



Le Mans Classic 2022

Images and words: Philip Newsome



I visited the Le Mans 24 Hours race twice in the 1980s and back then it seemed barely credible that it would be some four decades before I would revisit this magical motorsport venue. When that time finally came, I was strongly of the opinion that I wanted to see the Le Mans Classic and not the 24 Hours itself. The prospect of seeing past entrants, including the awesome Group C cars of my younger years, was impossible to resist. The whole trip was a momentous journey down memory lane, boarding an early morning ferry from Portsmouth to Caen and then the leisurely drive to the Sarthe along the backroads of the French Countryside

Camping next to the Porsche Curves guaranteed easy access to the circuit, each day starting with early coffee and croissants in Arnage village and there is a lot of walking, Le Mans is a big old track. In many ways nothing had changed from previous visits, in others I felt that the track itself had lost a little of its magic in certain sections, most notably the chicanes that had been inserted before and after the Dunlop Bridge. This small reservation aside the three days I spent there were just magical and hopefully the images presented over the next few pages reflect this.

The Le Mans Classic normally takes place every two years but as next year marks the centenary of the 24 Hours race and the Classic will be held to mark this. I'm pretty sure I will be there as well.

Above: The Jaguar E-type paddock.

Left: 1966 Austin Healey Sprite Prototype.

Opposite: Mazda won the 1991 24 Hours of Le Mans with the 787B so becoming the first Japanese manufacturer to win the race.

Previous spread: Brutal Ferrari 365 GTB/4 Daytona.



Top: Max von Braunmuhl's 1990 Porsche 962C blasts past the pit lane exit.
Above: Toni Seiler's beautiful 1968 Lola T70 Mk 3B exits Arnage at dusk.
Opposite: Martin Sucari's 1958 Porsche 356(A) 1600 Coupé about to pass underneath Le Mans' iconic Dunlop Bridge.



Above: Mike Wilds.
Opposite: Emanuele Pirro.



Opposite: Nicolas D'Ieteren's 1932 Alfa Romeo 8C2300LM follows Lars Rollner's 1928 Bentley 4 1/2 litre through Tetre Rouge and onto the Mulsanne Straight.
Above: Jürgen Rudolph's stunning 1967 Porsche 910/6.



Opposite: Jon Minshaw and Phil Keen's beautiful 1988 Jaguar XJR 9 sits quietly in pitlane.
Above: David Hart's 1965 Ford GT40 refuels ahead of qualifying.
Overleaf: Frederic Stoesser's 1956 Porsche 550 Spyder.



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