



"LM" P1

1. Minassian/Gene, Team Peugeot Total, Peugeot 908 HDI FAP, 195 laps
2. Collard/Boullion, Pescarolo Sport, Pescarolo Judd, 193 laps
3. Barbosa/Hall/Short, Rollcentre Racing, Pescarolo Judd, 191 laps
4. Campbell-Walter/Ortiz/Kurosawa, Creation Autosportif, Creation CA07 Judd, 188 laps
5. Chilton/Chilton, Creation Autosportif, Zytek 07S, 187 laps
6. Frei/Cochet, Courage Competition, Courage LC70 AER, 173 laps

"LM" P2

1. Barazi/Vergers/Ojeh, Barazi Epsilon, Zytek 07S, 187 laps
2. Kimber-Smith/Watts, Team LNT, Zytek 07S, 186 laps
3. Amaral/de Castro/Burgueno, Quifel Team ASM, 185 laps
4. Erdos/Newton, RML, MG Lola, 184 laps
5. Lienhard/Theys/van de Poele, Horag Lista Racing, Lola B05/40, 183 laps
6. Binnie/Timpany/Buncombe, Binnie Motorsports, Lola B05/40 Zytek, 182 laps

"LM" GT1

1. Ortelli/Ayari, Team ORECA, Saleen S7R, 181 laps
2. Garcia/Turner, Team Modena, Aston Martin DBR9, 180 laps
3. Vosse/Blanchemain/Dumez, Alphanad Aventures, Corvette C5-R, 177 laps
4. Fischen/Zacchia/Franchi, AMR Larbre, Aston Martin DBR9, 175 laps
5. Policand/Goueslard/Alphanad, Luc Alphanad Aventures, Corvette C6R, 174 laps
6. Perazzini/Cioci/Tavano, Racing Box, Saleen S7R, 174 laps

"LM" GT2

1. Bell/Bruni, Virgo Motorsport, Ferrari 430 GT, 173 laps
2. Lietz/Narac, IMSA Performance Matmut, Porsche GT3 RSR, 172 laps
3. Hezemans/Dumbreck, Spyker Squadron, Spyker C8, 171 laps
4. Belicchi/Chiesa/Kane, Speedy Racing Team, Spyker C8, 170 laps
5. Bonetti/de Simone/Bobbi, GPC Sport, Ferrari 430 GT, 169 laps
6. Caffi/Zardo, Scuderia Villorba Corse, Ferrari 430 GT, 168 laps



Peugeot wins Empire Trophy at Silverstone

The fifth race of the 2007 Le Mans Series came to life in the final hour with some fantastic racing and cruel luck hitting competitors and contributing to an unusual result.

Nicolas Minassian and Marc Gene won the race in their Peugeot, only their second win of the season, but their team-mates Pedro Lamy and Stephane Sarrazin were denied their second place after a puncture in the third hour damaged the rear bodywork, and the car was called into the pits for repairs with just minutes remaining. That meant that the car was not classified, and with their second place, Emmanuel Collard and Jean-Christophe Boullion move to within two points of the leaders with one race, the Mil Milhas in Brazil, remaining. Collard had put on a magnificent show in the final hour, hounding the Charouz Lola of Stefan Mucke and putting the German under intense pressure.

The Lola was on old tyres, the team having overtaken the Pescarolo in the pits by not changing the rubber, and Mucke used the traffic expertly to fend

off the Pescarolo until the handling became too bad and Collard slipped through.

The German was denied third place by Lamy before the Portuguese had to pit, and was denied even his fourth place when the steering failed just 15 minutes from the end of the race.

That elevated the Rollcentre Pescarolo onto the podium for the first time this year, Joao Barbosa and Stuart Hall taking a deserved third having kept out of trouble and run at a competitive pace, finishing four laps off the winners.

Fourth was the Creation Zytek of Jamie Campbell-Walter, Hiroki Kurosawa and Felipe Ortiz which led the race in the second hour. Fifth was the Arena Motorsport Zytek of Tom Chilton and his 16-year-old brother Max, who was impressive in his mid-race stint before a track rod broke off the car, putting the youngster onto the grass.

"The team repaired it in two minutes," lamented Chilton. Alexander Frei and Jonathan Cochet took sixth in LMP1 in their Courage.

“LM” P2

It was a race of attrition for the category, won by the Barazi Epsilon team of Michael Vergers, Juan Barazi and Karim Ojeh who had performed beautifully throughout the race to take the win by a lap from the Team LNT Zytek of Tom Kimber Smith and Danny Watts. The pair had driven hard, Watts up to third overall behind the Peugeots in the opening laps! Vergers had passed the Embassy Racing Radical SR9 of Darren Manning and pulled out a lead, consolidated by Ojeh against Warren Hughes who looked safe in the Embassy car before he slid off the track. Though he returned to the pits, it was a long stop as the car refused to fire up, and they dropped to a disappointed ninth in class.

The ASM team also had its turn at the front of the field, but they, too, lost time when the marshals insisted that they repair the louvres over the front wheel which had been damaged by tyre pickup from the circuit. Two laps was their penalty as they sat in the pits, and they took third place by that margin ahead of the RML Lola of Tommy Erdos and Mike Newton. They lost time with bodywork damage in the opening quarter of the race, and had to keep an eye on high water temperatures almost throughout the race.

“LM”GT1

Stephane Ortelli and Soheil Ayari took their fourth win of the year, and opened their lead to seven points in their Team ORECA Saleen S7R before the Brazilian race. The pair drove flat out throughout the race to take the win by a lap over the Team Modena Aston Martin, driven by reigning Le Mans champion Darren Turner and team regular Antonio Garcia. Turner and Ortelli had locked horns in the final hour of the race, the Frenchman gaining the upper hand and steadily pulling away. “That was just our pace,” said Turner. They were followed over the line by the Luc Alphand Aventures



Corvette of Vincent Vosse, Sebastien Dumez and Jean-Luc Blanchemain whose sister car, challenging for the title, had a collision with another car and bent a steering arm. The reigning champion Larbre team suffered a broken input shaft which side-lined the car for many laps, and it finished seventh in class, 21 laps down.

“LM” GT2

Virgo Motorsport took their fifth podium of the year, their second win, and that was enough to confirm Rob Bell as the champion driver for Ferrari. The Briton shared the car with Gianmaria Bruni for the first time this season as his regular co-driver Allan Simonsen had other commitments. “I had expected to go to the final race just five points ahead,” said Bell, “but when the Porsche stopped I had mixed emotions. It is never nice to see a competitor stop, but at the same time our race was not finished yet.”

That Porsche belonged to Marc Lieb and Xavier Pompidou, the 2005 champions. Lieb, who also won the title in 2006 with Joel Camathias, drove down the pitlane having suffered a broken lower wishbone which had taken off the left rear wheel. It was a bitter disappointment for the Felbermayr Proton team which saw all three of its cars retire.

Raymond Narac and Richard Lietz took their first podium of the year, finishing second and a lap down on the Ferrari, while Mike Hezemans and Peter Dumbreck delivered Spyker its best finish of the year when they finished third.



Jacques Nicolet took victory in the Classic Endurance Racing series at Silverstone behind the wheel of his Chevron B21. With 43 cars taking the start the momentum gained throughout the season continued in the fifth race, and no fewer than 12 cars have qualified for the Le Mans Classic in 2008. There is no doubt that the CER would be a highlight of the Le Mans Series weekend in 2008.

The Radical World Cup had another two great races. While Jonathan White and Daniel Rowbottom dominated both races in the SR3 class, the front-running SR8s had tougher times. Stuart Moseley and Derek Johnston had perhaps the most eventful races with a win following a third place in race one completed by Stuart Moseley driving innovatively for the last four laps using the master switch to drive the car with its throttle stuck open. Andjey Dzikevic took another win. Runner-up slots were taken by Bernd Rubig and Ross Kaiser respectively while Shaun Balfe and Nigel Taylor took a third place in race two – a one place improvement on race one.

With two races remaining in the inaugural 207 Spider Cup, Dino Lunardi (RBA) has played a potentially decisive hand by winning the weekend's two races at Silverstone. He tops the provisional points table and is favourite to claim the top prize: a test day at the wheel of the Peugeot 908 HDi FAP. Three other drivers are still in contention; Grégory Guilvert (Lompech Sport), Julien Briché (JSB Compétition) and Julien Schell (Pegasus Racing).

The last encounter of the year at Magny-Cours, where the 207 Spider Cup will feature as part of the Super Série FFSA programme in October, and it promises to be an absolute thriller, with four drivers still in the hunt for the title. Given how close the gaps are at the sharp end of the leaderboard, nobody will be able to afford to make the slightest mistake.