

# FIA WEC 2026 - Round 3 - 24 Hours of Le Mans - Second place on the podium!

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## #News

Akkodis ASP Team delivered an outstanding performance at the 94th 24 Hours of Le Mans to earn a fantastic second place in the LMGT3 class with the #78 Lexus RC F LMGT3 of Tom Van Rompuy, Hadrien David and Jack Hawksworth. At the front of the field from practice onwards, and fourth in Hyperpole, the #78 was at the front throughout, managing safety car periods, different strategies and fierce competition to finish on the most prestigious of podiums at the end of a thrilling race. The #87 car driven by Petru Umbrurescu, Clemens Schmid and José María López also put in a top-class performance, spending much of the race at the front and finishing just off the podium following an incredible late charge in the final hours. In front of 350,105 spectators, the two Lexus RC F LMGT3s showed speed, consistency and fighting spirit in the one of the world's most demanding endurance races. Ahead of the fourth round in Brazil (10-12 July), the French team is third in the FIA World Endurance Championship team standings.



## Free Practice - Gathering momentum

Right from free practice, the two Lexus RC F LMGT3s demonstrated their capabilities on the long Le Mans circuit. The #78 car, driven by Tom Van Rompuy, Hadrien David and Jack Hawksworth, quickly made its mark by topping the LMGT3 class in first practice, while the #87 car, driven by Petru Umbrurescu, Clemens Schmid and José María López, also got off to a good start. As the sessions progressed, Akkodis ASP Team focused its efforts on car balance, tyre management and preparing for long stints, in demanding conditions. Third practice confirmed this improving performance, with both Lexus cars in the LMGT3 top five, establishing a solid performance base ahead of qualifying.



## Hyperpole - Job done

The unique qualifying format at Le Mans sees the tension and excitement increase in stages. The first step was qualifying, followed by a two-part Hyperpole shoot-out to determine the leading grid positions. The #87 car successfully made it through qualifying by setting the seventh fastest time, with the #78 car in 13th with a lap of 3'57"261. Both Lexus RC F LMGT3 cars therefore secured their places in Hyperpole 1.

In the opening Hyperpole contest, the gaps were tight and every lap was crucial. The #78 rose to the challenge with the fifth-fastest time, just ahead of the #87. The two Akkodis ASP Team cars both moved on to Hyperpole 2, the final session reserved for the top 10 LMGT3 competitors.

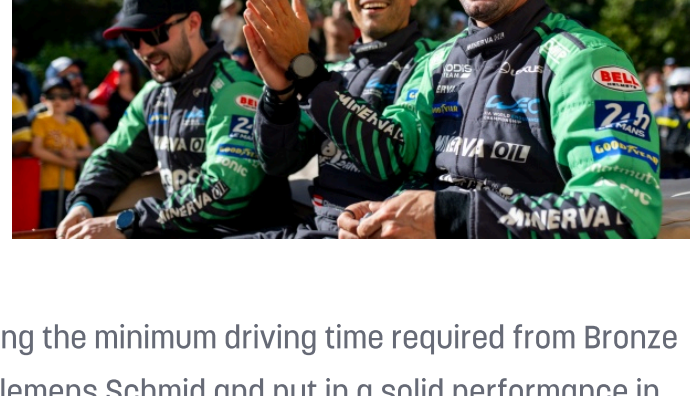
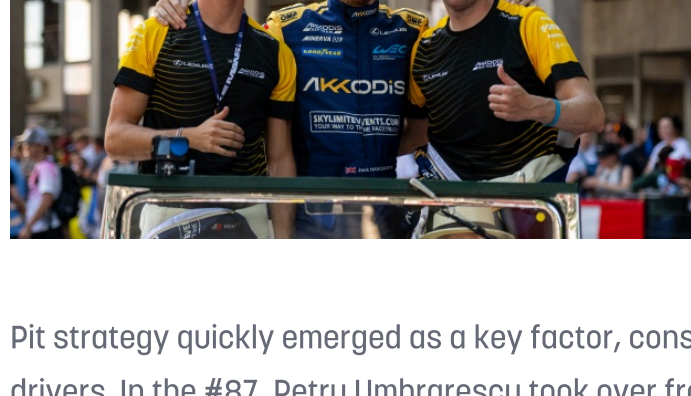
In the final moments of Hyperpole 2, José María López earned third for the #87 with a lap of 3'53"614, followed by Jack Hawksworth, who set the fourth-fastest time of 3'53"869 in the #78. A fine performance puts Akkodis ASP Team in a strong position on the starting grid, with two cars in the top four of the LMGT3 class, ready to fight at the front in the race.



## The Race - Flat-out to the flag

The 94th edition of the 24 Hours of Le Mans got underway in a spectacular atmosphere, in front of packed grandstands and after a pre-race grid walk packed with visitors. Under bright sunshine (27°C), conditions were demanding for man and machine. On a circuit stretching over 13 kilometres, where every safety car period can disrupt a team's strategy, Akkodis ASP Team began the race with two Lexus RC F LMGT3s in promising positions.

The start immediately demonstrated the team's intentions. Clemens Schmid (#87) started from third and Jack Hawksworth (#78) from fourth, but the pair quickly moved to the front, establishing a one-two lead for the Akkodis ASP Team, with the #87 ahead of the #78.



Pit strategy quickly emerged as a key factor, considering the minimum driving time required from Bronze drivers. In the #87, Petru Umbrurescu took over from Clemens Schmid and put in a solid performance in the leading group, while Jack Hawksworth continued with a strong double stint. At the end of the first hour, the #78 led the class, with the #87 still well placed.

The first three hours confirmed the strength of the Lexus RC F LMGT3. Jack Hawksworth, followed in the cockpit by Tom Van Rompuy, kept the #78 out front, with Petru Umbrurescu holding position in the #87 following a successful triple stint. After 43 laps, the #87 was in second, behind class leader Tom Van Rompuy, who held a 17-second advantage.



José María López then took the wheel of the #87 and immediately set a blistering pace, recording the fastest LMGT3 lap in the fourth hour with a time of 3'54"445. Shortly before the four-hour mark, Hadrien David took over from Tom Van Rompuy in the #78. The two Lexus cars were controlling the race, with the #87 ahead of the #78.

Positions continued to shift in the chasing pack, but the two RC F LMGT3 cars stayed out front, separated by just a few seconds. On lap 103, the #78 regained the lead over the #87.

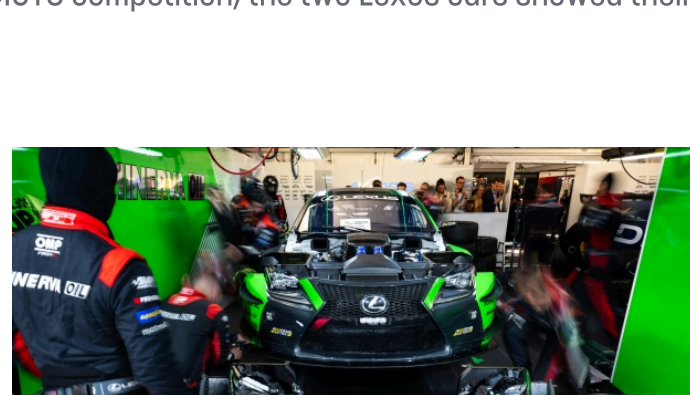
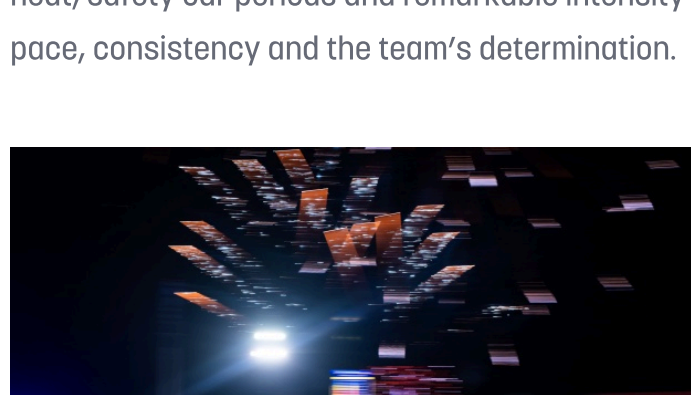
Shortly before midnight, an accident brought out the safety car. This neutralisation shook up the LMGT3 standings, just as Akkodis ASP Team were controlling the top spots. The #27 took the lead and other contenders moved back into contention, including the #74, the #21 and the #33.



As the night wore on, different strategies and safety car periods reshuffled the order. By the ninth hour, the #87 was in fourth and the #78 in eighth. Two hours later, the two Lexus cars temporarily reclaimed the top two spots, with the #78 ahead of the #87. At halfway, the order was turned upside down once again, with the #33 Corvette taking the lead. The two Akkodis ASP Team cars stayed on the lead lap and kept up the pressure.

In the next hours, the #33 consolidated its lead during a Safety Car period. Behind, the #78 gradually climbed back up the order, thanks to a consistent strong pace. After 16 hours of racing, it moved into second in LMGT3 and back into victory contention. The #87, still holding the fastest lap thanks to José María López, dropped to 11th due to a drive-through penalty for contact with the #57 Ferrari.

With eight hours to go, Akkodis ASP Team remained at the heart of the Le Mans battle. The #78 continued in second and the #87 fought on, having dominated the first half of the race. In a race notable for the heat, safety car periods and remarkable intensity of LMGT3 competition, the two Lexus cars showed their pace, consistency and the team's determination.



As the final four hours approached, another safety car reignited the LMGT3 battle, with Jack Hawksworth keeping the #78 Lexus in contention in third.

Behind them, the fight remained just as intense. Clemens Schmid closed the gap between the #87 and the #27 Aston Martin, which had started from pole. The final hours saw a fierce battle for the podium. Conditions were demanding for the drivers, who faced intense heat in the cockpits and the physical demands of double or triple stints.

Alternating between second and third, the #78 was driven on by solid, aggressive stints from Jack Hawksworth and then Hadrien David. In the 22nd hour, the Frenchman set the fastest LMGT3 lap of the race in 3'53"802 (on lap 305), beating the benchmark previously held by his team-mate Jack Hawksworth, and for most of the race by José María López in the sister car.

The #87 also produced a superb finish to the race. Having dropped back to tenth following a difficult spell, the #87 car climbed back up to fourth with two-and-a-half hours to go thanks to the pace of José María López and Clemens Schmid. With 30 minutes remaining, López re-entered the fight for the podium and ended the final lap just 1.7s behind Eduardo Barrichello, narrowly missing out on third place.