

24 LE MANS HOURS 2008



A no-holds-barred duel between Peugeot and Audi for overall supremacy, ferocious battles in all categories – and just to keep the suspense on the boil continually changing weather conditions - the 76th Le Mans 24 Hours will never be forgotten by all who saw it due its race-long intensity and the incredible on-track spectacle. As always over the past 30 years, the official annual of the event enables you to relive all the incidents of the race in 256 action-packed pages and more than 700 photographs. This annual is a must for all Le Mans lovers and endurance fans everywhere.



OFFICIAL BOOK



2008 Le Mans 24 Hours

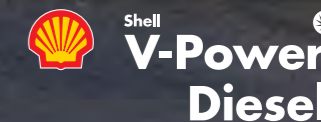
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OFFICIAL BOOK

24

LE MANS HOURS 2008





2008 LE MANS 24 HOURS

THE OFFICIAL REVIEW
OF THE WORLD'S GREATEST
ENDURANCE RACE



E V O C A T I O N

LOLA: BEST VALUE FOR ITS DRIVERS/CLIENTS



Le Mans 15th June 1963: While you didn't have to be a clairvoyant to see that the two AC Cobras driven by Bolton-Sanderson (no.3) and Hugas-Jopp (no.4) were part of the vanguard of Ford's coming offensive in the Sarthe, what was less obvious was that the no.6 Atwood-Hobbs Lola Mk 6 GT would form the basis of the American manufacturer's Le Mans assault.

"If I can win races while knowing that my talents as a driver are fairly limited, I owe my successes above all to the qualities of my car. Having said that, why persist in wanting to do everything? Drive or build, I've made my choice!" This was how Eric Broadley explained his decision to start constructing racing cars on a full time basis. Fifty years ago Lola was born, and while racing car constructors like Cooper, Chevron, Reynard, Lotus and March to name but a few have all vanished into the mists of time Lola is still there stronger than ever.

The beginnings of this success story go back to the immediate post-war era in Great Britain: one of hardships and shortages. Despite these, the Olympic Games were held in London in 1948 and circuits began to spring up on disused military aerodromes. Although fuel and tyres were still scarce the British showed a remarkable capacity to get by on very little. With the creation of BRM (British Racing Motors) the motor industry giants showed that they were determined to break the stranglehold of continental makes like Alfa Romeo, Maserati, Talbot and newcomer Ferrari on single-seater racing. On the sports car scene Donald Healey and Sidney Allard were joined by William Lyons who saw the potential of the XK 120 as a way of imposing British cars on the international sports car scene; he was following in the footsteps of David Brown, the new owner of Aston Martin, who had already thrown down the gauntlet. Individually too some enterprising small firms were sowing the seeds of their coming successes. The Coopers, father and son, were building their little 500 cc F3 cars in their garage that helped future champions like Stirling Moss and Peter Collins get a foot on the ladder, little knowing that they would revolutionise the world of grand prix racing in a few short years. In the area of trials a guy named Colin Chapman was competing in a little home-built two-seater that was to form the basis of the Lotus legend.

Colin was a very imaginative engineer who had come from the aeronautics industry, and he was not the only one destined for greater things. Around the same time - the mid 50s - he found himself up against a young rival who was just as gifted and creative - Eric Broadley. Their first battles were fought in the 1172 Formula. It was a category aimed at amateur drivers and was not really a stepping-stone to the upper echelons of the sport. The little cars were mainly Austin chassis powered by a side valve 1172 cc Ford engine. Chapman at the wheel of his Mk Vs and VIs did battle with Broadley in numerous club events that often attracted a large crowd, and Colin did not always come out on top!

FROM THE RAG TRADE TO MOTOR CARS

Eric Broadley, who had decided against following a career in the family clothing business, discovered car racing via public works! He was pushed into quantity surveying, which he found deadly boring, so instead he started managing and engi-

neering building projects becoming an expert in prestressed structures. He had no interest in car racing until he helped his cousin Graham construct a special based on an Austin 7. The latter allowed him to race it one day at Silverstone. From then on he was hooked and in 1957, he decided to build an 1172 special. The first Broadley was hardly original - it looked very like a Lotus - but it was well made, light and reliable and above all well balanced and won many races at Silverstone, Brands Hatch and Oulton Park.

Why the name Lola? The mystery hasn't been pierced even today. Some see the name in the words of the song "What Lola wants, Lola gets!" Others reckon that it was the name of his cousin Graham's girlfriend, which is Eric's take on the subject.

For 1958, Eric built the first true Lola with Graham's help and the backing of an enthusiastic neighbour and garage owner, Rob Rushbrook, who supplied the tools. The Mk 1 powered by a 1097 cc 90 bhp Coventry Climax engine, was a pretty little open car built in Maurice Gomm's (who also provided the bodywork) workshop in Byfleet not far from the legendary Brooklands motor course.

The new car raced for the first time at Crystal Palace, but it was at the August Bank Holiday meeting on the Brands Hatch circuit that it made people sit up and take notice. Eric became the first man to lap the track in under a minute in a sports car, and his rivals including Graham Hill realised that the machine with the exotic name was a force to be reckoned with. At the next meeting on the Goodwood track Eric had a big shunt after hitting a back-marker. When he arrived bruised and battered for work on Monday morning, his boss told him it was time to make a choice between his job and motor racing.

His car had excited a lot of interest and with his £2000 savings he created Lola Cars Ltd and put the Lola Mk 1 on the market. Orders started coming in and the result was the construction of three new chassis. The fledgling designer/driver then decided to take stock of the situation. As stated in the introduction someone who was as sensible and modest as he was, knew enough about his own limits to see that he had no future as a racing driver. He decided that from then on he would devote himself to the design, construction and sale of racing cars.

Thirty-five MK 1 sports cars powered mainly by the 1100 cc Climax engine, saw the light of day over the next 4 years as well as the first single-seater front-engined F. Junior Lolos. In 1961, the rear-engined Mk 3 Junior appeared but was not all that successful. Eric then went straight to the top!

In 1962, John Surtees backed by the Bowmaker Yeoman Credit Company asked Eric to take the plunge and tackle F1 for which he designed the Mk 4 powered by the 1500 cc Coventry-Climax engine. Two cars were entered for Surtees, who took pole on the Lola's very first outing in the Dutch Grand Prix at Zandvoort, and Roy Salvadori. John finished in the points on 5 occasions including 2 brilliant second places in the British Grand Prix on the Aintree circuit and at the Nürburgring where, in catastrophic weather conditions, he saw the chequered flag only 2.55 behind Hill's winning P 57 BRM. Thanks to the car's consistency he was 4th in the F1 Drivers'

Championship and Lola also came 4th in the Constructors' Cup in front of Porsche, Ferrari and Brabham! While the Mk 4 did not win a grand prix, the green car with the red noseband came first the non-championship event on the Mallory Park circuit in the hands of Big John beating the likes of G. Hill, Brabham and Clark. Then at the end of the year Surtees answered the siren song of Ferrari. In 1963, twenty-year-old New Zealander Chris Amon made his debut in the F1 world championship in one of the Mk 4s now running under the Reg Parnell Racing team banner.

A CAR TO SUIT ALL WALLETS

Rather than direct works involvement Eric decided that the best way to proceed was to fulfil specific demands, evaluate the future of any new formula and, after studying it, to be ready to provide his clients with the required equipment, a philosophy that became the company's hallmark. After the virtually unbeatable Mk1-1100, the idea behind the MK 6 GT, which came out in 1963, was to combine a race/road car to be produced in small numbers. It didn't work out like that as the Mk 6 became the basis for the first Ford GT40 after its 1963 Le Mans performance. Broadley was taken on by Ford Advanced Vehicles on a 2-year contract, and began working in the Slough workshops where Roy Lunn and John Wyer had just set up their headquarters.

The first 2 Mk VIs were used as test mules and a third chassis was sold to John Mecom's team. But it didn't last. Eric, very independent by nature, had great difficulty in accepting the inevitable administrative sluggishness of a major manufacturer, and his relationship with Roy Lunn was a stormy one. A friendly agreement was reached and he left after 18 months. Even if his relationship with Detroit had been a brief one it was a good reference where American sportsmen were concerned, and his severance payment from Ford helped him put Lola on a sound financial footing. He also decided to base his company in one of the Slough workshops until his move to Huntingdon in 1970. Following in the wake of the MK 6 came the T70, an open Group 7 2-seater powered by a V8 Chevrolet engine that showed promise in the fledgling CanAm Challenge and attracted the interest of the top North American teams. At around the same time as CanAm was taking off Broadley took the decision to go for the blue riband event of American motor sport, the Indy 500. After Jim Clark's 1965 win in the Lotus-Ford, Graham Hill drove the Lola T90 also with Ford power to victory in the American classic the following year. In fact with just a few miles to go the Lolos were running one-two with Stewart in front of Hill when the Scot's engine failed.

So in the space of just a few seasons the name Lola had achieved worldwide renown. The proof was that in 1967, on the advice of John Surtees Honda asked Broadley to design a really competitive F1 car. Success followed when John won that year's Italian Grand Prix in the Honda RA 300, in fact a Lola T 130 powered by the V12-Honda engine (nicknamed the "Honda" by the motor racing press!).



Martin Birrane, who bought Lola in 1997, was just the right man to follow in the footsteps of 79-year-old Eric Broadley, the creator of the company. The Irishman has been faithful to Le Mans for many years with ten 24 Hours under his belt: he is also a big LM P2 fan so it looks like the Lola name will be associated with the Sarthe for many years to come.

Lola was already the most prolific constructor involved in racing as not only did it build cars for international formulas like Sports Prototypes, CanAm (where the T160 and the T220 followed the T70), USAC, CART, F5000, F. Atlantic and IMSA GTP but also for the host of promotion formulas that were springing up such as F. Ford, F. Vee and F. Renault Europe. This diversity did not prevent Eric and his crew from answering the most varied requests like supplying sports car chassis to Nissan and F2, hill climbing cars to BMW, F1 single-seaters to Graham Hill, Beatrice and the Larrousse team. Sales figures soon topped the 2000 car mark, and there was hardly a branch of the sport in which Lola had not won titles and victories all over the world with the greatest drivers, who still have fond memories of the British company. Our aim here in the year celebrating the 50th anniversary of the make is to retrace the history of Lola at Le Mans, which is but one chapter in an amazing success story. Well done Mr. Broadley and "Bon courage" Mr. Birrane!

TEAMS & DRIVERS



LOLA B08/80-JUDD

The aerodynamics were optimised on the engine cover of the new Lola coupes. The only elements that protruded from the Bo8/80's bonnet were the exhausts of the new supercharged 3397 cc V8-Judd DB.



PEUGEOT 908 HDi

In relation to the car seen at Sebring the rear bonnet of the 908 HDi was much hollower. The difference between the 2007 and 2008 bodywork was the shape and position of the air intakes channelling cool air to the turbos, rear wheels and engine compartment.



PORSCHE RS SPIDER

Both the Essex and van Merksteijn teams had the latest aerodynamic and mechanical version of the 2008 spyder. The 3396 cc engine put out 370 Nm at 7500 rpm rather less than the Judd BD given for 410 Nm at 8000 rpm.



LOLA B05/40-MAZDA

The straight 4 turbo Mazda engine appeared in the ALMS in 2007 in a Lola chassis. The engine is closely derived from the AER, whose manufacturer is looking after its development.



PESCAROLO 01-JUDD

Michelin painted a white band on the sidewalls of its qualifying tyres to enable the public to identify them easily.

Although the Pescarolos looked unchanged they had a new front end with modified drive trains similar in many details to the car entered in LM P2.



TECHNICAL REGULATIONS

The Automobile Club de l'Ouest's aim is to control the evolution of performances so the club modified its 2007 regulations to try and freeze lap times, and also to increase the gaps between LM P1 and LM P2 and LM GT1 and LM GT2.

The weight of the LM P1 prototypes was reduced by 25 kilos and that of the LM P2s increased by 50 kilos. The other main innovation was the decision to allow the use of an homologated GT1 engine in an LM P1 chassis. The maximum cubic capacities were 6000 ccs for unsupercharged petrol engines, 4000 ccs for supercharged ones and 5500 ccs for the turbo diesels.

In LM P2, apart from the minimum weight increase the fuel tank capacity was reduced by 10 litres while supercharged

diesel engines were allowed with a maximum cubic capacity of 4400 ccs provided that the engine in question uses the original cylinder heads, valves, connecting rods from a series production engine of which fewer than 10 000 have been produced each year. These parts cannot be modified. Two types of supercharging are allowed: single stage with an air/air exchanger or water/air. In the Grand Touring categories there were no major changes between the 2007 and 2008 regulations.

As in 2007, air conditioning was not compulsory but highly recommended. The system has to keep the cockpit temperature below 32° when the car is moving, and bring it down to 32° in less than 8 minutes after the car has stopped.

Otherwise, an efficient ventilation system must be installed maintaining the temperature around the driver at 12° maximum above the ambient temperature when the car is moving. In exchange, any car fitted with an air conditioning system benefits from an air restrictor (s) with a diameter 0.5 mm (or 0.3 mm) greater than the one (s) on the same car without air conditioning. The three diodes on the body panels of the cars indicating their positions in their respective categories brought in in 2007 are still obligatory.

TECHNICAL DEFINITIONS OF EACH CATEGORY

LM P1

Open or closed cars for circuit use only

Minimum weight: 900 kgs.
Maximum length: 4.65m.
Maximum width: 2 metres.
Maximum height: 1.03m.
Wheelbase: free but with front and rear overhangs 1 metre maximum and 0.75m maximum (wing included) respectively.
Maximum cubic capacity: 6000 ccs for unsupercharged engines,

4000 ccs for supercharged petrol engines and 5500 ccs for turbo diesels.
Wing width: 2 metres.
Fuel tank capacity: 90 litres for petrol-engined cars and 81 litres for the diesels.
White light beams.
Carbon brakes allowed: maximum disc diameter: 38 cms).



LM P2

Open or closed cars for circuit use only

Minimum weight, 825 kilos.
Maximum length, width and height the same as the LM P1s.
Maximum cubic capacity: 3400 ccs for unsupercharged engines (8 cylinders maximum), 2000 ccs for supercharged engines (6 cylinders maximum).

Maximum wing width: 2 m.
Fuel tank capacity: 80 litres.
White light beams.
Carbon brakes allowed (maximum disc diameter: 38 cms).



LM GT1

Open or closed 2-door sports cars homologated for road use through an ACO-agreed manufacturer's network with a minimum production of 100 road-going vehicles for major manufacturers and 25 for small constructors.

Minimum weight: 1125 to 1325 kilos depending on the cubic capacity and type of engine (25 kilos extra for the Corvette C6.Rs and the Aston Martin DBR9s).
Maximum length: 5 metres.
Maximum width: 2 metres.
Maximum cubic capacity: 8000 ccs for unsupercharged engines and 4000 ccs for supercharged ones.

Fuel tank capacity: 90 litres.
Front overhang: under 125 cms and rear overhang: under 110 cms.
Maximum wing width measured halfway up the windscreen plus 300 mm.
Wheels: 14 inches wide and 28 inches in diameter.
Gearbox 6 speeds maximum.
Yellow beams, Carbon brakes allowed.



LM GT2

Open or closed 2-door sports cars homologated for road use through an ACO-agreed manufacturer's network with a minimum production of 100 road-going vehicles for major manufacturers and 25 for small constructors.

Minimum weight: 1125 to 1325 kilos depending on the cubic capacity and type of engine.
Maximum length: 4.80 metres.
Maximum width: 2 metres.
Maximum cubic capacity, fuel tank capacity, front overhang and rear overhang same as in LM GT1.

Wheels: variable diameter whether the car's weight is above or below 1200 kilos.
Gearbox 6 speeds maximum.
Yellow beams.
Carbon brakes banned.



1
AUDI (Cat LM P1)
 Type : R10 TDI
 Chassis 301 - Engine : Audi
 Technical director : Ralf Jüttner
 Team manager : Ralf Jüttner
 Car engineer : Ed Turner
 Chief mechanic : Roberto Tavaglione
 Track engineer : Olaf Schwartz
 www.joest-racing.de

AUDI SPORT NORTH AMERICA

2
AUDI (Cat LM P1)
 Type : R10 TDI
 Chassis 204 - Engine : Audi
 Technical director : Ralf Jüttner
 Team manager : Ralf Jüttner
 Car engineer : Howden Haynes
 Chief mechanic : Thomas Loitsch
 Track engineer : Timo Witt
 www.joest-racing.de

3
AUDI (Cat LM P1)
 Type : R10 TDI
 Chassis 302 - Engine : Audi
 Technical director : Ralf Jüttner
 Team manager : Ralf Jüttner
 Car engineer : Dominic Zeidler
 Chief mechanic : Michael Strehler
 Track engineer : Bernd Zimmermann
 www.joest-racing.de



Like last year Audi entered three R10 TDIs, two under the Audi Sport North American banner, and the other by Audi Sport Team Joest. The German manufacturer opted for stability and there were no major changes made to the squad. Around one hundred people accompanied the cars to the Sarthe, half of whom came from Ingolstadt where the R10s are designed and assembled under the direction of Dr. Wolfgang Ulrich, while the other half came from Wald-Michelbach, Reinhold Joest's team's base for the past thirty years. They were almost unchanged in relation to 2007 except that the engine and the aerodynamics had been modified to reduce fuel consumption and widen the V12 diesel's rev band. This work was carried out by Professor Ulrich Baretzky, the head of the engine division, whose engineers look after the cars during race weekends. Shell had also come up with a completely new second-generation diesel fuel no longer called GTL (gas to liquid) but BTL (biomass to liquid) made from waste wood and forest residues wood pulp and so independent of the food chain. This very pure fuel combines quality performance and efficient combustion and has little impact on the environment. The team management led by Ralf Jüttner, who filled the roles of team manager and technical director, remained virtually unchanged. Once again Audi had two invitations having won the 2007 LM P1 category in the American Le Mans Series and the previous year's Le Mans 24 Hours. The driver line-ups too were the same and they also had the same race number as in 2007. But unlike the previous year the two R10 TDIs had lost at Sebring. This setback decided Audi to multiply test sessions on the Paul Ricard circuit, the only one with a long straight capable of reproducing the demands of Les Hunaudières and other fast sections of the Sarthe circuit. There were two new chassis no.1 with 301 and no.3 with 302. No.2 (McNish-Kristensen- Capello) had the same one as in 2007.

A large section of the media had no doubt that Audi was the favourite for the race.



These little balls linked to carbon plates are there to remind the mechanics to remove the protection placed in front of the radiators.



Alexandre Premat had the circuit layout painted on his helmet. Useful in case of a breakdown!



Each Audi driver had a soundproofed room in the paddock. Premat and his mates do a bit of surfing before going to their pit.



P R A C T I C E



Sunday 1st June

1 As a foretaste of what was to come, a tornado hit the circuit on Saturday flooding the underground access road to the paddock and obliging the officials to postpone scrutineering. The figures from the weather station at Arnage showed that 52mm of rain had fallen in an hour in the early afternoon and 70mm in 180 minutes, a whole lot more than was forecast by the aces from the French weather service! It was the kind of downpour more associated with tropical climes than with the Sarthe. Another indication of climate change?

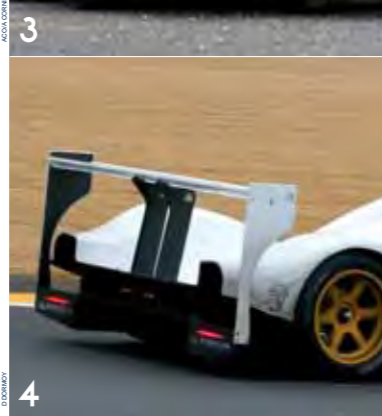
2 Norbert Singer may well be retired but he likes to keep up to date with the latest technical innovations like the Peugeot 908 HDi FAP. He is seen here talking to Bruno Famin and Paolo Catone (the project leader on the 908 programme), while an observer from the Dome team takes a few quick snaps with his camera. For the family album? Unlikely!

3 At 14h51, a hush fell over the circuit when Marc Gené in the no.7 Peugeot hit the wall in the right-hander before the Karting corner towards the end of the new section having lost control of the car beforehand. Although the 908 struck the wall an unbelievably violent blow roof first Marc was removed from the cockpit with only a fractured toe! If the survival cell did its job perfectly the chassis did not get off so lightly and Peugeot had to ask the ACO for an authorisation to change it. The accident caused a 20-minute interruption to give the marshals time to clean up the debris and do a bit of masonry!

4 The first public outing of the Dome S102-Judd showed that numerous details like a badly-fitting door still needed refining. The team was not helped by the fact that its 3 drivers Messrs Ito, Tachikawa and Kataoka were all rookies and had to learn the circuit. This helps explain why the new Japanese prototype was 5 seconds slower than Tinsseau's Pescarolo, the quickest of the LM P1s with which a direct comparison was possible.

5 The brief period of sunlight in the early afternoon sent all the cars scurrying out onto the track, and times began to approach those of 2007. Gené's accident and the red flag that followed plus some more rain dampened the drivers' ardour and improvements in all categories ground to a halt. For example, Mc Nish and Kristensen in the no.2 Audi finished in 10th place 14s slower than the no.8 Peugeot. But then just how hard was the German team trying? If the pundits saw in this gap a pointer to the outcome of the race, they were way off message!

6 When the first official time sheets were published the Pescarolos were the front-runners of the LM P1 petrol-powered cars. No.16 was on top to begin with until Christophe Tinsseau wheeled no.17 round in 3m 41.525s to give him 4th place overall at 11h00. By lunchtime he had dropped back one position to fifth. After the break the track began to dry out and like everybody else Tinsseau took advantage of the conditions to get round in 3m 33.939s. Despite this improvement he found himself in 6th spot behind the diesels.



S N A P S H O T S



Warm-up

1 The warm-up in which neither the no.20 Epsilon Euskadi nor the no.80 Flying Lizard Porsche took part, was a mirror image of official qualifying with the 3 Peugeots grouped between 3m 20.322s and 3m 22.874s leading the 3 Audis. A pointer of what was to come was provided by Allan McNish who lapped in 3m 23.319s improving his practice time by 528/1000s. Several competitors including the nos.14 and 23 Creations, the no.44 Lola-Mazda, the no.18 Pescarolo, the no.33 Lola and the no.76 Porsche spent the session just fettling in their cars covering between 3 and 6 laps. Overall, it was a quiet warm-up the only excitement being provided by a couple of spins by the no.34 Porsche RS Spyder and the no.11 Dome. The Quifel ASM Lola stopped between Arnage and the Dunlop curve and covered only a single lap in 56m 39.667s, some kind of record that the team would probably like to forget!

2 With just a few hours to go to the start all the top teams, like Peugeot, manage to find time for a final briefing, even if all the instructions have already been given.

3 In keeping with the Le Mans tradition, early in the morning the track marshals who are all volunteers and play a vital role in both the renown of the 24 Hours and its safety, salute Race Control when informed that the track is now ready for action.



Le Mans Legend

1 Back again for the historic race were the fabulous Group C/GTP cars that are much sought after for supporting and retrospective events. They provided thrilling racing in the Sarthe and elsewhere in the 80s and early 90s, and they did not come to Le Mans just to stage a high-speed demonstration but to go head-to-head. Around 30 of them split into 4 categories (Gr C, C2, GTP and G4) showed their speed over 10 laps after a couple of pretty lively practice sessions. Justin Law in his Jaguar XJR-12 took advantage of his pole to snatch the lead going into the Dunlop curve from Mark Sumpter's Porsche 962 C and Freddy Kumschick's Spice. The Nissan challenge ended early on when Andy Purdie retired his RC90 CK and Peter Sowerby received a clout up the rear of his RC90 CK putting a premature end to his race. Law ran out a relatively comfortable winner with 14.55 in hand over Sumpter, giving the Coventry Cat a timely victory to celebrate its success in the Sarthe 20 years earlier. Gary Pearson's attempt to grab third place in his turbocharged Jaguar XJ-11 from Kumschick on the last lap in the Ford chicane ended in contact and a spin for both cars giving Oliver Matthai in the no.27 Primagaz Porsche 962 C an unexpected place on the rostrum. Pearson recovered to finish fourth and Kumschick fifth. Among the notable retirement was Rob Sherrard's thundering Sauber C9 Mercedes-Benz, which went out with gearbox trouble when in ninth place.

2 The ACO decided to celebrate Jaguar's comeback victory at Le Mans 20 years ago and Jan Lammers, one of the winning drivers in 1988 with Andy Wallace and Johnny Dumfries, was invited to do a few laps of the track in the no.2 XJR9 LM that triumphed in the Sarthe that year. The pint-sized Dutchman, who scored some of his best endurance results at the wheel of the Coventry cars including second in 1990 with Andy Wallace and Franz Konrad behind the winning XJR-12 of Martin Brundle, John Nielsen and Price Cobb, was back for his twenty-first Le Mans 24 Hours at the wheel of the Charouz Racing Lola-Judd.

T H E R A C E



1 The Modena Team Aston Martin rammed the Virgo Motorsport Ferrari in the pit lane! While Borcheller who had just taken over from Fittipaldi was able to continue without problems, Bob Bell in the yellow F430 GT had to have the right-hand rear bumper fixed losing 4 minutes in the process.

2 Allan McNish, the quickest of the Audi drivers, lapped in 3m 25.535s compared to Sarrazin, Montagny and Minassian who were all getting round in the 3m 22s. After the first hour and 19 laps covered this represented a gap of around a minute. In fact, the Scotsman's Audi went a lap longer than the 3 French cars when the first refuelling stops intervened. For the moment, though, it was difficult to see which tactic, out-and-out speed or lower fuel consumption, was the better of the two.

3 Peugeot was out to tighten its stranglehold on the race through sheer speed: fuel consumption was a secondary consideration for the French cars. Leader Stéphane Sarrazin came in after only 9 laps for his first stop. He topped the time sheets at the end of the opening hour setting the fastest lap so far in 3m 22.349s at an average speed of 235.427 km/h. His team-mate Franck Montagny was only 472/1000s behind so it looked like there were no team orders in the French camp.



1



2



3



1 Romain Dumas who had not yet done a stint had every reason to look sceptical. The Pescarolo he shared with Boullion and Collard had just lost another 4 laps having the ECU replaced. The car was now in thirteenth spot 4 laps behind the leaders and its chances of finishing well up had been dashed.

2 The 2 Porsche spyders were running nose to tail on Les Hunaudières. By the end of the hour Nielsen-Elgaard-Maassen were only 14 seconds in front of Verstappen-van Merksteijn-Bleekemolen, in other words less than the duration of a refuelling stop. The 2 German cars were now 2 laps ahead of the third-placed Speedy Racing Sebah Team Lola and pulling away.

3 Alexander Wurz rejoined the race with the bit between his teeth after the gear selector problem on the no.8 Peugeot had been repaired. The lanky Austrian showed his talent and set a new lap record in 3m 20.931s 115th time round. Despite this feat the black and blue 908 was in sixteenth place 5 laps behind the leading Audi driven by McNish-Kristensen-Capello.



1 The Courage-YGK entered by Tokai University was not among the quickest cars on the track, and owed its progress up the time sheets to the problems of others. It took advantage of the glitches that hit the Creation-AIM to gain a place, which it lost again to the same car an hour later when brake problems halted Kurosawa-Suzuki-Kageyama for 40 minutes. The students who made up the bulk of the team had come to learn, and they were getting their money's worth!



2 In the sixth hour the second C8 Lavolette in the hands of Iraj Alexander covered only 8 laps before grinding to a halt for good near what remained of the hump on Les Hunaudières. The V8 Audi had given up the ghost as had been the case for its sister car. No such problems for the V12 diesels even if Pirro-Biela-Werner seemed to find it increasingly difficult to match the pace of the leading group.



3 The sun was about to set on the Henzler-Davison-Felbermayr Porsche that had been defending the make's honour in GT2 since the second hour. The Felbermayr-Proton 997 GT3 RSR had been only 24 seconds behind the category leader until gearbox problems dropped it back to second-last place in GT2, 13 laps behind Salo-Melo-Bruni. This setback meant that Ferrari had the category victory sewn up.

4 Once Luc Alphand Adventures' lead Corvette had got past the Larbre Competition Saleen it became the first of the privately-entered GT1s. It was only a lap behind the second works C6.R and Alphand-Moreau-Policand had not given up hope of mixing it with the leaders and maybe even getting onto the rostrum as in 2006.



5 After no.8 in the first and second hours and no.7 in the fifth it was now the no.9 Peugeot's turn to lead the race. The gaps, though, were still very small as at 21h00 Montagny-Klien-Zonta were only 3 seconds in front of Minassian-Gene-Villeneuve and 1m 05s ahead of the no.2 Audi driven by McNish-Kristensen-Capello leading the other 2 cars from Ingolstadt. At that moment the no.8 Peugeot of Sarrazin-Lamy-Wurz was cutting its way through the LM GT2s and LM P2s trying to make up the 5-lap deficit separating it from the leaders. Despite the trio's valiant efforts it could do no better than fifth overall at the flag.





TDI
Power

Power Diesel

2

Audi Sport

MRHLE

MICHELIN

HELIX
BOSCH

Audi
TDI Power

Audi
TDI Power

Audi
TDI Power



LM P1: Newcomers falling back.
 LM P2: Verstappen eleventh.
 LM GT1: No let-up in the battle.
 LM GT2: A Ferrari out.
 AV.SPEED: 230,306 KM/H

1 This is usually the time at Le Mans when people go for a stroll in the village or take a ride on the big wheel. As night falls on the Sarthe circuit photographers like to snap the showers of sparks thrown up by the cars. Minassian-Gene-Villeneuve were still in the lead but 15 hours later it would be a different story.

2 The Lamborghini's disastrous start to the race – 8 laps in 2 hours- condemned it to last place in GT1. In these conditions, Rusinov-Kox-Hezemans were aiming not only to see the chequered flag, but also to cover the minimum distance to appear as a classified finisher. This, though, depended on the pace of the leading cars. At midnight the gap between the Murcielago and the Peugeot was 64 laps, some 872,256 kms, and to achieve their aim the Spartak Racing entry needed to cover more than 240 kilometres.

3 It looked like the Epsilo-Euskadi team was out to beat the record for a pit stop at Le Mans. The Gounon-Johansson-Nakano car stopped at 19h06 and did not rejoin until the following morning at 06h28! In the second of the jet-black Spanish cars Burgueno-de Castro-Valles spent 5h 37m in a pit zone that looked more like a small garage. No.21 had to have its gearbox changed while no.20's fuel feed system was replaced dropping both cars to the back of the field.

4 Just a few seconds after hearing the sounds of the fun fair the drivers set off into the blackness of Les Hunaudières through the plane trees, silent witnesses on one of the mythic sections of the Le Mans 24-Hours circuit for over half-a-century.

FOLLOWING DOUBLE PAGE

This photo taken at an unusual angle explains why this ivory-white car is called a Dome! Jean-Philippe Boyer had plenty of time to set up his shot as the Japanese car, which was very quick at the start of the race, lost an hour having its brakes repaired and an oil leak plugged. This dropped the rookies from the land of the rising sun back to twenty-sixth place 34 laps behind the no.17 Pescarolo, the current leader of the LM P1 petrol-engined cars. The Dome was timed at 358 km/h on Les Hunaudières so its shape obviously combined both beauty and efficiency.





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MOTOROLA



Rain starts falling.
 LM P1: Minassian back in the lead.
 LM P2: Problems for Nielsen.
 LM GT1: Aston at home in the wet.
 LM GT2: Caution is the watchword.

AV. SPEED: 223,485 KM/H

1 The first victim of the rain that had just started falling was the LM P2 Lola B08/80-Judd, which went off at Indianapolis with Xavier Pompidou at the wheel. A collision with a Corvette on the approach to the pit lane only added to the damage. The team examined the car and decided that it was beyond repair. It was lying fifth in its category at the time after running into electrical problems during the night.

2 The surviving no.5 Courage-Oreca LC70E-Judd was going through a bad patch. The gearbox had to be repaired again, the car went straight into a gravel trap and a starter change was necessary in the early morning. Ayari-Groppi-Duval's chances of winning the petrol-engined battle looked slim as dawn broke even if they had seen off one of the works Pescarolos. Tinseau-Primat-Treluyer in the other were 6 laps ahead of the blue, yellow and red car. There was also no room for error, like this little wriggle in front of the pits, in the increasingly slippery conditions.

3 A strained-looking Tom Kristensen is about to set off for a triple stint in the rain. The Dane spent 116 minutes behind the wheel and dealt a decisive blow to Peugeot's hopes by pulling back over a lap. Tom's talent was the main reason for this stunning performance, but the Audis were obviously much more at home on the wet track on the Michelins than the 908s on the same tyres. More rain was forecast for the rest of Sunday and victory in the 2008 24-Hours race, which had looked like Peugeot's for the taking, was gradually slipping away from the French squad.





1

INTERCONTINENTAL

009



Gulf

MICHELIN

MICHELIN



Ontime
AUTOMOTIVE

Ontime
AUTOMOTIVE



20 official retirements (8 LM P1s, 8 LM P2s, 1 LM GT1, 6 LM GT2s).

OVERALL AVERAGE SPEED: 216,300 KM/H

1 Duval-Groppi-Ayari's eighth place was a satisfactory result for the Courage-Oreca squad, even if Hugues de Chaunac would have preferred to have both cars at the finish. It was identical to the one obtained in 2005 when the car in question was a simple Courage-Judd. Of course, there were no diesels that year. The best result ever by a Courage in the Sarthe was Wollek-Hélary-Andretti's second place in 1995 only 9,561 kms behind the victorious McLaren. They won the LM WSC category, the LM P1 of the era. Here Hugues warmly congratulates Loïc Duval the second rookie behind Christian Kliën.

2 Corvette had scored 5 category victories in 6 races but in 2008 Aston Martin beat the US cars for the second year running making it 2 all in the battle for GT1 honours since the British make's arrival at Le Mans in 2005. Fellows-Magnussen-O'Connell finished only 4m 23s behind the DBR9.

3 With modern computers it was easy to see what fate was reserved for the Lamborghini with an hour to go to the chequered flag. It had covered 255 laps compared to the leading Audi's 368, so it was 2 laps short of the 70% distance required to be a classified finisher. It all depended on the pace McNish-Kristensen-Capello adopted in the final 60 minutes, which, in turn depended on how was Peugeot going to react and what the weather would be like. Finally, the R10 covered 13 laps fixing the limit at 266 laps, one too many for the Rusinov-Kox-Hezemans Murcielago. Bouchut-Bornhauser-Smet had already covered this distance earlier in the race.

4 The no.2 Audi finished its 381st lap at 15h00 24.085s and took the chequered flag flanked by the Radical and the Farnbacher Racing Ferrari, 84 and 64 laps behind the German car. In the autumn-like weather conditions the Audis did not regroup before taking the flag, as is their wont. The mechanics were over the moon knowing they had done a great job, as this was far and away the toughest of the Ingolstadt make's 8 victories since its Sarthe debut in 1999.



A.C.O./U.J.S.F. COMMUNICATIONS PRIZE



Jean-Claude Lefebvre, the Peugeot Communications manager, who had already won this prize at the time of the 900s won it again this year, a unique feat as he is the only one of the victors since 1988 to have achieved the double! As usual Jean-Claude and his assistant Cécile Estenave without forgetting Linda Martin, Chris Williams and Hervé Jotha not only kept the journalists up to date on what was happening, but were also permanently on hand to answer any questions. The prize was awarded by Patrick Chaillou, the Automobile Club de l'Ouest's communications manager and Stéphane Bois representing the Union of French Sporting Journalists. A prize was also awarded to Marjorie Esteveny, the ever-smiling Oreca Team's communications manager.

E.S.C.R.A PRIZE



This was the thirty-third time the "Ecole Supérieure du Commerce des Réseaux de l'Automobile" (E.S.C.R.A) prize was awarded, and this year it went to the Flying Lizard Motorsports Porsche 997 GT3 squad of chief mechanic Rogerio Reis and Messrs Lee Marks, Keith Henderson and Stephen Gatty, who were judged to be the most efficient courageous team of mechanics in the 76th Le Mans 24 Hours. After the American-entered Porsche came back to its pit in a pitiful state as a result of its collision with the Imsa-Matmut 997, they spent 4h 25m 51s putting it back into running order. Their efforts were rewarded with the fastest lap in the GT2 category and a finish as well as the ESCRA prize!

THE MICHELIN ENERGY ENDURANCE CHALLENGE



Van Merksteijn-Verstappen-Bleekemolen in their Porsche RS spyder won the Michelin Energy Endurance Challenge thanks to their car's fuel efficiency. In second place came the other RS spyder of Nielsen-Elgaard-Maassen and in third the Duval-Ayari-Groppi Courage-Oreca. Each of the teams received a prize of 10 000 euros presented by Frédéric Henry-Biabaud, the Michelin competitions manager.

JEAN RONDEAU PRIZE



The Jean Rondeau Prize is awarded to a young driver who shows exceptional promise. In 2007, the lucky winner was Nicolas Lapierre and this year the prize went to 26-year-old Loic Duval from Chartres who is currently racing in Japan. Loic made a great Le Mans debut finishing the race in eighth place in the no.5 Courage-Oreca-Judd he shared with Soheil Ayari and Laurent Groppi. He was awarded the prize by Remy Brouard, the Automobile Club de l'Ouest general manager, in the presence of his boss Hugues de Chaunac (for whom Lapierre had driven in 2007) and Alain Loqs, the President of the "Amicale des Amis de Jean Rondeau."

THE 2008 RACE:
FACTS & FIGURES

1st appearance of the Porsche RS spyder at Le Mans crowned with a maiden victory and a double in the LM P2 category.

1st participation of a Spanish make after Pegaso's withdrawal in 1953.

Dutchman Jos Verstappen's 1st victory (LM P2) at Le Mans on his maiden outing in the Sarthe.

Spaniard Antonio Garcia's 1st victory (LM GT1) in his 3rd consecutive appearance at Le Mans.

Italian Gianmaria Bruni's 1st victory (LM GT2) on his first Le Mans outing.

1st LM GT2 Ferrari victory. The make has of course won 11 times in the various GT categories since 1959 with the 250 GTOs, 275 GTBs and 275 GTCs and 365 GTB 45 plus the F50 Maranello (1st in LM GTS in 2003).

1st lap record for Stéphane Sarrazin, 20th French driver to achieve this feat.

2nd outright victory for Scot Allan McNish 10 years after his win in the Porsche 911 GT1 with Ortelli and Aiello.

2nd victory on the trot for David Brabham and Darren Turner in LM GT1 and 2nd consecutive victory for the Aston Martin DBR9.

2nd consecutive pole position for Stéphane Sarrazin to which he added fastest lap on the test day and fastest lap in the race.

3rd outright victory for Italian Rinaldo Capello after his 2003 (Bentley) and 2004 (Audi) wins.

3rd victory on the trot for a diesel engine thanks to the V12 Audi TDI.

4th pole for a Peugeot after those of the 905 in 1992 and 1993 and the 908 in 2007.

5th overall victory for a car bearing the number 2 after those of the Bugatti 57G in 1937, the Ford MkII in 1966, the Renault A442B in 1978 and the Jaguar XJR9 in 1988.

8th victory for Tom Kristensen from Denmark in 12 Le Mans 24 Hours.

8th victory by an Audi – 5th on the trot – putting it ahead of Jaguar (7) and next year the make may equal Ferrari's total.

8 finishes in 8 Le Mans 24 Hours for Luc Alphand!

11th pole by a French make since 1963.

15th official lap record by a French make since 1923.

16th pole by a French driver (10 drivers) since 1963.

17th victory and 11th on the trot for Michelin, which supplied tyres to the winners of all 4 categories.

19th rostrum finish in 10 24 Hours for Audi: 8 victories, 4 second and 7 third places with a total of 26 cars classified out of the 33 at the start since 1999.

21st lap record (18 drivers) by a Frenchman since 1923.

21st win by a 12-cylinder car, 19th by a V12.

26th victory by a German make shared between 4 manufacturers (Porsche 16 – Audi 8- Mercedes-Benz and BMW 1).

29th Le Mans 24 Hours for Yojiro Terada from Japan (17 finishes).

30th victory by a supercharged car (supercharger 5 – turbocharger 25).

50th victory by a car with open bodywork.

65th victory by an air-cooled engine.



The Corvette team was very disappointed with second place in the LM GT1 category less than a lap behind the winning Aston Martin. Like Audi and Peugeot all 4 cars entered, 2 works C6.Rs and 2 C6.Rs from the Luc Alphand Adventures stable, saw the chequered flag. Out of the 16 C5-R and C6.R works cars that have raced in the Sarthe plus the 5 entered by Luc Alphand Adventures since the return of the new generation American GTs to Le Mans in 2000, there has been only 1 retirement (2007 mechanical failure). In 9 years the Corvettes have scored 5 category victories including 4 doubles as well as finishing on the rostrum 16 times in LM GTS and LM GT1, plus a best overall classification of 4th in 2006 (Magnussen-Beretta-Gavin).

DRIVERS

■ The 165 drivers at the start represented 24 different nations including 2 newcomers: Cong Fu Cheng from Peking in the Popular Chinese Republic who lives in Oxford and teamed up with Pierre Ragues and Matthieu Lahaye in the no.35 Pescarolo LM P2, plus Christian Montanari from San Marino in the no.78 GT2 Ferrari F430 GT.

■ This year there were 32 debutants compared to 35 last year, 38 in 2006 and 42 in 2005. Only one team, Dome, was composed entirely of debutants.

■ Out of the 13 former winners (a total of 30 victories) 10 were classified: Kristensen, McNish, Capello (1st), Wurz (5th), Biela, Pirro, Werner (6th), J. Nielsen (12th), Smith (20th) and Bouchut (28th). Lammers, Wallace and Johansson all retired.

■ Oldest driver at the start was again Horst Felbermayr aged 63 years and 4 months ahead of American Greg Pickett born 8/01/1947 and Yojiro Terada born 26th March of the same year.

■ The youngest driver was Jan Charouz from the Czech Republic born in Prague on 17th July 1987 40 years after Pickett and Terada. His father Antonin owns the eponymous team.

■ The average age of the drivers was 37 and that of the youngest team in the no.35 Pescarolo Ragues-Cheng-Lahaye was only 23.5.

■ Out of the 165 drivers at the start 31 came from F1 3 of whom scored world championship victories. The most famous was undoubtedly Jacques Villeneuve with a total of 11 including the F1 title in 1997 and 2nd place in 1996 followed by Heinz Harald Frentzen with 156 grand prix and 3 victories for Williams and Jordan, and Olivier Panis whose 158 grand prix yielded 1 victory in Monaco in 1996 in a Ligier-Mugen.

■ Jacques Villeneuve's 11 victories (4 in 1996 and 7 in 1997) were all scored at the wheel of a Williams-Renault, and he also won the 1995 Indy 500 in a Reynard-Cosworth, which, with 3 other victories, gave the Champ Car title the same year.

■ Since Mario Andretti's retirement Jacques is the only driver able to equal Graham Hill's triple record: F1 world champion (1962-68), Indy 500 winner (1996) and Le Mans 24-Hours winner (1972).

■ The results of the 31 ex-F1 drivers in the 2008 race were as follows: A. Mc Nish (1st), J. Villeneuve and M. Gene (2nd), R. Zonta, C. Klien and F. Montagny (3rd), P. Lamy, A. Wurz, S. Sarrazin (5th), J. Verstappen (10th), D. Brabham (13th), J. Magnussen (14th), M. Papis and O. Beretta (15th), H.H. Frentzen and K. Wendlinger (16th) M. Salo and GM Bruni (19th) and C. Fittipaldi (30th).

MAKES

■ The 16 makes at the start represented 7 nations (Great Britain 5 – France 3 – Italy the USA and Germany 2 – Japan and Holland 1). There were 2 debutants Embassy from Britain and Epsilon Euskadi from Spain.

■ The honours for the oldest make competing went to Peugeot whose Le Mans 24-Hours debut was in 1926 followed by Aston Martin (1928).

■ Porsche remains the make with the highest number of participations, 57 since its debut in 1951 followed by Ferrari (44) and Aston Martin (31).

■ The 55 cars at the start represented 44 different entrants from 14 nations.

■ Lamborghini finally saw the flag (by a whisker) on the make's third consecutive outing in the Sarthe with 34th and last place. Spyker is still looking for that elusive finish with 8 retirements and 1 unclassified finish out of 9 cars entered since 2002.

FIGURES

■ It was 8th time in the race's history that it was run on 14th/15th June the others being 1924, 1952, 1969, 1975, 1980, 1997 and 2003.

■ As in 1968, 1979, 1981, 1984, 1985, 1988, 1996 and 2007 the start was given at 15h00. For traffic reasons and also to help the press the ACO has decided to abandon the classic start time of 16h00 that has been used since the creation of the event in 1923.

■ It is the first time that there have been 34 classified cars (35 at the finish) out of 55 starters in the history of the race, which represents an excellent level of reliability (63%).

■ Out of these 34 official finishers 8 finished on the same lap in the following order: no.2 Audi first with 381 laps and the no.7 Peugeot second 4m 31.094s behind, the same for the no.10 Lola-Aston Martin ninth with 354 laps and the no.34 Porsche LM P2 tenth 2m 26.516s in arrears, the thirteenth-placed Aston Martin with 344 laps and the no.63 Corvette fourteenth 4m 23.843s behind and lastly the no.40 Lola-AER twentieth with 325 laps and the no.73 Corvette twenty-first 1m 23.009s behind.

■ The gap between the winning Audi and the no.55 Lamborghini 34th and last was 109 laps compared to 97 in 2007, 113 in 2006 and 102 in 2005.

■ The 381 laps of the 13,629-km circuit covered by the winners of the 76th Le Mans 24 Hours represent a distance of 5,192,649 kms which puts them in sixth place overall all circuits combined. Still unbeaten is the 1971 record of the Porsche 917 (5335,310 kms at 222,304 km/h) followed by the Jaguar XJR9 in 1988 (5332,790 kms at 221,665 km/h), the Sauber-Mercedes-Benz in 1989 (5264,120 kms at 219,990) and the Ford Mk IV in 1967 (5232,900 kms at 218,038 km/h).

OVERALL CLASSIFICATION

1



1st LM P1 • Audi R10 TDI • A. McNish-T. Kristensen-R. Capello • 381 laps at : 216,300 km/h

2



2nd LM P1 • Peugeot 908 HDi FAP • N. Minassian-M. Gene-J. Villeneuve • 381 laps at 215,624 km/h

5



5th LM P1 • Peugeot 908 HDi FAP • S. Sarrazin-P. Lamy-A. Wurz • 368 laps at 208,567 km/h

3



3rd LM P1 • Peugeot 908 HDi FAP • F. Montagny-C. Klien-R. Zonta • 379 laps at 215,009 km/h

6



6th LM P1 • Audi R10 TDI • M. Werner-E. Pirro-F. Biela • 367 laps at 208,103 km/h

4



4th LM P1 • Audi R10 TDI • L. Luhr-A. Prémat-M. Rockenfeller • 374 laps at 212,273 km/h

7



7th LM P1 • Pescarolo 01-Judd • A. Primat-C. Tinsau-B. Treluyer • 362 laps at 205,457 km/h

8



8th LM P1 • Courage-Oreca LC70E-Judd • S. Ayari-L. Duval-L. Groppi • 357 laps at 202,577 km/h

9



9th LM P1 • Lola B08/60-Aston Martin • J. Charouz-S. Mücke-T. Engle • 354 laps at 200,685 km/h

10



1st LM P2 • Porsche RS Spyder • J. Verstappen-P. van Merksteijn-J. Bleekemolen
354 laps at 196,271 km/h

11



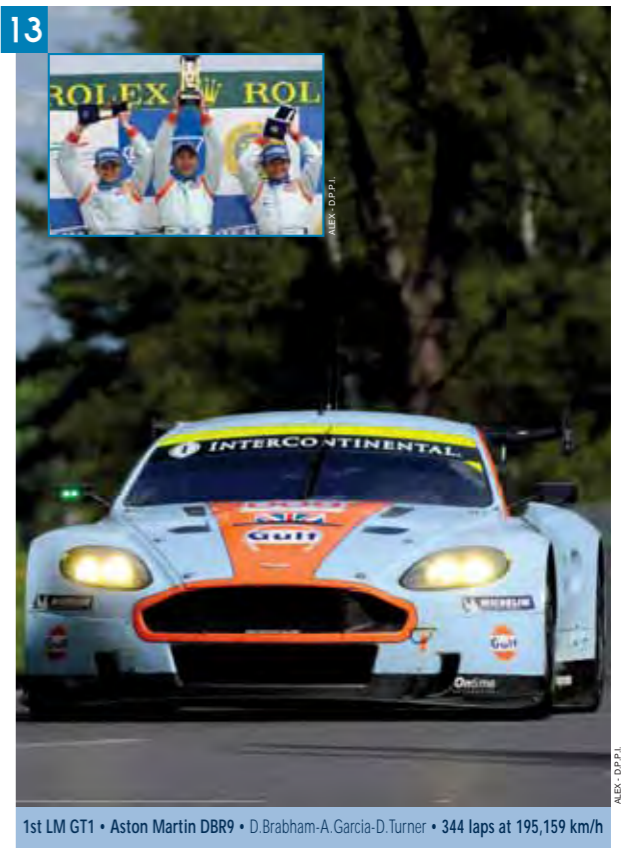
10th LM P1 • Pescarolo 01-Judd • J. Barboza-V. Ickx-S. Grégoire • 352 laps at 199,537 km/h

12



2nd LM P2 • Porsche RS Spyder • J. Nielsen-C. Elgaard-S. Maassen • 347 laps at 196,271 km/h

13



1st LM GT1 • Aston Martin DBR9 • D. Brabham-A. Garcia-D. Turner • 344 laps at 195,159 km/h

OVERALL CLASSIFICATION

Pos.	No.	Entrant	Car	Drivers	Laps	Time	Av. speed
1	2	Audi Sport North America	Audi R10 TDi	McNish-Kristensen-Capello	381	24h00'24"	216,300
2	7	Team Peugeot Total	Peugeot 908 HDi	Minassian-Gene-Villeneuve	381	24h04'55"	215,624
3	9	Peugeot Sport Total	Peugeot 908 HDi	Montagny-Klien-Zonta	379	24h01'26"	215,009
4	3	Audi Sport Team Joest	Audi R10 TDi	Luhr-Premat-Rockenfeller	374	24h00'45"	212,273
5	8	Team Peugeot Total	Peugeot 908 HDi	Sarrazin-Lamy-Wurz	368	24h02'50"	208,567
6	1	Audi Sport North America	Audi R10 TDi	Werner-Pirro-Biela	367	24h02'07"	208,103
7	17	Pescarolo Sport	Pescarolo 01-Judd	Primat-Tinseau-Treluyer	362	24h00'47"	205,457
8	5	Team Matmut Oreca	Courage Oreca LC70E-Judd	Ayari-Duval-Groppi	357	24h01'05"	202,577
9	10	Charouz Racing System	Lola B08/60-Aston Martin	Charouz-Mücke-Enge	354	24h02'27"	200,685
10	34	Van Merksteijn Motorsport	Porsche RS Spyder	Verstappen-Van Merksteijn- J.Bleekemolen	354	24h04'54"	200,346
11	18	Rollcentre Racing	Pescarolo 01-Judd	Barbosa-Ickx-Gregoire	352	24h02'33"	199,537
12	31	Team Essex	Porsche RS Spyder	J.Nielsen-Elgaard-Maassen	347	24h05'44"	196,271
13	009	Aston Martin Racing	Aston Martin DBR9	Brabham-Garcia-Turner	344	24h01'24"	195,159
14	63	Corvette Racing	Corvette C6.R	Fellows-O'Connell-Magnussen	344	24h05'48"	194,565
15	64	Corvette Racing	Corvette C6.R	Gavin-Beretta-Papis	341	24h01'15"	193,477
16	007	Aston Martin Racing	Aston Martin DBR9	Piccini-Frentzen-Wendlinger	339	24h04'22"	191,927
17	72	Luc Alphand Aventures	Corvette C6.R	Alphand-Policand-Moreau	335	24h02'09"	189,954
18	35	Saulnier Racing	Pescarolo P2-Judd	Ragues-Lahaye-Cheng	333	24h00'34"	189,026
19	82	Risi Competizione	Ferrari F 430 GT	Salo-Melo-Bruni	326	24h03'57"	184,620
20	40	Quifel - ASM Team	Lola B05/40-AER	Amaral-Pla-Smith	325	24h04'23"	183,999
21	73	Luc Alphand Aventures	Corvette C6.R	Goueslard-Blanchemain-Pasquali	325	24h05'46"	183,823
22	97	BMS Scuderia Italia	Ferrari F 430 GT	Malucelli-Ruberti-Babini	318	24h01'03"	180,452
23	90	Farnbacher Racing	Ferrari F 430 GT	Ehret-Kaffer-L.E.Nielsen	317	24h00'24"	179,965
24	14	Creation Autosportif Ltd	Creation CA07-AIM	Hall-Mowlem-Goossens	316	24h03'54"	178,962
25	99	JMB Racing	Ferrari F 430 GT	Aucott-Daoudi-A. Ferté	312	24h01'29"	176,993
26	4	Saulnier Racing	Pescarolo 01-Judd	Faggionato-Hein-Nicolet	311	24h04'18"	176,082
27	77	Team Felbermayr Proton	Porsche 911 GT3 RSR	Felbermayr Sr-Davison-Henzler	309	24h04'56"	174,873
28	50	Larbre Compétition	Saleen S7R	Bouchut-Bornhauser-Smet	306	24h06'13"	173,021
29	32	Barazi Epsilon	Zytek 07S/2	Barazi-Vergers-Moseley	304	24h00'43"	172,546
30	59	Team Modena	Aston Martin DBR9	Fittipaldi-Menten-Borcheller	302	24h02'29"	171,202
31	26	Team Jacob Greaves	Radical SR9-AER	Rostan-Devlin-Jeannette	297	24h00'24"	168,612
32	80	Flying Lizard Motorsports	Porsche 911 GT3RSR	Van Overbeek-Bergmeister-Neiman	289	24h00'56"	164,008
33	11	Dome Racing Team	Dome-Judd S102	Itoh-Tashikawa-Kataoka	272	24h05'52"	153,834
Unclassified :							
55		Interprogress-Bank Spartak Racing	Lamborghini Murcielago R-GT	Kox-Rusinov-Hezemans	266	24h00'41"	150,981
24		Terramos	Courage LC70-Mugen	Terada-Katoh-Takahashi	224	24h02'42"	126,966

CATEGORY RESULTS

Pos.	No.	Entrant	Car	Drivers	Laps	Time	Av. speed
LM P1 prototypes							
1	2	Audi Sport North America	Audi R10 TDi	McNish-Kristensen-Capello	381	24h00'24"	216,300
2	7	Team Peugeot Total	Peugeot 908 HDi	Minassian-Gene-Villeneuve	381	24h04'55"	215,624
3	9	Peugeot Sport Total	Peugeot 908 HDi	Montagny-Klien-Zonta	379	24h01'26"	215,009
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7	17	Pescarolo Sport	Pescarolo 01-Judd	Primat-Tinseau-Treluyer	362	24h00'47"	205,457
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11	14	Creation Autosportif Ltd	Creation CA07-AIM	Hall-Mowlem-Goossens	316	24h03'54"	178,962
12	4	Saulnier Racing	Pescarolo 01-Judd	Faggionato-Hein-Nicolet	311	24h04'18"	176,082
13	11	Dome Racing Team	Dome-Judd S102	Itoh-Tashikawa-Kataoka	272	24h05'52"	153,834
Unclassified :							
24		Terramos	Courage LC70-Mugen	Terada-Katoh-Takahashi	224	24h02'42"	126,966
LM P2 prototypes							
1	34	Van Merksteijn Motorsport	Porsche RS Spyder	Verstappen-Van Merksteijn- J.Bleekemolen	354	24h04'54"	200,346
2	31	Team Essex	Porsche RS Spyder	J.Nielsen-Elgaard-Maassen	347	24h05'44"	196,271
3	35	Saulnier Racing	Pescarolo P2-Judd	Ragues-Lahaye-Cheng	333	24h00'34"	189,026
4	40	Quifel - ASM Team	Lola B05/40-AER	Amaral-Pla-Smith	325	24h04'23"	183,999
5	32	Barazi Epsilon	Zytek 07S/2	Barazi-Vergers-Moseley	304	24h00'43"	172,546
6	26	Team Jacob Greaves	Radical SR9-AER	Rostan-Devlin-Jeannette	297	24h00'24"	168,612
LM GT1 Grand Touring Cars							
1	009	Aston Martin Racing	Aston Martin DBR9	Brabham-Garcia-Turner	344	24h01'24"	195,159
2	63	Corvette Racing	Corvette C6.R	Fellows-O'Connell-Magnussen	344	24h05'48"	194,565
3	64	Corvette Racing	Corvette C6.R	Gavin-Beretta-Papis	341	24h01'15"	193,477
4	007	Aston Martin Racing	Aston Martin DBR9	Piccini-Frentzen-Wendlinger	339	24h04'22"	191,927
5	72	Luc Alphand Aventures	Corvette C6.R	Alphand-Policand-Moreau	335	24h02'09"	189,954
6	73	Luc Alphand Aventures	Corvette C6.R	Goueslard-Blanchemain-Pasquali	325	24h05'46"	183,823
7	50	Larbre Compétition	Saleen S7R	Bouchut-Bornhauser-Smet	306	24h06'13"	173,021
8	59	Team Modena	Aston Martin DBR9	Fittipaldi-Menten-Borcheller	302	24h02'29"	171,202
Unclassified :							
9	55	Interprogress-Bank Spartak Racing	Lamborghini Murcielago R-GT	Kox-Rusinov-Hezemans	266	24h00'41"	150,981
LM GT2 Grand Touring Cars							
1	82	Risi Competizione	Ferrari F 430 GT	Salo-Melo-Bruni	326	24h03'57"	184,620
2	97	BMS Scuderia Italia	Ferrari F 430 GT	Malucelli-Ruberti-Babini	318	24h01'03"	180,452
3	90	Farnbacher Racing	Ferrari F 430 GT	Ehret-Kaffer-L.E.Nielsen	317	24h00'24"	179,965
4	99	JMB Racing	Ferrari F 430 GT	Aucott-Daoudi-A. Ferté	312	24h01'29"	176,993
5	77	Team Felbermayr Proton	Porsche 911 GT3 RSR	Felbermayr Sr-Davison-Henzler	309	24h04'56"	174,873
6	80	Flying Lizard Motorsports	Porsche 911 GT3RSR	Van Overbeek-Bergmeister-Neiman	289	24h00'56"	164,008

HOUR BY HOUR

This table shows the number of pit stops and their duration. It has been compiled from the reports of the marshals assigned to each car. This official document has been supplied by the A.C.O with the help of the Races Information Services Company (www.ris-timing.be). It is, of course, of relative value as

the exact amount of time lost out on the circuit is difficult to calculate. Given the number and types of repairs carried out over the duration of the race, some errors may have crept in which we would ask the readers to excuse.

IN	DRIVER IN	REASON	DRIVER OUT	OUT
0:10:00		SAFETY CARS INTERVENTION: COURAGE # 6's ACCIDENT		0:42:00
1 AUDI R10 TDI BIELA - PIRRO - WERNER				
15:31:44	BIELA	START	BIELA	15:00:00
16:14:31	BIELA	FUEL	PIRRO	15:52:32
16:58:13	PIRRO	FUEL	PIRRO	16:15:50
17:41:13	PIRRO	FUEL - TYRES - FRONT BONNET CHANGED	WERNER	17:42:54
18:24:53	WERNER	FUEL - TYRES	WERNER	18:25:25
19:07:25	WERNER	FUEL - TYRES	WERNER	19:08:30
19:50:04	WERNER	FUEL - TYRES	WERNER	19:50:59
20:32:43	WERNER	FUEL - TYRES	WERNER	20:33:51
21:15:44	BIELA	FUEL	BIELA	21:16:35
21:58:44	BIELA	FUEL - TYRES	BIELA	21:59:44
22:41:57	BIELA	FUEL	PIRRO	22:42:48
23:25:14	BIELA	FUEL - TYRES	PIRRO	23:26:21
23:07:56	SARRAZIN	FUEL - TYRES	PIRRO	23:08:56
1:12:22	PIRRO	FUEL - RT-HAND REAR PUNCTURE	PIRRO	1:12:59
1:21:13	PIRRO	FUEL - TYRES	WERNER	1:21:59
1:31:09	WERNER	FUEL	WERNER	1:31:59
2:44:14	WERNER	FUEL - TYRES	WERNER	2:45:06
3:27:11	WERNER	FUEL - TYRES	WERNER	3:28:28
4:10:22	WERNER	FUEL - RAIN TYRES	WERNER	4:11:21
4:24:09	WERNER	FUEL - RAIN TYRES	WERNER	4:25:08
5:23:48	BIELA	FUEL	BIELA	5:24:44
6:17:08	BIELA	FUEL - RAIN TYRES	BIELA	6:18:18
7:11:18	BIELA	FUEL	PIRRO	7:12:12
8:04:32	BIELA	FUEL - RAIN TYRES	PIRRO	8:05:38
8:57:07	PIRRO	FUEL	PIRRO	8:58:58
9:52:00	PIRRO	SPIN IN MICHELIN CHICANE	WERNER	9:53:59
10:37:00	WERNER	FUEL - INTERMEDIATE TYRES	WERNER	10:31:59
10:44:38	WERNER	SPIN IN FORD CHICANE		
10:49:00	WERNER	SLOW IN MICHELIN CHICANE		
10:44:38	WERNER	FUEL - TYRES - CLUTCH CHANGED	WERNER	11:17:53
11:41:25	WERNER	FUEL - SLICKS	WERNER	11:42:16
12:25:08	WERNER	FUEL	BIELA	12:26:08
13:09:23	WERNER	FUEL	BIELA	13:10:34
13:53:06	BIELA	FUEL - INTERMEDIATE TYRES	BIELA	13:54:12
14:36:28	BIELA	FUEL - INTERMEDIATE TYRES	BIELA	14:37:14
14:19:31	BIELA	FUEL - INTERMEDIATE TYRES	BIELA	14:20:50
16:22:00	BIELA	STRAIGHT ON IN PLAYSTATION CHICANE		
15:52:07	BIELA	FINISHED 8 TH OVERALL AND 4 TH IN LM P1		
2 AUDI R10 TDI MCNISH - CAPELLO - KRISTENSEN				
15:38:14	MCNISH	START	MCNISH	15:00:01
16:20:56	MCNISH	FUEL	MCNISH	15:39:05
17:03:33	MCNISH	FUEL	MCNISH	16:21:59
17:46:13	MCNISH	FUEL - TYRES	CAPELLO	17:47:17
18:29:07	CAPELLO	FUEL	CAPELLO	18:29:59
19:11:44	CAPELLO	FUEL - TYRES	CAPELLO	19:12:47
19:54:18	CAPELLO	FUEL	CAPELLO	19:55:09
20:37:03	CAPELLO	FUEL - TYRES	KRISTENSEN	20:38:07
21:19:41	KRISTENSEN	FUEL - TYRES	KRISTENSEN	21:20:32
22:02:26	KRISTENSEN	FUEL - TYRES	KRISTENSEN	22:03:29
22:45:27	KRISTENSEN	FUEL	KRISTENSEN	22:46:18
23:28:24	KRISTENSEN	FUEL - TYRES	MCNISH	23:29:29
0:11:41	MCNISH	FUEL	MCNISH	0:12:55
1:04:17	MCNISH	FUEL	MCNISH	1:05:29
1:57:10	MCNISH	FUEL - TYRES	CAPELLO	1:58:16
2:40:34	CAPELLO	FUEL	CAPELLO	2:41:26
3:23:37	CAPELLO	FUEL - TYRES	CAPELLO	3:24:49
4:06:39	CAPELLO	FUEL	CAPELLO	4:07:32
4:23:20	CAPELLO	FUEL - RAIN TYRES	KRISTENSEN	4:24:23
4:56:00	KRISTENSEN	TAGGED THE PESCOARO # 4 AT THE PIT LANE ENTRY		
5:17:47	KRISTENSEN	FUEL	KRISTENSEN	5:18:39
6:10:55	KRISTENSEN	FUEL - RAIN TYRES	MCNISH	6:11:52
7:04:43	MCNISH	FUEL	MCNISH	7:05:43
7:52:34	MCNISH	FUEL - RAIN TYRES	MCNISH	7:54:28
8:42:34	MCNISH	FUEL	MCNISH	8:43:24
9:31:13	MCNISH	FUEL - RAIN TYRES	CAPELLO	9:32:17
10:25:02	CAPELLO	FUEL - RAIN TYRES	CAPELLO	10:26:07
11:10:37	CAPELLO	FUEL - INTERMEDIATE TYRES	CAPELLO	11:11:38
11:55:23	CAPELLO	FUEL - SLICKS	KRISTENSEN	11:56:30
12:38:50	KRISTENSEN	FUEL	KRISTENSEN	12:39:40
13:20:00	KRISTENSEN	TAGGED THE ZYTEK # 32 : SPIN IN DUNLOP CHICANE		
13:22:32	KRISTENSEN	FUEL - SLICKS	KRISTENSEN	13:23:34
13:55:04	KRISTENSEN	FUEL - INTERMEDIATE TYRES	KRISTENSEN	13:56:04
14:38:15	KRISTENSEN	FUEL - RAIN TYRES	KRISTENSEN	14:39:15
15:00:24	KRISTENSEN	FINISHED 1 ST OVERALL AND 1 ST LM P1		
3 AUDI R10 TDI LUHR - PREMAT - ROCKENFELLER				
15:34:58	LUHR	START	LUHR	15:00:01
16:18:17	LUHR	FUEL - TYRES	LUHR	16:19:30
17:01:38	LUHR	FUEL	LUHR	17:02:37
17:44:29	LUHR	FUEL - TYRES	PREMAT	17:45:03
18:28:01	PREMAT	FUEL	PREMAT	18:28:52
19:07:11	PREMAT	FUEL	PREMAT	19:08:09
19:46:21	PREMAT	FUEL	PREMAT	19:47:10
20:25:45	PREMAT	FUEL - TYRES	ROCKENFELLER	20:26:52
21:08:44	ROCKENFELLER	FUEL	ROCKENFELLER	21:09:38
21:51:39	ROCKENFELLER	FUEL - TYRES	ROCKENFELLER	21:52:45
22:34:42	ROCKENFELLER	FUEL	ROCKENFELLER	22:35:43
23:18:01	ROCKENFELLER	FUEL - TYRES	LUHR	23:19:07
0:01:24	LUHR	FUEL	LUHR	0:02:20
0:45:13	LUHR	FUEL	LUHR	0:46:19
1:32:00	LUHR	SPIN AT MULSANNE		
1:44:59	LUHR	FUEL	PREMAT	1:46:06
2:28:10	PREMAT	FUEL	PREMAT	2:29:10
3:04:34	PREMAT	FUEL - OIL - TYRES	PREMAT	3:05:54
3:47:33	PREMAT	FUEL - RAIN TYRES	ROCKENFELLER	3:48:24
4:31:10	PREMAT	FUEL	PREMAT	4:32:12
5:15:27	ROCKENFELLER	FUEL - RAIN TYRES	ROCKENFELLER	5:16:37
6:08:54	ROCKENFELLER	FUEL - RAIN TYRES	ROCKENFELLER	6:10:11
6:27:18	ROCKENFELLER	FUEL - RAIN TYRES	ROCKENFELLER	6:28:10
7:21:26	ROCKENFELLER	FUEL	LUHR	7:22:25
8:13:12	ROCKENFELLER	FUEL	LUHR	8:14:13
8:35:00	LUHR	STRAIGHT ON IN PLAYSTATION CHICANE (PORSCH # 77 SPUN)		
9:00:36	LUHR	FUEL - RAIN TYRES	PREMAT	9:01:42
9:56:27	PREMAT	FUEL	PREMAT	9:57:24
10:28:11	PREMAT	FUEL - RAIN TYRES	PREMAT	10:29:12
11:20:02	PREMAT	FUEL	PREMAT	11:21:07
11:44:21	PREMAT	FUEL - RAIN TYRES	ROCKENFELLER	11:45:29
12:30:23	ROCKENFELLER	FUEL	ROCKENFELLER	12:31:49
13:08:28	ROCKENFELLER	FUEL - SLICKS	LUHR	13:12:33
13:59:34	LUHR	FUEL - RAIN TYRES - OIL FILTER CHANGED	LUHR	14:01:48
14:32:52	LUHR	FUEL - INTERMEDIATE TYRES	LUHR	14:33:47
15:00:45	LUHR	FINISHED 4 ST OVERALL AND 4 ST LM P1		
4 PESCOARO 01 - JUDD NICOLET - HEIN - FAGGIONATO				
15:44:40	NICOLET	START	NICOLET	15:00:00
16:38:26	NICOLET	FUEL - TYRES	FAGGIONATO	16:39:58
17:22:13	FAGGIONATO	FUEL - TYRES	HEIN	17:23:42
18:06:21	HEIN	FUEL - INTERMEDIATE TYRES	NICOLET	18:07:62
19:06:01	NICOLET	FUEL	NICOLET	19:07:19
19:53:14	NICOLET	FUEL - TYRES	FAGGIONATO	19:54:55



8 PEUGEOT 908 HDI LAMY - SARRAZIN - WURZ				
15:30:50	LAMY	START	LAMY	15:00:01
16:20:35	LAMY	FUEL	SARRAZIN	15:31:39
16:48:22	SARRAZIN	FUEL	SARRAZIN	16:10:50
17:13:16	SARRAZIN	FUEL - GEAR SELECTOR PROBLEMS	WURZ	16:49:14
18:14:29	WURZ	FUEL - TYRES	WURZ	17:34:38
18:52:53	WURZ	FUEL - TYRES	LAMY	18:54:12
19:31:30	LAMY	FUEL	LAMY	19:32:22
20:09:50	LAMY	FUEL	LAMY	20:10:42
20:48:27	SARRAZIN	FUEL - TYRES	SARRAZIN	20:49:39
21:25:57	SARRAZIN	FUEL - TYRES	SARRAZIN	21:27:49
22:05:05	SARRAZIN	FUEL - TYRES	SARRAZIN	22:06:13
22:43:53	SARRAZIN	FUEL	SARRAZIN	22:44:47
23:22:27	SARRAZIN	FUEL - TYRES	WURZ	23:23:39
23:48:00	WURZ	LIMPED HOME FROM INDIANAPOLIS - WINDSCREEN OILED UP BY DOME # 11		
23:48:31	WURZ	FUEL - WINDSCREEN CLEANED	WURZ	23:49:49
0:10:39	WURZ	FUEL - BATTERY CHANGED	WURZ	0:11:50
1:06:53	WURZ	FUEL - BATTERY CHANGED	LAMY	1:09:53
1:58:25	LAMY	FUEL	LAMY	1:59:16
2:37:27	LAMY	FUEL	LAMY	2:38:29
3:16:35	LAMY	FUEL - TYRES - RADIATOR CLEANED	SARRAZIN	3:19:35
3:57:08	SARRAZIN	FUEL - TYRES	SARRAZIN	3:58:62
4:18:54	SARRAZIN	FUEL - INTERMEDIATE TYRES	SARRAZIN	4:20:00
4:50:02	SARRAZIN	CARB - RAIN TYRES	SARRAZIN	4:51:00
5:32:18	SARRAZIN	FUEL - TYRES	WURZ	5:33:29
6:22:40	WURZ	FUEL	WURZ	6:23:33
7:12:06	WURZ	FUEL - TYRES - FRONT/REAR BONNETS CHANGED	LAMY	7:14:51
8:02:53	LAMY	FUEL	LAMY	8:04:43
8:24:00	LAMY	SPIN AT ARNAGE		
8:54:02	LAMY	FUEL - TYRES	SARRAZIN	8:55:13
9:25:00	SARRAZIN	FUEL - RAIN TYRES	SARRAZIN	9:26:00
9:44:02	SARRAZIN	FUEL - RAIN TYRES	SARRAZIN	9:45:22
10:13:52	SARRAZIN	FUEL	WURZ	10:15:12
10:44:25	WURZ	FUEL - TYRES	WURZ	10:45:35
11:01:36	WURZ	FUEL - TYRES	WURZ	11:02:44
11:07:00	WURZ	SPIN AT ENTRY TO LES HAUNAUERIERS		
11:44:27	WURZ	FUEL - TYRES	LAMY	11:46:30
12:29:19	LAMY	OFF AT ARNAGE		
12:45:00	LAMY	FUEL	LAMY	12:46:00
12:47:25	LAMY	FUEL - FRONT BONNET CHANGED	SARRAZIN	12:51:42
13:22:00	SARRAZIN	AND	SARRAZIN	13:23:00
13:29:49	SARRAZIN	FUEL - TYRES	WURZ	13:30:57
13:58:41	SARRAZIN	CARB - PNEUS	WURZ	14:00:32
14:48:15	WURZ	FUEL	WURZ	14:49:02
15:32:10	WURZ	FUEL	WURZ	15:33:27
15:02:50	WURZ	FINISHED 5 TH OVERALL AND 5 TH IN LM P1		
9 PEUGEOT 908 HDI MONTAGNY - ZONTA - KLIE				
15:34:18	MONTAGNY	START	MONTAGNY	15:00:01
16:13:06	MONTAGNY	FUEL	MONTAGNY	15:35:09
16:52:31	MONTAGNY	CARB	KLIE	16:53:31
17:31:03	KLIE	FUEL - TYRES - BLACK-FLAGGED NO LIGHTS, FRONT BONNET CHANGED	KLIE	17:32:03
17:26:43	ZONTA	FUEL	ZONTA	17:27:10
18:01:53	ZONTA	FUEL	MONTAGNY	18:02:47
18:40:54	ZONTA	FUEL - TYRES	MONTAGNY	18:41:54
19:19:46	MONTAGNY	FUEL	MONTAGNY	19:20:48
19:58:13	MONTAGNY	FUEL - TYRES	MONTAGNY	19:59:21
20:37:28	MONTAGNY	FUEL	MONTAGNY	20:38:28
21:14:56	MONTAGNY	FUEL - TYRES	KLIE	21:16:05
21:53:48	KLIE	SPIN INTO FORD CORNER GRAVEL TRAP-STOP 3mm		
22:07:00	KLIE	FUEL	ZONTA	22:07:57
22:36:37	KLIE	FUEL - TYRES	ZONTA	22:37:53
23:16:35	ZONTA	FUEL	MONTAGNY	23:17:40
23:55:29	MONTAGNY	FUEL - TYRES	MONTAGNY	23:57:22
24:34:26	MONTAGNY	FUEL	MONTAGNY	24:35:26
0:17:51	MONTAGNY	FUEL	MONTAGNY	0:18:54
1:13:47	MONTAGNY	FUEL	MONTAGNY	1:14:47
1:52:21	MONTAGNY	FUEL - TYRES	MONTAGNY	1:53:43
2:32:30	KLIE	FUEL	KLIE	2:33:34
3:11:47	KLIE	FUEL	KLIE	3:13:00
3:47:28	KLIE	FUEL - TYRES -	ZONTA	3:48:32
4:18:24	ZONTA	FUEL - INTERMEDIATE TYRES	ZONTA	4:20:00
4:52:03	ZONTA	SPIN IN PLAYSTATION CHICANE		
4:26:16	ZONTA	FUEL	ZONTA	4:27:58
5:14:30	ZONTA	FUEL - RAIN TYRES	ZONTA	5:17:28
6:04:08	ZONTA	SPIN IN PLAYSTATION CHICANE GRAVEL TRAP		
6:09:00	MONTAGNY	IN PLAYSTATION CHICANE GRAVEL TRAP		
6:29:00	MONTAGNY	FUEL - TYRES - OIL		

LIST OF DRIVERS ENTERED

Drivers LM P1 and LM P2

PHOTOS : LEMANSFOTOS.COM



AMARAL Miguel
Born : 31/07/1954 in Lisbon, Portugal
Competition debut: 1995 Off-Road and historic racing

LE MANS 24 HOURS

2006: rookie, Lola B05/40 (rtd with de Castro and Hughes).
2007: Lola B05/40 (rtd with de Castro and Hughes).

2008: Lola B05/40-AER (20th with Pla and Smith).

OTHER RESULTS

1995/2001: Portuguese Off-Road Championship Mitsubishi, Historic Championships Lola T70 and Chevron B19.

2002/05: Spanish GT Championship Porsche GT3 Cup, then ASM Team GT3 RS.

2004/05: Daytona 24 Hours Porsche GT3 RS.

2006/2008: LMS Chamberlain-Synergy Lola B05/40, then Quifel ASM, LM P2 category victories at Spa, Jarama and N Ring in 2006 and Valencia Runner-up 2007.



AYARI Soheil
Born: 05/04/1970 in Aix-les-Bains (France)
Competition debut: 1985 Karting

LE MANS 24 HOURS

1997: Chrysler Viper GTS-R (rtd with Archer and Duez).
1999: Chrysler Viper GTS-R (rtd with Donohue and Bellec).

2003: Courage C60-Peugeot (9th with Hélay and Minassina).

2004: Pescarolo C60-Judd (4th with Tréluyer and Comas).

2005: PescaroloC60-Judd (rtd with Loeb and Hélay).
2007: Saleen STR (16th with Lapiere and Ortelli).

2008: Courage-Oreca (8th with Gropi and Duval).

OTHER RESULTS

1985/1993: Karting
1993/1994: French F. Ford Championship (1 victory Monthéry), French Champion in 1994 Graff Racing Mygale (4 victories)

1995/1996: French F3 Championship (1 victory Le Mans) French F3 Champion in 1996 Graff Racing Dallara-Opel (11 victories)

1997/2000: 1st F3 Macau, F3000 Astromega Lola, (1 victory 1997 Helsinki) then Durango (1 victory A1 Ring 1998)

2000: SWRC Durango GMS

2002/2003: French SuperTouring Champion Solution F Peugeot 406 (3 victories)

2003: FIA Sports Car Championship Courage C60-Peugeot (1 victory Nogaro)

2004/2005: French SuperTouring Champion Peugeot 407 Team Peugeot 406 Silhouette then Peugeot 407, LMS Pescarolo Courage C60-Judd

2005/2007: FFSA-GT Anaveo Sport Corvette C5-R then Oreca Team Saleen STR in 2006/2007. French GT Champion in 2006/2007 Oreca Team Saleen GT

2007: LMS, Oreca Team Saleen STR, LMS GT1 Champion (4 victories)

2008: LMS Courage-Oreca and FFSA-GT SRT Team Corvette



BARAZI Juan
Born : 22/01/1968 in Copenhagen, Denmark
Competition debut : 1999 F. Ford

LE MANS 24 HOURS

2005: Courage C65-AER (rtd with Zlobin and Briere).
2006: Courage C65-AER (21st with Vergers and Cunningham).

2007: Zytec 07S/2 (rtd with Ojieg and Vergers).

2008: Zytec 07S/2 (29th with Vergers and Moseley).

OTHER RESULTS

1999/2000: F. Ford 1600 Great Britain.then 2000 van Diemen.

2001/04: Radical Series Great Britain, F. Palmer Audi Great Britain, F. Ford Great Britain.

2004: ALMS IN2 Racing Team Porsche 911 GT3 RS, winner LMES Historic Championship

2005: LMES Courage C65, Porsche 911 GT3 RS, Sebring IN2 Racing Porsche 911 GT3 RS.

2006: LMS Barazi-Epsilon Team Courage C65, 1st LM P2 Istanbul. LM P2 Champion

2007/2008: LMS Barazi Epsilon Team Zytec 07S/2 (2 victories in 2007)



BARBOSA Joao
Born : 19/03/1975 in Porto, Portugal
Competition debut: 1987 Karting

LE MANS 24 HOURS

2004: Dallara-Judd LMP-Judd (rtd with Short and Barff).
2005: Dallara LMP-Judd (16th with V. Ickx and Short).

2006: Radical SR9-Judd (20th with Moseley and Short).

2007: Pescarolo 01-Judd (4th with Short and Hall).

2008: Pescarolo-Judd (11th with Grégoire and V. Ickx).

OTHER RESULTS

1987/93: Karting
1993/94: F. Ford Portugal Champion 1994 (4 victories).
1995: F. Europe Boxer Champion.

1996: 2nd Italian F3 Championship Dallara-Alfa Romeo.
1997: 7th Formula Atlantic Championship.

1998: ISRS Centenari-Alfa Romeo.
1999: USRRC (1 GT2 victory, Lime Rock) and FIA-GT Homestead only

2000: 18th ALMS Porsche 996 GT3 RS.

2001/03: GrandAm Mosler with Th. Perrier and then Mosler Automotive.

2004/06: Sebring and LMES, Dallara LMP900-Judd, GrandAm Maserati Light at Daytona,

2006: LMS Rollicentre Racing Radical SR9, Perspective Racing Porsche 911 GT3 RSR.

2007/2008: LMS Rollicentre Racing Pescarolo 01-Judd, 4th LM P1 Valencia, 6th LM P1 Monza, 3rd LM P1 Silverstone in 2007



BELICCHI Andrea
Born: 18/12/1976 in Parma (Italy)
Competition debut: 1986 Karting

LE MANS 24 HOURS

2007: Spyker C8 Spyder GT2R (rtd with Chiesa and Caffi).
2008: Lola B08/80-Judd (rtd with Pompilio and Zaccchia).

OTHER RESULTS

1986/1987: karting

1996: Clio Cup Italy

1997/1998: Renault Spyder Eurocup

1999/2001: F. Nissan 2000 (2 and 3 victories)

2002/2003: F3 Russia and then Finland, Dallara-Renault and Dallara-Itala

2004: F. Renault V6 Eurocup AFC Motorsport (3 victories)

2005: Italian GT1 Championship Lister Storm (2 victories)

2006/2007: Open GT Racing Box Chrysler Viper GTS-R (4 victories)

2006/2008: Le Mans Series GPC Team Ferrari F430 GT in 2006, Speedy Team Spyker C8 spyder in 2007and Lola B08/80-Judd in 2008. (1 victory N Ring GT2 in 06) 2nd LM P2 Barcelona in 2008



BERRIDGE Bob
Born : 13/09/1959 in Middlesbrough, Great Britain
Competition debut : 1984 F. Ford

LE MANS 24 HOURS

2002: Preliminary practice (RML Saleen S7R)
2004: TVR Tuscan 400R (21st with Caine and Stockton).

2005: Lola B05/40-AER (25th with Evans and Owen).

2006: Lola B06/10-AER (25th with Evans and Owen).

2007: Lola B06/10-AER (20th with Evans and Owen).

2008: Lola B06/10-AER (rtd with Evans ans Stretton).

OTHER RESULTS

1984/86: F. Ford 1600 2nd in 1984, Champion in 1985, 1987/88: British F3 Championship (5 wins in 1987)

1990: Porsche Super Cup

1991/92: BTCC Vauxhall.

1993: BTCC Ford Sapphire, VW Venture Saloon Cars Series.

1996/2000: Historic F1, Champion 1997 RAM O1, 98 and 99 Williams FWO88.

2001: FIA Sports Cars GVL Racing Ferrari 333 SP.

2002/03: 10th FIA Formula 1000.

2003: FIA Sportscars Lola-Judd, Le Mans 1000 Kms GT GB Porsche and TVR.

2004: Sebring, LMES TVR Chamberlain

2005-7th LMES Lola B05/40-AER, 1st LM P2 Spa 1000 Kms.

2006/2007: LMS Chamberlain-Synergy Motorsport Lola B06/10-AER.

2008: LMS Chamberlain Synergy Lola B06/10-AER



BIELA Frank
Born: 2-08-1964 in Neuss, Germany
Competition debut: Karting in 1982

LE MANS 24 HOURS

1999: Audi R8R (3rd with Pirro and Theys).
2000: Audi R8 (1st with Kristensen and Pirro).

2001: Audi R8 (1st with Kristensen and Pirro).

2002: Audi R8 (1st with Kristensen and Pirro).

2003: Audi R8 (Rtd with Salo & McCarthy).

2004: Audi R8 (5th with McNish & Kaffer).

2005: Audi R8 (3rd with Pirro and McNish).

2006: Audi R10 (1st with Pirro and Werner).

2007: Audi R10 (1st with Pirro and Werner).

2008: Audi R10 TDI (6th with Pirro and Werner).

OTHER RESULTS

1983-85: F. Ford 1600 in Germany.

1986: Runner-up in German F. Ford 2000 Championship.

1987-1989: DTM, Ford Sierra (1 win), F3 in Germany.

1991: German Touring Car Champion Audi Quattro

1992: French Super Touring C'Ship, Audi, Touring Cars Germany Audi, IMSA, Porsche Joest.

1993: French SuperTouring Champion, Audi (5 wins).

1994: 2nd ADAC Cup, Audi (3 wins).

1995: FIA Touring Cup winner, ADAC Cup, Audi A4.

1996: BTCC Champion, Audi A4 (8 wins), 1st Macau Touring Cars.

1997: 2nd BTCC, Audi A4 (5 wins), 3rd Bathurst 1000 Kms.

1998: ADAC Cup, Audi A4.

1999: 5th Sebring, Audi R8R.

2000/05: ALMS, Audi R8 (3 wins, Sebring, Texas and Las Vegas).

2001: Runner-up in ALMS, Audi R8 (3 wins, Mosport, Laguna Seca and Petit Le Mans).

2002: ALMS, Audi R8 (2 wins, Mid Ohio and Miami).

2003: ALMS Champion Audi R8 Team Joest (6 victories, Sebring, Sears Point, Laguna Seca, Lime Rock, Mosport, Trois Rivières).

2004: 1st Sebring 12 Hours Team Veloqx Audi R8, DTM Team Joest.

2005: ALMS Champion Team Champion Audi, (4 victories, Somoa, Portland, Elkhart Lake and Road Atlanta).

2006/2008: ALMS Audi R10 (2 wins in 2006 Elkhart Lake, Salt Lake City, 1st Sebring 2007.



BLEEKEMOLEN Jeroen
Born: 23/10/1981 in Heemstede (Netherlands)
Competition debut: 1995 Karting

LE MANS 24 HOURS

2006: Spyker Spyder GT2R (rtd with Hezemans and Kane).
2007: Dome S101 S (25th with Lammers and Hart).

2008: Porsche Spyder RS (10th and 1st LM P2 with Van Merksteijn and Verstappen).

OTHER RESULTS

1995/1997: Karting

1998: Benelux and Dutch F. Ford Champion (3 victories), 7th F. Ford World Final, Swift, 3rd Renault Mégane Junior Cup (3 victories)

1999: F. Palmer Audi Formula Opel Vauxhall, Masters F3 Zandvoort

2000: German F3 Championship Amersfoort Racing Team Dallara-Opel, 7th F3 Masters at Zandvoort

2001: FIA-GT Carsport Racing Chrysler Viper GTS-R (1 victory Budapest)

2002: Clio Trophy, Dutch TTC Renault Clio (5 victories), VW Star GAG Team

2003/2004: DTM, Euroteam Opel

2005: LMES and FIA-GT Spyker C8, Belcar Marcos Mantis and Porsche Super Cup

2006: LMS and Sebring Spyker C8 Spyder GTR2, Belcar SRT Team Corvette C5-R

2007: A1GP Nederland Team (pole and victory Peking). LMS Racing for Holland Dome S101 S. Porsche Super Cup (3 victories including Monaco), 1 FIA-GT race Lamborghini Murcielago R-GT

2008: 2nd Dubai 24-Hour race Porsche 911 Cup, Carrera Cup in Germany in 2007 and 2008 Mamerow Team

Michael Bleekemolen's son and Sebastian's brother.



BOULLION Jean Christophe
Born: 27/12/1969 in Saint Brieuc (France)
Competition debut: 1982 karting

LE MANS 24 HOURS

1994: Bugatti EB 110 (rtd with Cudini and Hélay).
1997: Panoz Esperante (rtd with Lagorce and Bernard).

2001: Ferrari 333 SP (rtd with Sospiri and Policand).

2000: Reynard 2KQ-VW (rtd with Gene and Policand).

2001: Courage C60-Peugeot (13th with Bourdais and Redon).

2002: Courage C60-Peugeot (10th with Bourdais and lagorce)

2003: Courage C60-Peugeot 8th with Lagorce and Sarrazin).

2005: Pescarolo C60H-Judd (8th with Collard and Comas).

2007: Pescarolo 01-Judd (3rd with Collard and Dumas).

2008: Pescarolo 01-Judd (rtd with Collard and Dumas).

OTHER RESULTS

1982/85: Karting

1986: Volant Eltron, Monthléry

1989/90: F. Ford Graff racing Reynard, Champion in 1990 (9 victories)

1991/92: French F3 Championship (3 victories in 1992)

1993/94: F3000 Apomatox Team Reynard-Cosworth, Champion in 1994 with Dams Racing

1995: Williams-Renault test driver, 16th F1 World Championship

2003/04: ADAC BMW junior Cup

2005: F3000 Italy, A1GP Czech Team Lola-Zytek

2006: International Masters F3000, Renault Mégane Eurocup

2007: LMS Lola B07/10-Judd, 2nd in Valencia

2008: LMS Charouz Systems Lola B08/60-Aston Martin, 3rd Barcelona



BURGUENO Angel
Born: 12/06/1973 in Madrid (Spain)
Competition debut: 1989 Karting

LE MANS 24 HOURS

2008: rookie, Epsilon Euskadi ee1-Judd (rtd with de Castro and valles).

OTHER RESULTS

1989: Karting

1990/1991: F. Ford Spain. Runner-up in 1991 (3 victories)

1992: F. Ford Great Britain (1 victory).

1993/1995: 3rd F. Renault Eurocup in 1994. Runner-up Spanish F. Renault Championship, French F3 Championship Promatecme Dallara-Renault.

1996: British F3 Championship Intersport Racing Dallara-Opel Spies.

1998/2001: Open Nissan then Euro Open Nokia Mecum Team, runner-up in 1998 (2 victories).

1999: Spanish GT Championship Mecum Venturi then Porsche GT3, Repsol Racing Ford Mustang and then Marcos LM600.

2002/2003: World Series by Nissan Repsol Racing then Vergani Formula Dallara.

2004/2007: Spanish GT Championship, Champion in 2005 Repsol Team Porsche 911 GT3.2006/2008: LMS Chamberlain Lola B05/40, then ASM-Quifel (3 victories in 2006). Runner-up in 2007 (1 victory). Open GT Drivex Team Mosler.

2008: LMS, Epsilon Euskadi Team Epsilon Euskadi ee1-Judd.



CAPELLO Rinaldo
Born: 17/06/1964 in Asti, Italy
Competition debut: 1976 Karting

LE MANS 24 HOURS

1998: McLaren F1 GTR (rtd with Bscher and Pirro).
1999: Audi R8R (4th with Alboreto and Aiello).

2000: Audi R8 (3rd with Alboreto and Abt).

2001: Audi R8 (2nd with Aiello and Pescatori).

2003: Bentley Speed 8 (1st with Kristensen and Smith).

2004: Audi R8 (1st with Kristensen and Ara).

2006: Audi R10 (3rd with Kristensen and McNish).

2007: Audi R10 (rtd with Kristensen and McNish).

2008: Audi R10 TDI (1st Kristensen and McNish).

OTHER RESULTS

1983/1984: F. Fiat Abarth (3+2 victories).

1985/1988: Italian F3 Championship Ralt (3 victories).
1989: F3000 test driver in Japan.