVO I BIS LM | [162] |
| 1966 | FORD GT40 MKII               | [76] | 1993 | PEUGEOT 905 EVO I BIS LM | [168] |
| 1967 | FORD GT40 MKIV               | [80] | 1995 | MCLAREN FI GTR           | [172] |
| 1968 | FORD GT40 MKI                | [84] | 1996 | TWR PORSCHE WSC-95       | [176] |
| 1969 |                              |      | 1997 |                          |       |
| 1970 | PORSCHE 917 K                | [88] | 1998 | PORSCHE 911 GTI-98       | [180] |
| 1971 | PORSCHE 917 K                | [92] | 1999 | BMW V12 LMR              | [184] |
| 1972 | MATRA-SIMCA MS670            | [96] |      | THE GREAT EXHIBITION     | [188] |
|      |                              |      | 2000 | AUDI R8                  | [194] |



|      |                      |       |                                     |       |
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| 2003 | BENTLEY SPEED 8      | [206] | 1925 CHENARD & WALCKER TANK         | [300] |
| 2004 | AUDI R8              | [210] | 1928 TRACTA CEPHI                   | [304] |
| 2005 | AUDI R8              | [216] | 1931 BUGATTI 50S LE MANS            | [308] |
| 2006 | AUDI R10 TDI         | [220] | 1937 SIMCA CINQ GORDINI             | [312] |
| 2007 | AUDI R10 TDI         | [224] | 1938 ALFA ROMEO 8C 2900B LE MANS    | [316] |
| 2008 | AUDI R10 TDI         | [228] | 1950 CADILLAC SERIES 61             | [320] |
| 2009 | PEUGEOT 908 HDI FAP  | [232] | 1951 PORSCHE 356 SL                 | [324] |
| 2010 | AUDI R15+ TDI        | [236] | 1954 GORDINI TI5S                   | [328] |
| 2011 | AUDI R18 TDI         | [240] | 1957 JAGUAR TYPE D                  | [332] |
| 2012 | AUDI R18 E-TRON      | [244] | 1958                                |       |
| 2013 | AUDI R18 E-TRON      | [248] | 1960 MASERATI TIPO 61               | [336] |
| 2014 | AUDI R18 E-TRON      | [252] | 1962 FERRARI 250 GTO                | [340] |
| 2015 | PORSCHE 919 HYBRID   | [256] | 1963 ROVER-BRM TURBINE              | [346] |
| 2016 | PORSCHE 919 HYBRID   | [260] | 1965                                |       |
| 2017 | PORSCHE 919 HYBRID   | [264] | 1965 FERRARI 250 LM                 | [350] |
| 2018 | TOYOTA TS050 HYBRID  | [270] | 1967 FERRARI 330 P4                 | [354] |
| 2019 | TOYOTA TS050 HYBRID  | [274] | 1967 CD SP66                        | [358] |
| 2020 | TOYOTA TS050 HYBRID  | [278] | 1968 HOWMET TX                      | [362] |
| 2021 | TOYOTA GR010 HYBRID  | [284] | 1971 PORSCHE 917 LH                 | [366] |
| 2022 | TOYOTA GR010 HYBRID  | [288] | 1975 BMW 3.0 CSL CALDER             | [370] |
|      |                      |       | 1978 PORSCHE 935                    | [374] |
|      |                      |       | 1988 WM PEUGEOT P88                 | [378] |
|      | THE GREAT EXHIBITION | [292] |                                     |       |
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5

WINNERS



# BENTLEY 3-LITRE SPORT

[1924]

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**Race date** 14-15 June 1924

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**Podium**

- 1** Duff & Aldington, Bentley 3-Litre Sport, John Duff and Frank Clement
- 2** Société Lorraine-Dietrich, Lorraine-Dietrich B3-6 Sport, Henri Stoffel and Édouard Brisson
- 3** Société Lorraine-Dietrich, Lorraine-Dietrich B3-6 Sport, Gérard de Courcelles and André Rossignol









**Previous page.**

XT1606 parading between Mulsanne and Indianapolis, a part of the circuit whose layout has remained intact and intemporal since 1923!

**Opposite.**

XT1606 is the oldest existing winner of Le Mans 24 Hours. This icon is saluted by the many spectators at each of its outing from the museum.

**Right-hand page.**

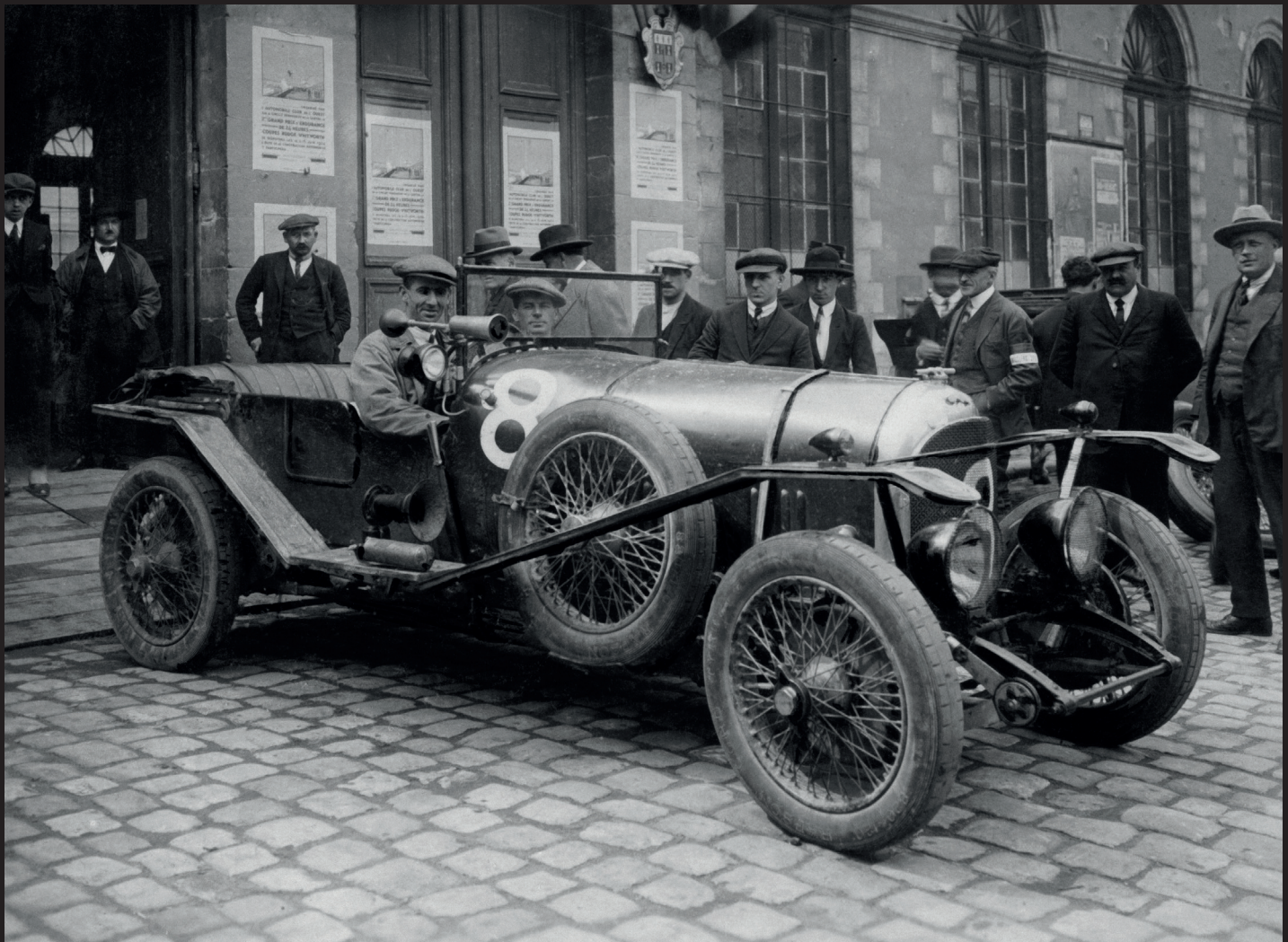
John Duff, at the wheel, and Franck Clement leaving scrutineering at the 1924 edition held for the first time in the halle aux toiles (cloth hall) on the current Place d'Alger.

# Les 24 Heures du Mans

## SCRUTINEERING FORM

|                                        |                      |                       |
|----------------------------------------|----------------------|-----------------------|
| CHASSIS NUMBER                         | RACING NUMBER        |                       |
| 582                                    | 8                    |                       |
| TEAM<br>Duff & Aldington               |                      |                       |
| DRIVERS<br>John Duff and Frank Clement |                      |                       |
| NUMBER OF LAPS COVERED                 | AVERAGE SPEED (KM/H) | DISTANCE COVERED (KM) |
| 120                                    | 86.5                 | 2,077.34              |
| FINAL POSITION<br>1st                  |                      |                       |





**Considering the brand's long association with Le Mans,** it's remarkable that W. O. Bentley was originally sceptical about the merits of a 24-hour race.

However, after a commendable fourth place in the inaugural event, John Duff returned the following year with an updated version of its 3-Litre model.

Though originally designed to benefit from road tax reductions – hence the relatively small engine bore at less than 3.0-litres – the inline four had a long stroke, which meant plenty of torque delivered via four forward gears. It featured a single overhead camshaft that actuated four valves per cylinder and produced 70 bhp. For the 1924 event, the Bentley, the only foreign car entered, was equipped with new four-wheel drum brakes plus matting around the fuel tanks and wire guards covered the headlights to provide protection from stones thrown up by rival racing cars.

John Duff also added a few mechanical improvements to make pit stops easier, as well as stationing team members at the entry to the pit lane to send signals to the drivers.

The race itself would be anything but straightforward for the team. On lap 19, they were nearly disqualified after Duff fearing a lack of fuel came in one lap before he was supposed to.

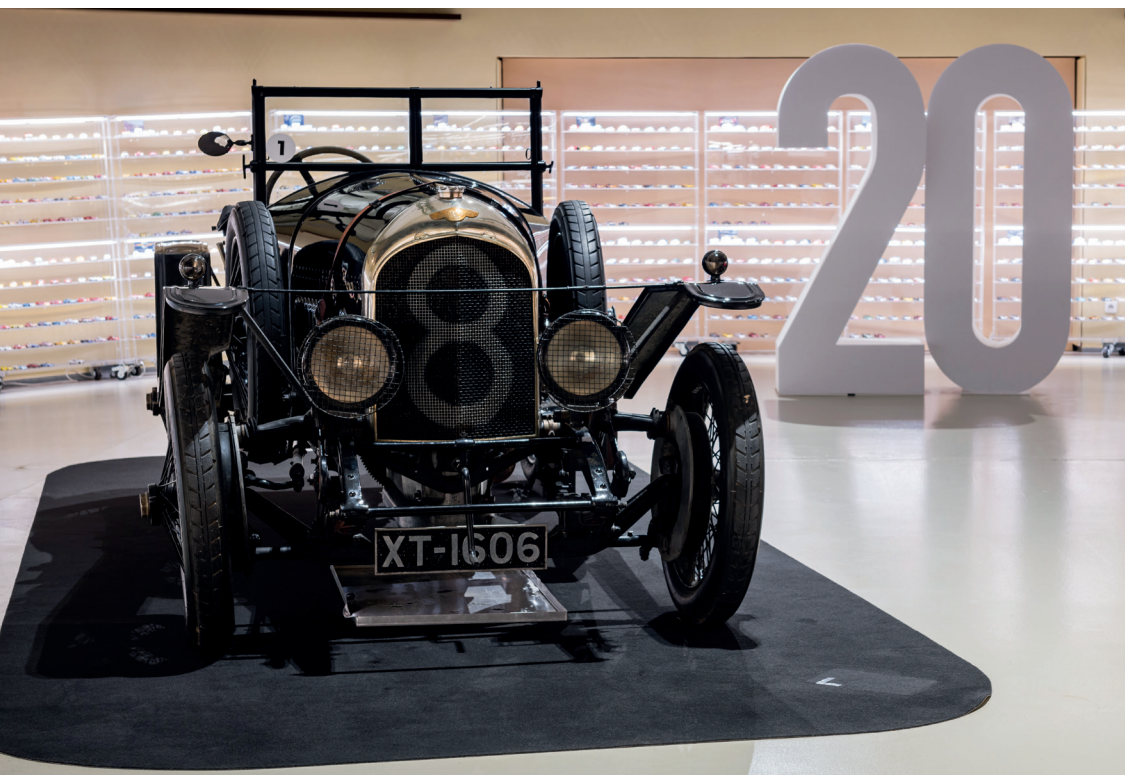
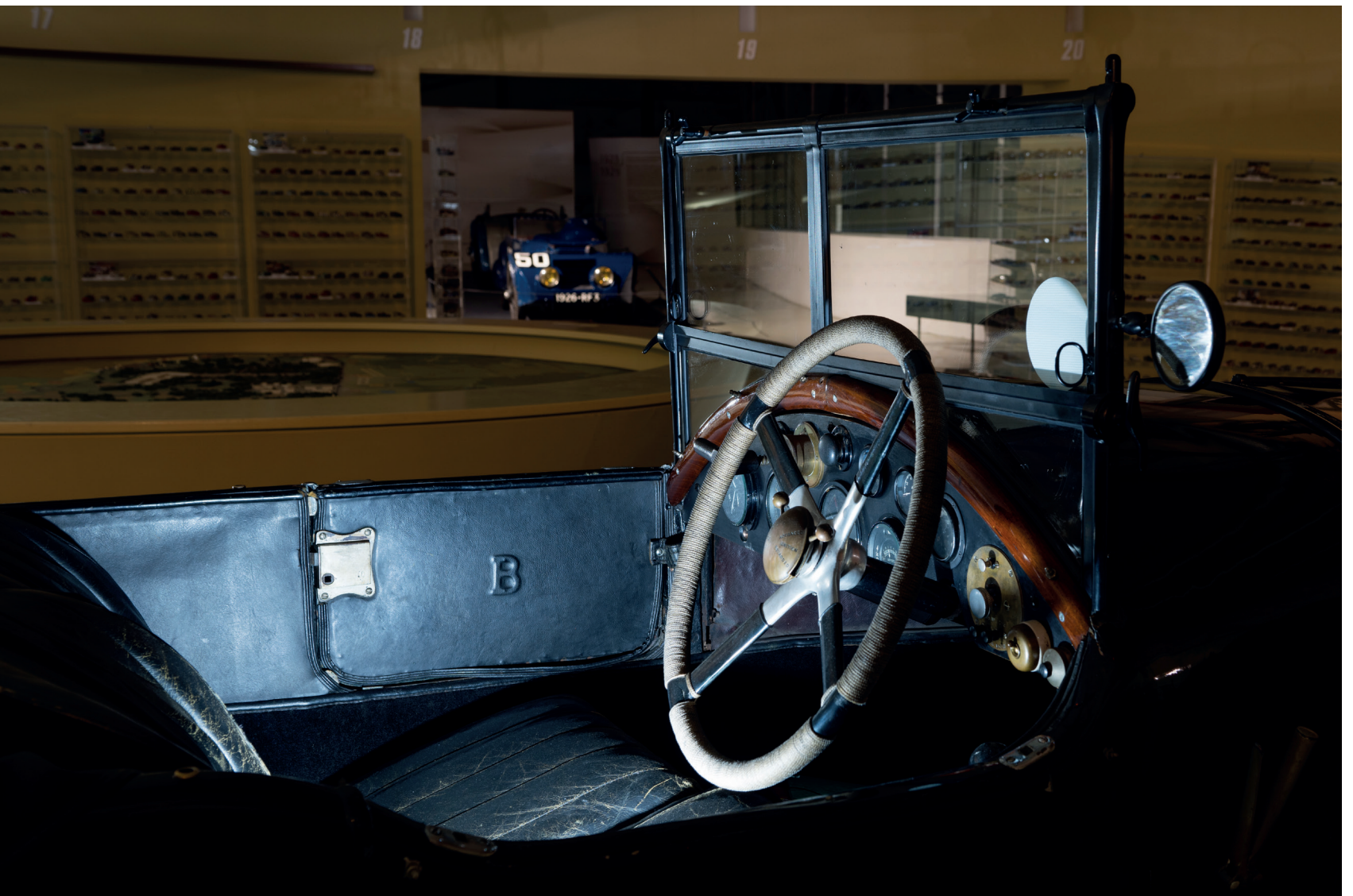
After a warning from an official he managed to do another lap. Overnight, he had to pit the car to clear a blockage in the gearbox due an electrical issue – losing half an hour.

However, a spirited run by Clement saw the Bentley back in first place after the leading Lorraine-Dietrich suffered a puncture.

With two hours to go, Bentley pitted the car for precautionary rear wheel changes, but removing them proved to be very difficult. After an hour lost fixing the problem, Duff was sent out having covered 120 laps, five ahead of their target. However, the lengthy pit stop had left the Bentley close to missing out on victory as its final five laps did not meet the pre-set race-average and were not counted according to the ACO regulations. But Bentley finally clinched the win by a lap as the 120 the car had covered before the final stop were enough to ensure victory.

After its Le Mans success, chassis 582 was fitted with a saloon body, before being bought back by Bentley in 1931 and rebodied as a pick-up until WWII. A young English enthusiast purchased XT1606 in 1963 and restored it to its 1924 configuration. Today, the car belongs to the ACO and has been on display in the 24 Hours Museum since 1991. At the end of 2023 the ACO began a full restoration of chassis 582.





As the veteran of the exhibition, XT1606 has pride of place among the museum's collection of scale models.







# THE GREAT EXHIBITION

Le Mans is a team event with an exceptional human dimension. Victory depends on the engineers, the mechanics, and the strategists. As Jacky Ickx says, the drivers are just the tip of the iceberg. As ambassadors of the race, drivers play a vital role in the event's popularity. The most iconic drivers in history took to the wheel again during the two parades held on the eve of the centenary of the 24 Hours and during Le Mans Classic three weeks later.

Henri Pescarolo, in blue, returned to the 1974 Matra, Jacky Ickx, to the 1977 Porsche that he drove to the greatest victory of his entire racing career. Derek Bell took his place in the unforgettable long-tailed Porsche 917 Gulf that he had shared with Jo Siffert in 1971. The legendary Tom Kristensen with his nine victories, whose name is closely associated with Audi, drove the R8 to the brand's first victory in 2000, highly symbolic! Yannick Dalmas, the only driver to have won four times with four different brands, returned to the cockpit of the 1999 BMW. Who else but Emanuele Pirro to take the wheel of the 1980 Rondeau? The Roman driver is an expert on the history of the 24 Hours. What would Le Mans be without talented amateur drivers like Rob Kauffman, a 24 Hours driver in 2011 and 2012 and a major collector! He returned to the track in his winning Ford GT40 in 1966 and his Alfa Romeo 8C victorious in the 1934 edition.

They all connected with the audience and fans during the moving commemorations.

➡ Jacky Ickx at the wheel of 936 001, the winner of the 1977 edition.

➡ Gerard Larrousse sitting on the Matra with which he clinched his second victory in 1974.

➡➡ Emanuele Pirro and Rob Kauffman in the Alfa Romeo 8C 2300 that triumphed at Le Mans in 1934.









👑👑👑 Prince Leopold of Bavaria (cap), who has participated in the 24 Hours three times, in conversation with Stefan Johansson standing in the TWR Porsche he drove to victory in 1997.

👑👑 Jacky Ickx poses in front of his winning Porsche 936 in 1977.

➡ A moment of complicity between Gérard Larrousse and Derek Bell.

👑👑 Gérard Larrousse at the wheel of the winning Matra of the 1974 edition.

👑 The Porsche Museum team at the foot of the Dunlop footbridge: on the left Timo Bernhard, Stéphane Ortelli and Mark Webber in the center, further right Marc Lieb.



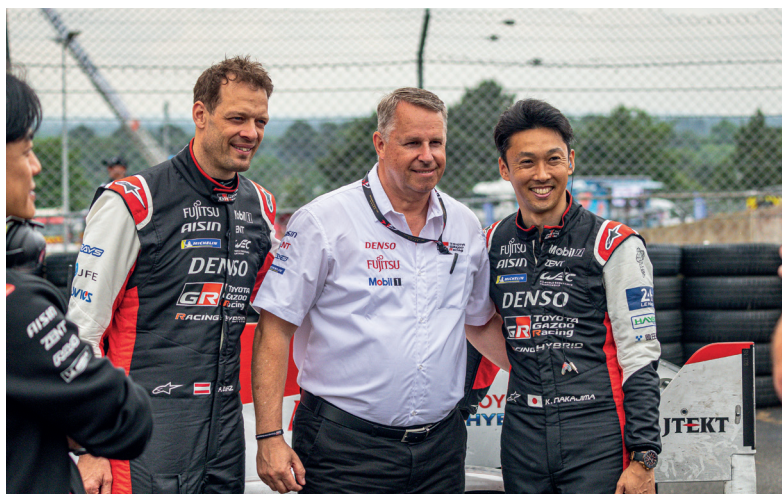


📸 Superb photo of 18 victories!  
Tom Kristensen: 9; Dindo  
Capello: 3; Guy Smith: 1; Benoit  
Tréluyer: 3; Alexander Wurz: 2.

🏁 Guy Smith and Tom  
Kristensen ready for the start  
of the Le Mans centenary  
parade.







➤ Mark Lieb (1 victory), Mark Webber, Derek Bell (5 victories), Jacky Ickx (6 victories) and Yannick Dalmas (4 victories)!

➤ Henri Pescarolo and Alain Serpaggi inside the museum.

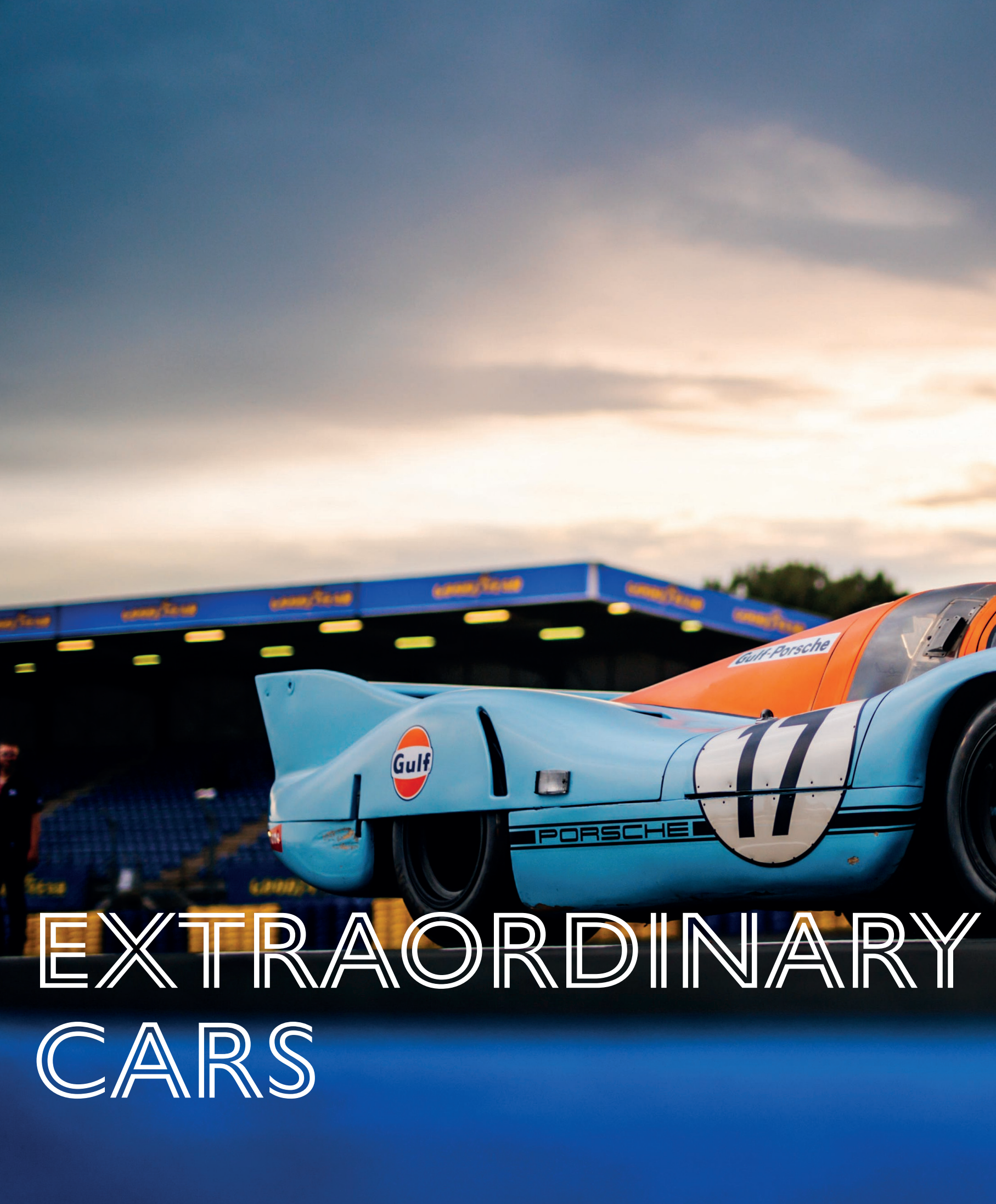
➤ Alexander Wurz and Kazuki Nakajima surrounding Jack de Keijzer.

➤ Yannick Dalmas, Derek Bell, Jacky Ickx and Gérard Larrousse in front of the most modern section of the centenary parade grid.









# EXTRAORDINARY CARS







# CHENARD & WALCKER TANK

[1925]

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**Race date** 20-21 June 1925

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**Podium**

- 1** Société Lorraine-Dietrich, Lorraine-Dietrich B3-6 Sport, André Rossignol and Gérard de Courcelles
- 2** Sunbeam Motor Company, 3-litre Sunbeam Super Sports, Jean Chassagne and Sammy Davis
- 3** Société Lorraine-Dietrich, Lorraine-Dietrich B3-6 Sport, Édouard Brisson and Henri Stalter











# Les 24 Heures du Mans

## SCRUTINEERING FORM

|                |             |  |
|----------------|-------------|--|
| CHASSIS NUMBER | RACE NUMBER |  |
| 1001           | 50          |  |

TEAM

Chenard and Walcker SA

DRIVERS

Raymond Glaszmann and Manso de Zúñiga

|                        |                      |                       |
|------------------------|----------------------|-----------------------|
| NUMBER OF LAPS COVERED | AVERAGE SPEED (KM/H) | DISTANCE COVERED (KM) |
| 109                    | 78.427               | 1,882.25              |

FINAL POSITION

10th, after 109 laps



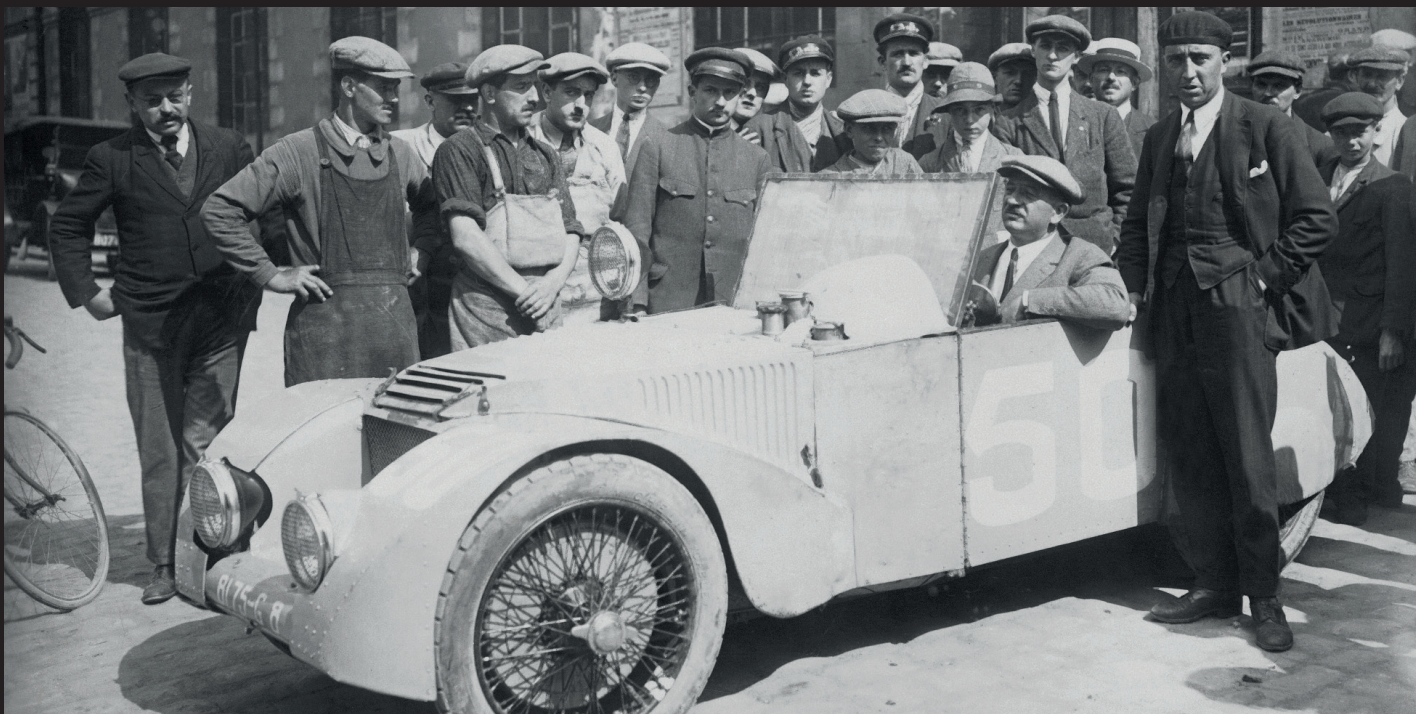
**Opposite.**  
The museum teams prepare the Chénard & Walcker Tank for a parade.

**Right-hand page, from top to bottom.**  
The Chenard & Walcker tank coming out of the Halle aux Toiles after scrutineering in 1925.

The Great Exposition itinerary is chronological. Here we see the pioneers that left their mark on the race in the 1920s.







**Chenard & Walcker scored a one-two victory in the very first 24 Hours of Le Mans** with André Lagache and René Léonard leading home compatriots and teammates, Christian Dauvergne and Raoul Bachmann, by 4 laps.

There would be no such luck in 1924 as the Lagache and Léonard Type U 22CV Sport retired from the lead when their car caught fire on the Mulsanne straight after four hours, two hours longer than the previous year's crew had managed to achieve before suffering the same fate.

For the 1925 race, Chenard-Walcker opted for caution with two different cars. Lagache and Léonard and André Pisart and Jacques "Elgy" Ledure were at the wheel of a brace of 3.95-litre straight-8-powered 22 CVs. The other two cars were Z1 "Tank" Speciales, designed by Chenard & Walcker's chief engineer Henri Toutée and inspired by Bugatti's Type 32 Tank. Weighing just 600 kg, they were powered by a 1095 cc engine developing 50 bhp and featured brakes on all four wheels, an innovation for the era, one of many on this car. This was nothing compared to the aerodynamic bodywork, which enabled the car to lap the Le Mans circuit at an average of 78 km/h! On was entrusted to Robert Sénéchal and Albéric Loqueheux, while the other was driven by Raymond Glaszmann and Manso de Zúñiga. The Chenard & Walcker tank can be considered as the first prototype in the history of the 24 Hours of Le Mans!

Both cars saw the chequered flag and what was even better, won prizes. Glaszmann and de Zúñiga were awarded the inaugural Biennial Cup and finished in 10th place overall, while Sénéchal and Loqueheux claimed the first – and only – Rudge-Whitworth Triennial Cup and came home 13th. These were the only two official classifications that existed at the time.



Two cars were entered for 1926, but they never turned up and the team was disbanded by the end of the year.

Twelve years later in 1937, both cars returned to the Sarthe thanks to Yves Giraud-Cabantous who purchased them from a warehouse and supercharged no. 50. French wrestler Charles Rigoulot (gold medalist weightlifting Paris Olympics in 1924) partnered him in one car and Charles Roux and Charles Cotet teamed up in the other.

There would be not repeat their exploits. Giraud, Cabantous and Rigoulot's race was over after 19 hours with electrical issues and Roux and Cotet's outing ended after four hours with a crash. The no. 50 car in 1937 specification is part of the Le Mans Museum's collection.