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PIERRE TASSEL
TRANSLATION: DAVID WALDRON

24h LE MANS® 93rd ÉDITION

The official annual of the greatest endurance race in the world



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CHAMPIONSHIP

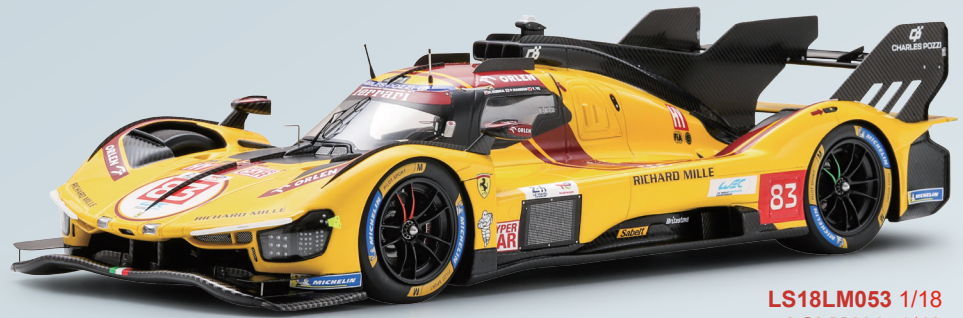


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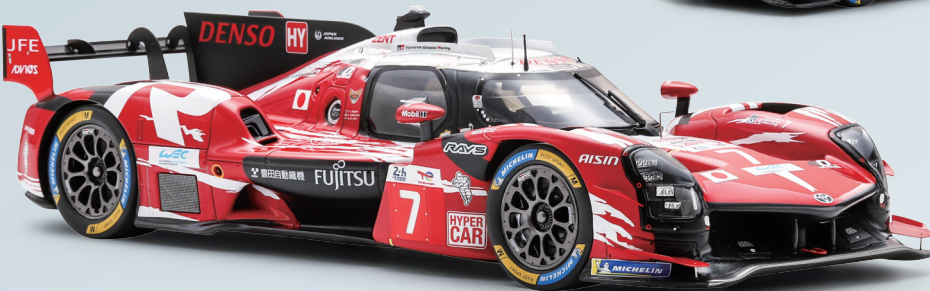
LS18LM053 1/18
LSLM190 1/43
LS64010LM 1/64

Ferrari 499P No.83 Winner Le Mans 24H 2025
R. Kubica - Y. Ye - P. Hanson

18S1055
Toyota GR010 - Hybrid No.7
5th Le Mans 24H 2025
M. Conway - K. Kobayashi - N. De Vries
1/18



LSLM191
Ferrari 499P No.51 3rd Le Mans 24H 2025
A. Pier Guidi - J. Calado - A. Giovinazzi
1/43



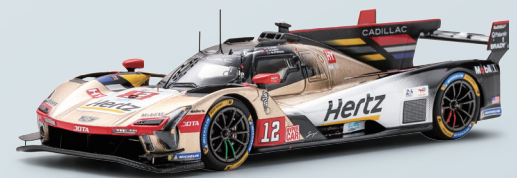
LSLM192
Ferrari 499P No.50 Le Mans 24H 2025
A. Fuoco - N. Nielsen - M. Molina
1/43



S9258
Porsche 963 No.6
2nd Le Mans 24H 2025
K. Estre - L. Vanthoor - M. Campbell
1/43



S9260
Toyota GR010 - Hybrid No.8
Le Mans 24H 2025
S. Buemi - B. Hartley - R. Hirakawa
1/43



S9261
Cadillac V-Series.R No.12
4th Le Mans 24H 2025
W. Stevens - N. Nato - A. Lynn
1/43



S9264
Alpine A424 No.35
9th Le Mans 24H 2025
P. Chatin - F. Habsburg - C. Milesi
1/43



S9284
Oreca 07 - Gibson No.43
Winner LMP2 class Le Mans 24H 2025
J. Smiechowski - T. Dillmann - N. Yelloly
1/43



S9294
BMW M4 LMGT3 No.46
Le Mans 24H 2025
A. Al Harthy - V. Rossi - K. Van Der Linde
1/43



S9298
Mercedes-AMG LMGT3 No.63
Le Mans 24H 2025
S. Grove - B. Grove - L. Stolz
1/43



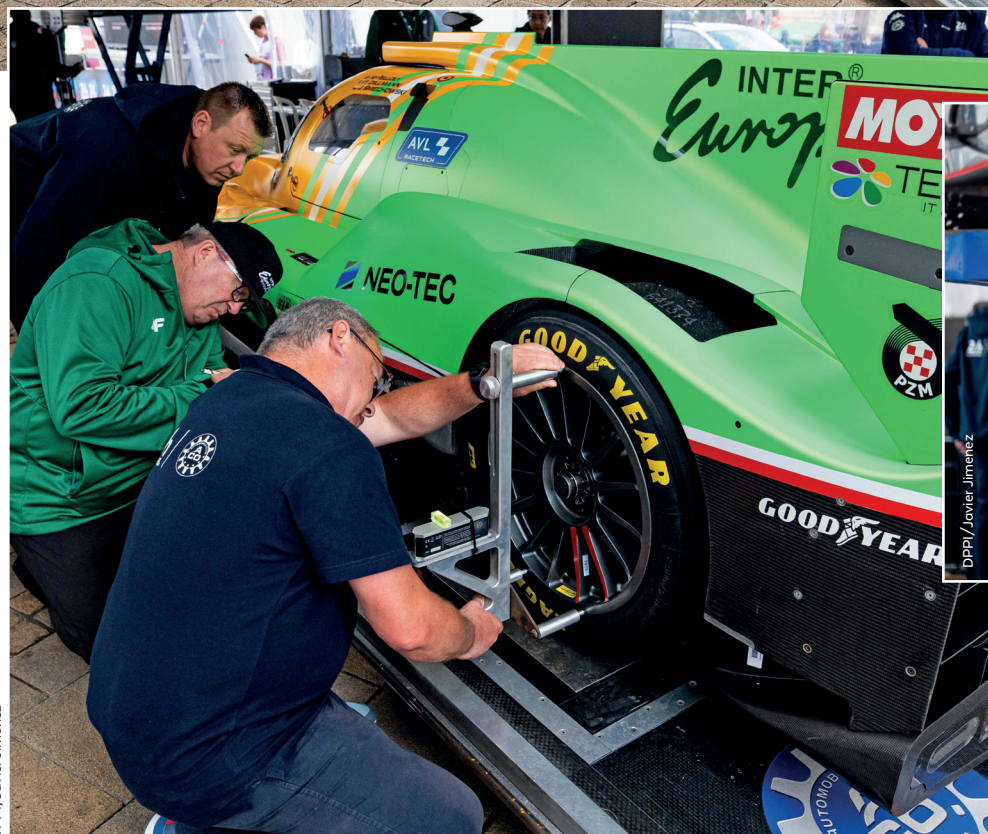
S9302
Porsche 911 GT3 R LMGT3 No.85
Le Mans 24H 2025
C. Martin - R. Frey - S. Bovy
1/43



S9304
Ford Mustang LMGT3 No.88
Le Mans 24H 2025
S. Gattuso - G. Levorato - D. Olsen
1/43

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Scrutineering, a popular celebration, is above all a mandatory passage for the 62 competitors. The cars are checked by the scrutineers as they pass through station 1 (dimensions, weight, bodywork, wings), station 2 (flat bottom, central skid block, front splitter and rear diffuser), station 3 (lighting, safety elements, official stickers and roll bars) and finally station 4 (engine identification, telemetry and timing).



ACO/Antonin Vincent

Thanks to the support of Spike the dragon, the no. 199 Oreca 07 entered by AO by TF was the youngest fans' favourite. By securing the services of the speedy Dane Cameron and Louis Delétraz, PJ Hyett the boss of AO Racing, gave himself a real chance of victory in LMP2 Pro/Am.

Outgoing LMGT3 FIA WEC champion, Alex Malykhin decided to move up to LMP2. For his debut in the category, he put his trust in CLX Motorsport (formerly Cool Racing), renamed CLX Pure Rxcing for the 24 Hours.



DPP/Javier Jimenez

TEST DAY





DPPI/Marcel Wulff



ACO/Alexis Goure



Alex Lynn, who set the second-fastest time in the Hyperpole in 2024 grabbed his chance with both hands this year. With a lap in 3m 23.166s, he gave Cadillac its first-ever pole position at Le Mans and its second in the FIA WEC. Hertz Team Jota's cup was filled to overflowing as the no. 38 car clinched second place!



ACO/Dominique Breugnot

The three pole sitters of this 93rd edition. If Alex Lynn climbed onto the podium with Niki Laa (the no. 12's V-Series.R engineer), Mattia Drudi was accompanied by Paul Diggins (the Heart of Racing team manager) and Mathias Beche by Mathilde Mocquery (the TDS Racing team manager).

STARTING GRID

Pos.	Cat.	No.	Cars	Team	Drivers	Qualifying (position)	Hyperpole 1 (position)	Hyperpole 2
1	Hypercar	12	Cadillac V-Series.R	Cadillac Hertz Team Jota	Stevens/Nato/ Lynn	3' 22" 847 (1)	3' 23" 641 (8)	3' 23" 166
2	Hypercar	38	Cadillac V-Series.R	Cadillac Hertz Team Jota	Bamber /Bourdais/Button	3' 23" 467 (4)	3' 23" 141 (2)	3' 23" 333
3	Hypercar	5	Porsche 963	Porsche Penske Motorsport	Andlauer/Christensen/ Jaminet	3' 25" 544 (6)	3' 23" 979 (9)	3' 23" 475
4	Hypercar	15	BMW M Hybrid V8	BMW M Team WRT	Magnussen/ D. Vanthoor /Marciello	3' 22" 887 (2)		3' 23" 659
5	Hypercar	4	Porsche 963	Porsche Penske Motorsport	Nasr/ Tandy /Wehrlein	3' 24" 584 (13)	3' 24" 061 (10)	3' 23" 983
6	Hypercar	20	BMW M Hybrid V8	BMW M Team WRT	Frijns/ S. van der Linde /Rast	3' 23" 805 (7)	3' 23" 250 (3)	3' 24" 009
7	Hypercar	50	Ferrari 499P	Ferrari AF Corse	Nielsen/ Fuoco /Molina	3' 23" 514 (5)	3' 23" 273 (4)	3' 24" 213
8	Hypercar	311	Cadillac V-Series.R	Whelen Cadillac Racing	Aitken/Vesti/ Drugovich	3' 23" 890 (8)	3' 22" 742 (1)	3' 24" 380
9	Hypercar	36	Alpine A424	Alpine Endurance Team	Makowiecki /Schumacher/Gounon	3' 23" 945 (9)	3' 23" 462 (5)	3' 24" 398
10	Hypercar	8	Toyota GTR10 Hybrid	Toyota Gazoo Racing	Buemi /Hartley/Hirakawa	3' 23" 988 (10)	3' 23" 546 (8)	no time
11	Hypercar	51	Ferrari 499P	Ferrari AF Corse	Calado/ Pier Guidi /Giovannazzi	3' 23" 163 (3)	3' 24" 143 (11)	
12	Hypercar	35	Alpine A424	Alpine Endurance Team	Habsburg/ Chatin /Milesi	3' 24" 667 (14)	3' 24" 153 (12)	
13	Hypercar	83	Ferrari 499P	AF Corse	Hanson/Kubica/ Ye	3' 23" 994 (11)	3' 24" 327 (13)	
14	Hypercar	101	Cadillac V-Series.R	Cadillac WTR	R. Taylor /J. Taylor/Albuquerque	3' 24" 030 (12)	3' 24" 811 (14)	
15	Hypercar	009	Aston Martin Valkyrie	Aston Martin THOR Team	Riberas/ Sørensen /De Angelis	3' 24" 869 (15)	3' 25" 258 (15)	
16	Hypercar	7	Toyota GTR10 Hybrid	Toyota Gazoo Racing	Conway/Kobayashi/ De Vries	3' 25" 062 (16)		
17	Hypercar	94	Peugeot 9X8	Peugeot TotalEnergies	Duval/Jakobsen/ Vandoorne	3' 25" 240 (17)		
18	Hypercar	93	Peugeot 9X8	Peugeot TotalEnergies	Di Resta/Mikkel Jensen/ Vergne	3' 25" 494 (18)		
19	Hypercar	99	Porsche 963	Proton Competition	Jani /Pino/Varrone	3' 25" 527 (19)		
20	Hypercar	007	Aston Martin Valkyrie	Aston Martin THOR Team	Tincknell /Gamble/Gunn	3' 26" 349 (20)		
21	Hypercar	6	Porsche 963	Porsche Penske Motorsport	Estre /L. Vanthoor/Campbell	3' 23" 360 (annulé)		
22	LMP2 P/A	29	Oreca 07-Gibson	TDS Racing	Beche /Sales/Novalak	3' 36" 163 (4)	3' 35" 933 (4)	3' 35" 062
23	LMP2	43	Oreca 07-Gibson	Inter Europol Competition	Dillmann /Śmiechowski/Yelloly	3' 36" 958 (8)	3' 54" 657 (1)	3' 35" 333
24	LMP2 P/A	199	Oreca 07-Gibson	AO by TF	Delétraz /Hyett/Cameron	3' 35" 472 (1)	3' 35" 298 (2)	3' 35" 421
25	LMP2 P/A	23	Oreca 07-Gibson	United Autosports	Jarvis/D Schneider/ Hanley	3' 35" 657 (2)	3' 36" 463 (7)	3' 35" 459
26	LMP2	22	Oreca 07-Gibson	United Autosports	Van der Zande/ Fittipaldi /Heinemeier Hansson	3' 36" 536 (5)	3' 35" 473 (3)	3' 35" 615
27	LMP2 P/A	37	Oreca 07-Gibson	CLX Pure Rxcing	Blomqvist /Malykhin/Vautier	3' 37" 652 (12)	3' 36" 365 (6)	3' 36" 184
28	LMP2 P/A	183	Oreca 07-Gibson	AF Corse	Vaxivière /Perrodo/Félix da Costa	3' 37" 394 (11)	3' 36" 323 (5)	3' 36" 993
29	LMP2 P/A	16	Oreca 07-Gibson	RLR M Sport	Pilet/Michael Jensen/ Cullen	3' 37" 119 (10)	3' 36" 468 (8)	3' 38" 922
30	LMP2	28	Oreca 07-Gibson	IDEC Sport	Lafargue/Van Uiter/ Álvarez	3' 37" 004 (9)	3' 36" 675 (9)	
31	LMP2	45	Oreca 07-Gibson	Algarve Pro Racing	Catsburg /Kurtz/Quinn	3' 35" 954 (3)	3' 36" 834 (10)	
32	LMP2	48	Oreca 07-Gibson	VDS Panis Racing	Masson/Gray/ Perera	3' 36" 588 (6)	3' 36" 844 (11)	
33	LMP2	25	Oreca 07-Gibson	Algarve Pro Racing	Kaiser/ Fluxá /Pourchaire	3' 36" 612 (7)	3' 37" 120 (12)	
34	LMP2 P/A	11	Oreca 07-Gibson	Proton Competition	Viscaal /Roda/Binder	3' 37" 767 (13)		
35	LMP2	18	Oreca 07-Gibson	IDEC Sport	Lotterer /Chadwick/Jaubert	3' 37" 940 (14)		
36	LMP2	9	Oreca 07-Gibson	Iron Lynx-Proton	Ried/Capietto/ De Gêrus	3' 38" 548 (15)		
37	LMP2 P/A	34	Oreca 07-Gibson	Inter Europol Competition	Ghiotto /Boulle/Simmenauer	3' 39" 328 (16)		
38	LMP2 P/A	24	Oreca 07-Gibson	Nielsen Racing	Braun /Rao/Bölükbaşı	3' 40" 271 (17)		
39	LMGT3	27	Aston Martin Vantage AMR LMGT3	Heart of Racing Team	Drudi /James/Robichon	3' 57" 083 (2)	3' 54" 718 (4)	3' 52" 789
40	LMGT3	21	Ferrari 296 LMGT3	Vista AF Corse	Hériau/Mann/ Rovera	3' 58" 116 (9)	3' 54" 745 (6)	3' 53" 085
41	LMGT3	46	BMW M4 LMGT3	Team WRT	K. van der Linde/Al Harthy/ Rossi	3' 56" 875 (1)	3' 54" 345 (1)	3' 54" 966
42	LMGT3	61	Mercedes-AMG LMGT3	Iron Lynx	M. Martin /Berry/Hodenus	3' 58" 732 (11)	3' 54" 731 (5)	3' 54" 998
43	LMGT3	92	Porsche 911 GT3 R LMGT3	Manthey 1st Phorm	Hardwick/Pera/ Lietz	3' 57" 255 (3)	3' 54" 659 (3)	3' 55" 140
44	LMGT3	81	Corvette Z06 LMGT3.R	TF Sport	Eastwood/Van Rompuy/ Andrade	3' 57" 690 (5)	3' 54" 646 (2)	3' 55" 740
45	LMGT3	95	McLaren 720S LMGT3 Evo	United Autosports	Leung/Gelael/ Sato	3' 58" 977 (12)	3' 55" 186 (8)	3' 55" 965
46	LMGT3	78	Lexus RC F LMGT3	Akkodis ASP team	Hawksworth /Robin/Gehrsitz	3' 57" 321 (4)	3' 54" 934 (7)	4' 03" 660
47	LMGT3	193	Ferrari 296 LMGT3	Ziggo Sport Tempesta	Froggatt /Hui/Cheever III	3' 57" 960 (7)	3' 55" 853 (9)	
48	LMGT3	88	Ford Mustang LMGT3	Proton Competition	Olsen/Gattuso/ Levorato	3' 57" 827 (6)	3' 56" 160 (10)	
49	LMGT3	59	McLaren 720S LMGT3 Evo	United Autosports	Cottingham/Saucy/ Baud	3' 58" 106 (8)	3' 56" 171 (11)	
50	LMGT3	54	Ferrari 296 LMGT3	Vista AF Corse	Rigon/ Flohr /Castellacci	3' 58" 632 (10)	no time (12)	
51	LMGT3	77	Ford Mustang LMGT3	Proton Competition	Barker/ Sousa /Tuck	3' 59" 004 (13)		
52	LMGT3	87	Lexus RC F LMGT3	Akkodis ASP team	Umbrärescu /López/Schmid	3' 59" 037 (14)		
53	LMGT3	57	Ferrari 296 LMGT3	Kessel Racing	Kimura /Stevenson/Serra	3' 59" 092 (15)		
54	LMGT3	31	BMW M4 LMGT3	The Bend Team WRT	Shahin /Boguslavskiy/Farfus	3' 59" 288 (16)		
55	LMGT3	10	Aston Martin Vantage AMR LMGT3	Racing Spirit of LeMan	Hasse-Clot/ DeBoer /E Barrichello	3' 59" 472 (17)		
56	LMGT3	85	Porsche 911 GT3 R LMGT3	Iron Dames	C. Martin /Frey/Bovy	4' 00" 026 (18)		
57	LMGT3	90	Porsche 911 GT3 R LMGT3	Manthey	Au /Hartog/Bachler	4' 00" 450 (19)		
58	LMGT3	13	Corvette Z06 LMGT3.R	AWA Racing	Fidani /Kern/M Bell	4' 01" 099 (20)		
59	LMGT3	150	Ferrari 296 LMGT3	Richard Mille AF Corse	Wadoux/ Toledo /Agostini	pas de temps		
60	LMGT3	33	Corvette Z06 LMGT3.R	TF Sport	Juncadella/ Keating /Edgar	pas de temps		
61	LMGT3	60	Mercedes-AMG LMGT3	Iron Lynx	Hanafin/ Gilbert /Rueda	pas de temps		
62	LMGT3	63	Mercedes-AMG LMGT3	Iron Lynx	Stolz/S. Grove/B. Grove	pas de temps		

LMP2 P/A: LMP2 Pro/Am. In **italics**: the driver who starts. In **bold**: the driver having set the time.

The 36 rookies in the 93rd edition, in numerical order: Pascal Wehrlein, Jamie Chadwick, Mathys Jaubert, Daniel Schneider, Cem Bölükbaşı, Théo Pourchaire, Sebastián Álvarez, Luca Ghiotto, Nick Yelloly, Oliver Gray, Derek DeBoer, Eduardo Barrichello, Orey Fidani, Lars Kern, Mattia Drudi, Jonny Edgar, Andrew Gilbert, Fran Rueda, Lorcan Hanafin, Martin Berry, Lin Hodenus, Stephen Grove, Brenton Grove, Bernardo Sousa, Finn Gehrsitz, Céla Martin, Răzvan Petru Umbrărescu, Clemens Schmid, Stefano Gattuso, Giammarco Levorato, Antares Au, Loek Hartog, Custodio Toledo, Riccardo Agostini, Christopher Froggatt, Jonathan Hui.

Saturday
14th June

1st hour
16:00-17:00



DPPI/Charly Lopez



DPPI/Javier Jimenez

When Roger Federer waved the French flag the all-Cadillac front row quickly became a thing of the past. After overtaking Earl Bamber's no. 38 Cadillac before the Forest Esses, Julien Andlauer in the no. 5 Porsche shot past Will Stevens (no. 12 Cadillac) under braking for the Daytona chicane.





In LMP2, as the cars tackled les Hunaudières, the TDS Racing Oreca had already opened up a small gap over its rivals. For Mathias Beche, the euphoria lasted nine laps, during which he set a time of 3m 36.859s which would not be improved until 15 hours later.



Heart of Racing's no. 27 Aston Martin entrusted to Mattia Drudi took advantage of his pole position to lead the first stint in LMGTE3. Kelvin van der Linde, the first driver in the no. 46 Team WRT BMW M4's crew, would pose the biggest threat in the opening laps.



DPPI/Fabrizio Boldoni



MPS/Bruno Van de Velde

With the top three in his sights, Matthias Kaiser collided with Michael Jensen (no. 16 ORECA/RLR M Sport) at Mulsanne at 19:35. In addition to a slow-in-lap and a 49s stop was necessary. 17 minutes later, the no. 25 – APR ORECA had to serve a drive-through due to faulty headlights. From sixth at 19:00 it dropped to 15th!

At United Autosports, the no. 23 ORECA of Schneider/Jarvis/Hanley – who started last in LMP2 – gained only one place by 20:00 and was more than a lap behind the category leaders. A position that could be explained by the omnipresence at the wheel of Bronze driver Daniel Schneider when the others had entrusted the start of the race to their Pro drivers.



ACO/Dominique Breugnot

Gimmarco Levorato's race in the no. 88 Ford Mustang was already over. The Proton Competition driver had a big shunt in Tertre Rouge due to a loose left-hand rear wheel nut. Although the driver was unhurt it was the first retirement in the 93rd edition.



DPPI/Charly Lopez

Since the start, nothing had been going right for Nielsen Racing's no. 24 ORECA. Last at the end of the first hour's racing, it had gained a place at 17:00, but a drive-through at 19:50 for not respecting a slow zone pushed it to the back of the pack.



MPS/Bruno Van de Velde

Battling for the lead before 19:00 the no. 10 Racing Spirit of Léman Aston Martin, already the victim of a spin shortly after 19:30, spent nearly 13 minutes in its garage following a systems problem with the engine. The car driven by Eduardo Barrichello, Valentin Hasse-Clot and Derek DeBoer rejoined three laps behind the LMGT3 leaders.

► **Right-hand page.** The pace of the Ferraris and Porsches seemed too strong for the Cadillacs. In the fourth hour, Team Jota's two V-Series.Rs slipped to the bottom of the top 10. In the no. 38, the drivers complained about tyre degradation and the car's balance.







Sunday
15th June

9th hour
0:00-01:00



ACO/Guillaume Trehorel

It is not certain that the spectacle of the fireworks set off at midnight by the ACO would make the RLR Msport team forget the difficult comeback from hell experienced by the no. 16 Oreca, which lost eight places on the 53rd lap due to a collision with another 07, no. 45 run by AlgravPro Racing.



The photographers didn't miss any of the fireworks which began at midnight.



DPPI/Fabrizio Boldoni



Porsche

The no. 009 Aston Martin had every reason to be fairly happy with 15th place. For the time being the Valkyrie, which was making its debut in La Sarthe, had the satisfaction of being ahead of the two Peugeots, a Cadillac and the Porsche no. 99 run by Proton Competition.

The no. 90 Manthey Porsche 911 GT3.R was not expected to put on such a scintillating performance. In the early hours of the morning, the Au/Bachler/Hartog trio climbed up to fifth place in LMGT3!

While Kamui Kobayashi has managed to show a strong pace, the no. 7 Toyota GR010 Hybrid played no significant role in the 93rd 24 Hours of Le Mans. It was battling with the BMW no. 15, the Cadillac no. 38 and the Porsche no. 5.



ACO/Laurent Cortalade



DPPI/Fabrizio Boldoni



ACO/Antoine Vincent

With the new day making things easier for most competitors, the LMP2 positions were evolving according to the rank of the driver behind the wheel. This was the case for Giorgio Roda who, in a feisty quadruple stint, put the no. 11 Proton Competition Oreca on the last step of the Pro-Am podium. The no. 34 Inter Europol Competition Oreca was clinging on to second led by Luca Ghiotto who overtook the no. 45 Algarve Pro Racing 07, which had fallen back.

TotalEnergies TotalEnergies TotalEnergies TotalEnergies TotalEnergies

TotalEnergies TotalEnergies TotalEnergies

THE 25TH HOUR

