



#### LM "P1"

1. Minassian/Gene, Team Peugeot Total, Peugeot 908 HDI FAP, 173 laps in 4 hours, 59 minutes, 20.735s
2. Collard/Boullion, Pescarolo Sport, Pescarolo Judd, +1 lap
3. Sarrazin/Lamy, Team Peugeot Total, Peugeot 908 HDI FAP, + 2 laps
4. Primat/Tinseau, Pescarolo Sport, Pescarolo Judd, + 3 laps
5. Gounon/Guillaume, Courage Competition, Courage LC70, + 5 laps
6. Barbosa/Hall, Rollcentre Racing, Pescarolo Judd, + 10 laps

#### LM "P2"

1. Lienhard/Theys/van de Poele, Horag Racing, Lola B05/40 Judd, 165 laps
2. Erdos/Newton, RML, MG Lola EX264 AER, + 4 laps
3. Binnie/Timpany/Buncombe, Binnie Motorsports, Lola B05/40 Zytek, + 15 laps
4. Nicolet/Filhol/Jouanny, Saulnier Racing, Courage LC75 AER, + 22 laps
5. Burgess/de Pourtales/Siedler, Kruse Motorsport, Pescarolo Judd, +26 laps
6. Rostan/Bruneau/Pullan, Pierre Bruneau, Pilbeam MP93 Judd, +40 laps

#### LM"GT1"

1. Alphand/Policand/Goueslard, Luc Alphand Aventures, Corvette C6R, 160 laps
2. Bouchut/Gardel/Gollin, Larbre Competition, Aston Martin DBR9, +1 lap
3. Blanchimain/Dumez/Vosse, Luc Alphand Aventures, Corvette C5R, + 1 lap
4. Garcia/Halliday, Team Modena, Aston Martin DBR9, + 2 laps
5. Perazzini/Cioci/Tavano, Racing Box, Saleen S7R, + 5 laps

#### LM"GT2"

1. de Simone/Hernandez/Bonetti, GPC Sport, Ferrari 430 GT, 154 laps
2. Caffi/Zardo, Scuderia Villorba, Ferrari 430 GT, + 19.258s
3. Bell/Simonsen, Virgo Motorsport, Ferrari 430 GT, +1m03.586s
4. Kimber Smith/Watts, Team LNT, Panoz Esperante, + 1 lap
5. Drudi/Rosa/Mowlem, GPC Sport, Ferrari 430 GT, + 2 laps
6. Narac/Lietz, Imsa Performance Matmut, Porsche 997 GT3 RSR, + 2 laps



## PEUGEOT TRIUMPHS AT MONZA AS 908s FACE TOUGH COMPETITION

An Italian crowd of 20,000 enjoyed warm sunshine and fine racing at Monza on a Sunday afternoon when Peugeot answered some key questions in the preparations for the 24-Hours of Le Mans. The 908 Hdi FAP turbo diesel team won the opening round of the Le Mans Series, Marc Gené and Nicolas Minassian averaging 200 km/h to complete the 1,000 kilometre distance in five hours, and the second Peugeot of Stephane Sarrazin and Pedro Lamy finished safely in third place after having a component changed in the paddle shift command box, spending five minutes inside the garage.

The Peugeots started the Italian event from the front row of the grid, were out of the lead for a single lap while refuelling for the second time, and completed their debut race with

aplomb. The French enjoyed a level of reliability that was only a dream until the chequered flag was waved.

Pescarolo Sport was beaten but not humbled, the two Pescarolo 01 Judd powered cars finishing second and fourth and in touch with the Peugeot coupe Le Mans Prototypes. Jean-Christophe Boullion and Emmanuel Collard placed second, only a lap down on the winning diesel car despite a problem with the paddle shift which forced the drivers to switch to an emergency mode and use the clutch for the gearchanges. "I was a bit scared of this because we have not done it before" said Collard.

Christophe Tinseau and Harold Primat raced to fourth place in Pescarolo Sport's second car, and team principal Henri Pescarolo promises that the 01 cars will be more competitive at

Valencia, and at Le Mans, when new rear bodywork comes through from the suppliers.

Rollcentre Racing, Pescarolo's first customer team, claimed seventh place with the Judd engined 01 raced by Joao Barbosa and 22-year-old Stuart Hall. Their car had been as high as fourth overall at the four-hour mark but was increasingly difficult to refuel, taking no more than 70, 60 or even 50 litres at a time, and was further delayed near the end by a broken bolt in the suspension.

Yves Courage was encouraged by a fifth-placed finish for Jean-Marc Gounon and Guillaume Moreau although the car was delayed by a brake problem when occupying fifth position at quarter-distance. The second Courage team car was running at the finish, although overheating.

Charouz Racing's new Lola B07/17 Judd was extremely competitive, running third on the tail of the Peugeots with Stefan Mücke at the wheel, until shortly after the first fuelling stops the car spun at the chicane and eventually got back to the pits with a broken gearbox. After a rebuild the Czech entered Lola was classified 35 laps behind the winners.



#### LM "P2"

Fredy Lienhard's Lista sponsored Lola B05/40 made its debut at Monza two years ago, retiring early, but on Sunday the Swiss proudly mounted the podium with his two veteran Belgian co-drivers Didier Theys and Eric van de Poele, after a perfect race to sixth place overall and winners of the LMP2 category. Horag Racing team owner Markus Hotz had prepared the Lola in less than a week after getting it back from Sebring.

Mike Newton's RML entered MG Lola EX 264 AER set the pace with Tommy Erdos at the wheel and Newton kept up the pace until past the 100 lap mark, when the water temperature started climbing. There was a water leak somewhere in the system, they knew not where, and stopped



increasingly often to fill the reservoir. Lienhard gained the lead at the four-hour mark and the Swiss team made absolutely sure of reaching the flag. Third in LMP2 was the Binnie Motorsports Lola B5/40 Zytek raced by the owner, Bill Binnie, with Allen Timpany and Chris Buncombe.

#### LM "GT1"

Luc Alphand, whose team was "in shock" after the pit-lane fire on Friday afternoon, enjoyed a happy turn of fortune on Sunday afternoon when his two Corvettes thundered to first and third positions in GT1, sandwiching the Aston Martin Larbre DBR9 of Christophe Bouchut, Gabriel Gardel and Fabrizio Gollin.

Jerome Policand and Stephane Ortelli waged battle in the first hour until the Team Oreca Saleen S7R retired with an engine failure, and from that point on the Luc Alphand Aventures Corvette C6.R dominated the class.

They finished a lap ahead of the Larbre Aston Martin in ninth and tenth positions overall, and a further 51 seconds behind was the Alphand Aventures Corvette C5-R of Jean-Luc Blanchemain, Vincent Vosse and Sebastien Dumez, the car none the worse for its conflagration on Friday. Fourth in GT11 was the Racing Box Saleen of Pier Giuseppe Perrazini, Marco Cioci and Salvatore Tavano.

#### LM "GT2"

Ferrari teams delighted the crowd with a 1-2-3 finish in the GT2 category, routing the various Porsche teams, Panoz and Spyker after a closely

contested 1000km race.

Fabrizio de Simone, Sergio Hernandez and Alessandro Bonetti won the contest in their GPC Sport Ferrari, just 19.2 seconds ahead of Alex Caffi and Denny Zardo in their Scuderia Villorba Ferrari. In third place – having led GT2 until needing a splash of fuel a few minutes from the end were Robert Bell and Allan Simonsen, a further 44 seconds back in their Ferrari entered by Virgo Motorsport.

The Team LNT Panoz Esperante finished fourth driven by Tom Kimber-Smith and Danny Watts, comfortably ahead of GPC Sport's second Ferrari in the hands of Luca Drudi, Gabrio Rosa and Johnny Mowlem.

The first Porsche to finish was the latest 997 model GT3 RSR entered by the IMSA Performance Matmut team, started on pole position by Richard Lietz but fading, with a steering problem, to sixth with Raymond Narac sharing the drive.

Marc Lieb and Xavier Pompidou, the 2005 Le Mans Series GT2 champions, finished the race with just fifth and sixth gears remaining in their Felbermayr Proton Porsche to finish seventh, behind the Speedy Racing Team Spyker C8.

