

The H24 has its first track test

The H24 has had its first track test after bench testing. The car already shows impressive reliability and this enabled the H24Racing team and Norman Nato, who was at the wheel, to carry out two days' work on the Lurcy-Lévis circuit without hitch.



The H24 driven by Norman Nato in action on Monday on the Lurcy-Lévis circuit (copyright: MissionH24-Thierry Gromik)

On Tuesday evening, the H24 finished its first campaign of track tests of the 2021 season. After numerous hours on the test bench, the two days spent on the Lurcy-Lévis circuit in what were still wintry temperatures was the MissionH24 programme's electric-hydrogen powered racing prototype's first session in an external environment. The H24 has taken over from the LMPH2G, the laboratory car launched in 2018.

Norman Nato at the wheel of the H24 covered a total of more than 40 laps on Monday and Tuesday, which enabled the technical team to check that the car was ready for action even though its construction was only finished last week!

The H24, lighter and with much evolved aerodynamics compared to the LMPH2G, which it replaced, returned to the GreenGT workshops to have the first improvements made to its systems. As was previously the case, it will then undergo more testing on the static test bench before returning to the track for dynamic testing.

These 3-step cycles, evolution in the test workshop, static tests, dynamic tests, will follow one another until the H24 achieves the level of reliability and performance it needs to aim for a position in the 2021 Michelin Le Mans Cup weekends, the series for which it has already been entered.



Jean-Michel Bouresche

Mission H24 Operations manager – H24Racing Team Principal

“After an intensive test campaign on the bench, the first on-track session was of capital importance. In two days the H24 covered 41 laps proving that its basics are sound. Thanks to its totally redesigned aerodynamics and its weight loss it’s already delivering a superior level of performance compared to the LMPH2G which it’s replaced. That’s a great source of satisfaction for the technicians and engineers of the GreenGT research and development cell who designed the power train and integrated it into the new chassis. It’s opening up promising perspectives for the whole H24 Racing race team to which it’s been entrusted for the Michelin Le Mans Cup.”

Norman Nato

Mission H24’s performance development driver

“The first laps of the track are always a critical moment, all the more so when the technologies being used are complex and that major evolutions have been made compared to the previous car. The work done by the GreenGT technical team on the new electric-hydrogen power train and its integration into the chassis is absolutely fantastic. The H24 was reliable and showed great promise during this two-day test session. Now we still have a great deal of development to carry out to be at the level we’re aiming for, but this new car has helped us to make a big step forward in our quest for performance.”

NOTE ON MISSIONH24:

MissionH24 is a project developed jointly by the Automobile Club de l’Ouest, the organiser of the 24 Hours of Le Mans, and GreenGT, a specialist in high-power electric-hydrogen solutions, in particular in the field of vehicle propulsion. MissionH24 is laying the ground work for the arrival of an electric-hydrogen category in the 2024 24 Hours of Le Mans.

NOTE ON H24RACING:

H24Racing is the racing team created by MissionH24. Its aim is to develop and race competition prototypes, which will enable MissionH24 to test technological solutions and prepare the technical and sporting regulations for the category dedicated to electric-hydrogen-powered vehicles that will debut in the 2024 24 Hours of Le Mans.

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