



RESULTS, MIL MILHAS

1. Gene/Minassian, Peugeot Sport, Peugeot 908 Hdi FAP, 374 laps
2. Lamy/Sarrazin, Peugeot Sport, Peugeot 908 Hdi FAP, 362 laps
3. Campbell-Walter/Ortiz/Hall, Creation Autosportif, Creation CA07 Judd, 358 laps
4. Boullion/Collard/Primat, Pescarolo Sport, Pescarolo Judd, 354 laps
5. Vergers/Barazi/Ojjeh, Barazi Epsilon, Zytek 07S Zytek, 351 laps
6. Fiske/Zacchia/Berville/Rees, AMR Larbre, Aston Martin DBR9, 329 laps
7. Lieb/Pompidou/Basseng, Felbermayr Proton, 326 laps
8. Negrao/Negrao/Mattheis, JMB Racing, Ferrari 430 GT, 324 laps
9. Aucott/Peter/Bell, JMB Racing, Ferrari 430 GT, 323 laps
10. Kox/Hezemans/von Splunteren, Spyker C8 Spyder, 321 laps
11. Beretta/Gavin/Goueslard, Alphanand Aventures, Corvette C6R, 320 laps
12. Figueiredo/Boesel/Visconde, Dener Motorsport, Porsche 997 GT3 RSR, 318 laps
13. Longo/Serra/Serra, JMB Racing, Ferrari 430 GT, 318 laps
14. Belicchi/Chiesa/Kane, Speedy Racing Team, Spyker C8 Spyder, 316 laps
15. Ried/Felbermayr Jnr, Felbermayr Proton, Porsche 997 GT3 RSR, 302 laps
16. Hughes/Manning/Haberfeld, Embassy Racing, Radical SR9 Judd, 278 laps
- NC. Felbermayr Snr/Ried/Stuck, Felbermayr Proton, Porsche 997 GT3 RSR, 235 laps
- NC Hasnault/Barff/Hartshome/Perrier, Thierry Perrier, Porsche 997 GT3 RSR, 232 laps
- NC Thiim/Rasmussen, Markland Racing, Corvette Z06, 212 laps
- NC De Simone/Drudi/Bobbil/Lambert, GPC Sport, Ferrari 430 GT, 234 laps
- NC Daniels/Westbrook/Simonsen/Washington, JWA, Porsche 997 GT3 RSR, 228 laps
- NC Werner/Ehret/Nielsen, Farnbacher Racing, Porsche 997 GT3 RSR, 226 laps
- NC Rostan/Bruneau/Bonifacio, Pierre Bruneau, Pilbeam MP93 Judd, 203 laps



1-2 FOR PEUGEOT AT HISTORIC MIL MILHAS

For the teams and drivers who made the special effort to compete in the final race of the 2007 Le Mans Series, the historic Mil Milhas, their effort was rewarded with a fantastic event on a legendary circuit.

The sight of the Le Mans Series GT and Prototype cars once again racing into the night, including the Pescarolo, Pierre Bruneau and Peugeot, evoked memories of Le Mans in June.

With second place behind their team-mates Nicolas Minassian and Marc Gene, Stephane Sarrazin and Pedro Lamy were rewarded with the drivers' title, and Peugeot the teams' title by just 3.5 points from Pescarolo Sport. It is the first time that a diesel car has won the Le Mans Series title. "We started in January with a completely new car and the team have made it a reliable and a fast car," said Sarrazin who, with Lamy, has won three times this season.

Minassian and Gene won the 27th edition of the Mil Milhas Brazil for Peugeot, the pair's third win this year and they finished third in the drivers'

standings behind their team-mates, and Pescarolo's Jean-Christophe Boullion.

The pair had a comfortable race, which went to the full 1000-mile distance in less than nine hours having run at an impressive pace in mostly dry conditions. Just one safety car period, when Pierre Bruneau's Pilbeam refused to turn through Turn 1 in the eighth hour, interrupted Peugeot's run to an historic win.

Minassian and Gene ran to a safe fuel strategy and took victory by 12 laps. Pescarolo's challenge for the title was a valiant effort by the team, but a broken wishbone early in the second hour put paid to their chances. Lamy had a scare as early as the pace lap when his Peugeot 908 HDI FAP failed to get away from the dummy grid cleanly, and the pole sitter watched the entire field pass him as he sat on the front row. A problem with the clutch master cylinder was rectified before the field came round to start the race, but it was an early sign of what was to come. In the fifth hour the

car lost four laps with a light problem, and lost further time when the team made a precautionary stop to check the source of sparks which lit up the track in the dark.

Finishing on the Le Mans Series podium for the first time this year was the Creation of Jamie Campbell-Walter, Felipe Ortiz and Stuart Hall. The team was worried early in the race by high water temperatures, and a spin by Ortiz after contact with a GT2 Porsche, but it was an otherwise faultless event for the little British team which made the trip having contested the final two races of the American Le Mans Series.

“LM” P2

Michael Vergers, Karim Ojeh and Juan Barazi took class victory in their Gulf-liveried Zytek, their second successive win in the series and their third podium of the year.

The battle raged between the Zytek and the Embassy Racing Radical for much of the race, but was ultimately decided by a broken rear wishbone which put Warren Hughes’s Embassy car into the gravel in the sixth hour. “We were not up against the slouches of the class,” joked Barazi after the race. “It was a long race and we wanted to drive it at a chilled pace, but they didn’t let us.”

For the Embassy team, the suspension failure lost them any chance of challenging for the win.

“We would have liked to have finished on the podium on merit with speed and reliability,” said Hughes, who shared the car with Darren Manning and Mario Haberfeld. “We had a good race with the Zytek, we have a new car coming next year and with Darren and Mario we make a formidable line-up, so I hope we can all be together next year.”

Pierre Bruneau’s Pilbeam had a disappointing race after making a big effort to get to the Brazilian event. The



car did not fire in time to take the start and though it did get going quickly, a long stop to repair bodywork preceded the accident in the eighth hour with Bruneau at the wheel.

“LM” GT1

The battle between Aston Martin and Ferrari continued in Brazil. In the end, a gear selection problem cost the Corvette its six lap lead over the Aston Martin and left Oliver Gavin, Olivier Beretta and Patrice Goueslard to take second.

Roland Berville, Gregor Fischen, Steve Zacchia and Fernando Rees took a clear win after almost nine hours of racing.

“Our car was very good, fast and we just had some bad luck with the gearbox, but this is racing,” said Beretta.

“LM” GT2

Marc Lieb, Xavier Pompidou and Marc Basseng finished a successful season for the Felbermayr Proton team by taking their third victory of the year.

The three drivers had a relatively problem-free race; their only scare came when Basseng challenged the James Watt Automotive Porsche of Danish driver Allan Simonsen for the lead mid-race and the two collided, damaging the front of the Felbermayr Proton car.

“It has been a successful year – I have won two 24 hour races for Porsche and three 1000km races, but unfortunately this time

we didn’t take the Le Mans Series title,” said Lieb.

The battle for second place raged between the two JMB Ferraris with the newly-crowned champion Rob Bell taking third place in the car shared with Ben Aucott and Philipp Peter, behind the sister car of Alexandre Funari Negrao, Alexandre Sarnes Negrao and Andreas Mattheis.

“We have had a good race in GT2, a tough fight particularly between Ferrari and Porsche this year,” said Bell. “The three of us really enjoyed the circuit and we are happy to be here.”

As the 2007 season draws to a close with the Mil Milhas of Interlagos in Brazil, Le Mans Series is pleased to present its 2008 calendar.

In addition to the traditional test sessions on the Paul Ricard HTTT circuit, now held at the beginning of March, three rounds will be organised before the 24 Hours of Le Mans.

The opening race will take place in Barcelona with the **1000 km of Catalunya** on the 4th, 5th and 6th of April. This is the debut of the Le Mans Series on the track with which Le Mans Series has come to a three year agreement.

The new event will be followed by the **1000 km of Monza**, on the 25th, 26th and 27th of April. The **1000 km of Spa** will take place on the 16th, 17th and 18th of May and after that, the teams will return to the **1000 KM of the Nürburgring** on the 15th, 16th and 18th of August.

The competitors will return to a track that they know very well for the **1000 km of Silverstone** on the 12th, 13th and 14th of September. A sixth round will be officially confirmed at the beginning of December.

2-3 March	Paul Ricard
4-5-6 April	1000km of Catalunya
25-26-27 April	1000km of Monza
16-17-18 May	1000km of Spa
15-16-17 August	1000km of Nurburgring
12-13-14 September	1000km of Silverstone

