



LM "P1"

1. Minassian/Gene, Team Peugeot Total, Peugeot 908 HDI FAP, 1m34.503s
2. Sarrazin/Lamy, Team Peugeot Total, Peugeot 908 HDI FAP, 1m34.680s
3. Mücke/Gene, Charouz Racing, Lola B07/17 Judd, 1m36.187s
4. Collard/Boullion, Pescarolo Sport, Pescarolo Judd, 1m37.349s
5. Cochet/Frei, Courage Competition, Courage C70 AER, 1m37.650s
6. Gounon/Moreau, Courage Competition, Courage C70 AER, 1m37.834s

LM "P2"

1. Burgueno/de Castro/Amaral, Quifel ASM Team, Lola B05/40 AER, 1m39.271s
2. Vergers/Barazi/Ojeh, Barazi Epsilon, Zytek 07S, 1m39.481s
3. Erdos/Newton, RML, MG Lola EX264 AER, 1m40.146s
4. Moseley/Greaves, Bruichladdich Radical, Radical SR9 AER, 1m40.641s
5. Lienhard/Theys/van de Poele, Horag Racing, Lola B05/40 Judd, 1m41.325s
6. Hughes/Cunningham, Embassy Racing, Radical SR9 Judd, 1m41.420s

LM"GT1"

1. Ortelli/Ayari, Team Oreca, Saleen S7R, 1m45.443s
2. Policand/Alphand/Goueslard, Luc Alphand Aventures, Corvette C6R 1m45.471s
3. Garcia/Halliday, Team Modena, Aston Martin DBR9, 1m45.873s
4. Bouchut/Gardel/Gollin, Larbre Competition, Aston Martin DBR9, 1m46.763s
5. Perazzini/Cioci/Tavano, Racing Box, Saleen S7R, 1m47.050s
6. Dumez/Blanchimain/Vosse, Luc Alphand Aventures, Corvette C5R, 1m47.110s

LM"GT2"

1. Lietz/Narac, Imsa Performance, Porsche 997 GT3 RSR, 1m50.381s
2. Werner/Ehret/Nielsen, Farnbacher Racing, Porsche 997 GT3 RSR, 1m50.682s
3. de Simone/Hernandez/Bonetti, GPC Sport, Ferrari 430 GT, 1m50.756s
4. Caffi/Zardo, Scuderia Villorba, Ferrari 430 GT, 1m50.903s
5. Lieb/Pompidou, Felbermayr Proton, Porsche 997 GT3 RSR, 1m51.056s
6. Bell/Simonsen, Virgo Motorsport, Ferrari 430 GT, 1m51.683s



FRONT ROW FOR DIESEL PEUGEOTS AS MINASSIAN SETS PACE

Team Peugeot Total secured the front row of the grid at Monza on Saturday afternoon in preparation for the opening round of the Le Mans Series. Nicolas Minassian and Stephane Sarrazin exchanged the fastest laps, leaving their strongest challenger, Stefan Mücke, to start from third position on the 47-car grid in the Charouz Racing Lola B07/17 Judd.

"It is nice to start the championship like this, from the front row" said team manager Serge Saulnier. "It is not only a new car but a new team. Most of them are working at a race for the first time, and many have come from rallying so they have to adapt. They all did a strong job."

Nicolas Minassian set a time of 1m34.503s, one tenth of a second faster than his team-mate Stephane Sarrazin, and declared that nothing

special had been done to his Peugeot to knock two and a half seconds off his best practice time. "This happens at Monza" said the Frenchman. "It happened last time when I was on pole position in the Creation. Until this afternoon we had worked on the race set-up, and this was the first time I really tried to get a perfect lap."

On the outside of the second row and starting alongside the Charouz Lola is the Pescarolo Sport team which dominated the Le Mans Series in 2005 and in 2006. This is the debut race for the new Pescarolo 01 Judd which lacks the final aero components that will be run time at Valencia in May.

Courage Competition, with new LC70 cars and AER V8 turbo engines qualified strongly despite losing power, a technical problem that calls for a redesign of the intercooler pods.

LM "P2"

Quifel ASM Team, who showed strongly last season, started their season with a strong pole position for Angel Burgeno in the Lola B05/40 AER. Although the team is owned by the Portuguese Antonio Simoes the three Spanish drivers Burgeno, Miguel Amaral and Miguel Angel de Castro form a formidable team.

Burgeno's time was two-tenths faster than Michael Vergers' Zytec 07S, Juan Barazi's new car presented in Gulf Oils colours; Karim Ojeh is the third driver.

Mike Newton's RML MG Lola EX264 AER is placed third on the LMP2 grid, thanks to a clean lap by Brazilian Tommy Erdos, and this is a team that prides itself on speed and consistency.

Straight off the boat from its first race of the year at Sebring last month, Fredy Lienhard's Lista sponsored Horag Racing Lola B05/40 Judd qualified fifth in class with Belgian Eric van



de Poele at the wheel, with another famous Belgian, Didier Theys, timing on the pit-wall for a change.

Embassy Racing, newcomers to LMP2, claimed sixth place with their Radical SR9 Judd driven by Warren Hughes and Neil Cunningham. Team principal Jonathan France had the Radical prepared in less than two weeks after putting his Pilbeam programme on hold, raising the possibility of racing both cars under the Embassy flag later in the season.

LM"GT1"

Friday was not a good day for Stephane Ortelli, who spun the Team Oreca Saleen at the end of the main straight after encountering brake problems. "I got the fright of my life" he admitted, although the Matmut sponsored car sustained no damage.

Ortelli set the record straight on Saturday afternoon by qualifying on pole position in the GT1 class, narrowly ahead of Jerome Policand in the Luc Alphand Aventures Chevrolet Corvette C6.R.



"The car is still not perfect" said Ortelli. "Friday was wasted and we spent Saturday morning trying to find a good set-up. I would say that the car could still be better."

Policand set the second fastest time despite sitting out the Saturday morning practice session, a team decision made out of respect to the mechanics detained in hospital (see sidebar). The C5-R survived the refuelling fire and managed the sixth quickest time in the GT1 category in the hands of Sebastien Dumez.

Antonio Garcia put the Team Modena Aston Martin DBR9 third on the grid, the third make in the class, ahead of Christophe Bouchut in the Aston Martin Larbre DBR9 and Salvatore Tavano in the Racing Box Saleen S7-R. "We do not have the top speed of the Corvette or the Saleen," said Bouchut.

LM"GT2"

Richard Lietz, runner-up in the Porsche Supercup Series 2006, secured the first pole position of the season for the new 997 model Porsche 911 GT3 RSR, and Dirck Werner made it a Porsche 'front row' in GT2 driving the Farnbacher Racing 997. "I thought the tyres had gone and I wouldn't get the fastest time" said Lietz, "but then I got a tow from an Aston Martin and followed it for the entire lap." There is no more than five seconds between the fastest in GT1 and the fastest in GT2, and no more than 1.3 seconds covers the top six in GT2. Ferrari claimed the third and fourth quickest times, Fabrizio de Simone

in the GPC Sport Ferrari 430 ahead of Alex Caffi in the Scuderia Villorba 430, co-driven by Denny Zardo. Fifth was Xavier Pompidou in the Felbmayr Proton team's Porsche GT3 RSR shared with Marc Lieb, and sixth was Briton Rob Bell sharing the Virgo Motorsport Ferrari 430 with the Australian domiciled Dane Allan Simonsen.



A fire in Jean-Luc Alphand's Chevrolet pit on Friday afternoon, at the start of a refuelling procedure on Vincent Vosse's C5-R, caused burns to five French mechanics. Four were taken to hospital and two are detained. Eric Kaiser will remain in Monza hospital for about four days, and Pierre Chalier was taken to a special burns unit in the Milan hospital suffering second degree burns on his face, legs and ankle, and third degree burns on the back of his right leg. Chalier's wife and parents reached Milan on Saturday morning and will remain with him until he is transferred to a French hospital in four or five days. "The news is a little better today" said Luc Alphand. "The burns are less severe than we feared and he can return to France within a week. My mechanics are very upset, but we decided to carry on, and Jerome Policand rewarded us with the second fastest qualifying time in our new C6.R, only three-hundredths from pole position."