

"LM" P1

1. N° 7, Team Peugeot Total, Peugeot 908 Hdi-FAP	215 laps
2. N° 2, Audi Sport Team Joest, Audi R10 TDI	214 laps
3. N° 10, Charouz Racing System, Lola Aston Martin	212 laps
4. N° 16, Pescarolo Sport, Pescarolo Judd	210 laps
5. N° 1, Audi Sport Team Joest, Audi R10 TDI	209 laps
6. N° 17, Pescarolo Sport, Pescarolo Judd	208 laps
7. N° 18, Rollcentre Racing, Pescarolo Judd	204 laps
8. N° 8, Team Peugeot Total, Peugeot 908 Hdi-FAP	200 laps
9. N° 19, Chamberlain Synergy, Lola B06/10-AER	177 laps
10. N° 20, Epsilon-Euskadi, Epsilon Euskadi ee1-Judd	167 laps
11. N° 14, Creation AIM, Creation CA07-Aim	163 laps
12. N° 6, Team ORECA Matmut, Courage ORECA	NC
13. N° 4, Saulnier Racing, Pescarolo Judd	NC
14. N° 5, Team ORECA Matmut, Courage-ORECA	NC
15. N° 3, Scuderia Lavaggi, Lavaggi LS1-AER	NC

"LM" P2

1. N° 34, Van Merksteijn Motorsport, Porsche RS Spyder	208 laps
2. N° 33, Speedy Racing Team Sebah, Lola B08/80 Coupe Judd	207 laps
3. N° 31, Team Essex, Porsche RS Spyder	204 laps
4. N° 25, RML, MG Lola EX 265 - MG	201 laps
5. N° 35, Saulnier Racing, Pescarolo Judd	199 laps
6. N° 27, Horag Racing, Porsche RS Spyder	198 laps
7. N° 26, Bruihlradich Radical, Radical SR9-AER	194 laps
8. N° 41, Trading Performance, Zytek 07S	193 laps
9. N° 40, Quifel - ASM Team, Lola B05/40-AER	190 laps
10. N° 37, WR/Salini, WR Zytek	154 laps
11. N° 30, Racing Box, Lucchini Judd	NC
12. N° 44, Kruse Schiller Motorsport, Lola B05/40 Mazda	NC
13. N° 32, Barazi Epsilon, Zytek 07S Zytek	NC
14. N° 45, Embassy Racing, WF01 Zytek	NC
15. N° 46, Embassy Racing, WF01 - Zytek	NC

"LM" GT1

1. N° 72, Luc Alphand Aventures, Corvette C6.R	194 laps
2. N° 50, Larbre Competition, Saleen S7R	192 laps
3. N° 55, IPB Spartak Racing, Lamborghini Murcielago	190 laps
4. N° 73, Luc Alphand Aventures, Corvette C6.R	NC
5. N° 59, Aston Martin Racing, Aston Martin DBR9	NC

"LM" GT2

1. N° 96, Virgo Motorsport, Ferrari 430 GT	189 laps
2. N° 77, Team Felbermayr Proton, Porsche 997 RSR	189 laps
3. N° 76, IMSA Performance Matmut, Porsche 997 RSR	187 laps
4. N° 90, Farnbacher Racing, Ferrari 430 GT	186 laps
5. N° 85, Snoras Spyker Squadron, Spyker C8 Laviolette	184 laps
6. N° 99, JMB Racing, Ferrari 430 GT	183 laps
7. N° 75, IMSA Performance Matmut, Porsche 997 RSR	182 laps
8. N° 95, James Watt Automotive, Porsche 997 RSR	182 laps
9. N° 88, Team Felbermayr Proton, Porsche 997 RSR	181 laps
10. N° 98, JMB Racing, Ferrari 430 GT	178 laps
11. N° 91, Farnbacher Racing, Porsche 997 RSR	NC
12. N° 94, Speedy Racing Team, Spyker C8 Laviolette	NC



Fantastic race yields win for Peugeot in Spain

Peugeot won the opening race of the 2008 Le Mans Series with Nicolas Minassian and local driver Marc Gene recording a popular victory in front of 28,000 spectators. Blue skies greeted the 47 competitors who took the start, and the sun shone brightly on the diesel-powered Peugeot 908 Hdi FAP, which took the chequered flag a clear lap ahead of the Audi R10 TDI driven by Mike Rockenfeller and Alexandre Premat.

Both manufacturers saw one of their two challengers hit trouble early in the race, but a magnificent debut by the Aston Martin-powered Charouz Racing Systems Lola saw Jan Charouz and Stefan Mucke complete the podium.

Jos Verstappen and Peter van Merksteijn won a fiercely contested "LM" P2 class in the Porsche RS Spyder ahead of the Speedy Racing Team Sebah Lola with the Essex Racing Porsche of Casper Elgaard and John Nielsen third. All three cars are new to the series, all took their turn to lead the class, and all will provide tough competition to the regulars this season. Corvette won the "LM" GT1 category after a dramatic race and Ferrari left Spain happy with victory in the "LM" GT2 class. Rob Bell and Gianmaria Bruni finished ahead of two Porsches.

Peugeot takes first win

Two Peugeot 908 Hdi FAPs led the field away from the lights at the start but almost immediately second-placed Nicolas Minassian was swamped by the leading Audi R10TDI of Allan McNish and the Charouz Racing System Lola of Stefan Mucke. It was the start of a dramatic opening hour at the head of the field.

As Pedro Lamy extended his lead, McNish and Minassian battled for second place while Mucke and Alexandre Premat fought over third position. The gaps ebbed and flowed in heavy traffic but the two Peugeots eventually ran nose-to-tail until the race's only safety car period, caused when Didier Theys's Porsche RS Spyder blew a front right tyre and scattered debris over the main straight.

McNish moved ahead in the pit stops and led before a rear puncture cost time, and then an alternator belt broke which meant a longer stop. He, and Rinaldo Capello, spent the remaining hours of the race clawing back the difference and finished fifth overall.

Gene survived a scare when his car was launched high into the air on a kerb while lapping the Zytek, but the same could not be said for the sister car of reigning

champions Lamy and Stephane Sarrazin. While battling McNish for the lead, Sarrazin was hit from behind by Tomas Enge's Aston Martin and lost ten laps having the floor repaired. Another trip into the gravel later in the race meant that they scored no better than eighth in class.

The Aston Martin-powered Lola of the Charouz team had an entirely trouble-free race and finished three laps down on the winning Peugeot having set competitive lap times throughout. It was an impressive debut for the car.

The Pescarolo Sport team took fourth and sixth places, while the Rollcentre team, with Martin Short, Vanina Ickx and Joao Barbosa, overcame a fuel pick up problem that shortened their driving stints.

On home ground, the Epsilon Euskadi team battled an overheating problem to finish 10th, ahead of the Creation that suffered a slipping clutch. "We had the pace to be competitive, but we have to score points at every race," said Jamie Campbell-Walter.



Close fight for "LM" P2

Porsche may have finished first and third in the "LM" P2 class with its RS Spyder, but there was strong competition in the category and the teams will have to work hard to maintain their advantage. Jos Verstappen and Peter van Merksteijn won in their Porsche RS Spyder but they had to overcome a 30 second time penalty for overtaking under yellows before recording victory on their debut in the series.

The Speedy Racing Team Sebah took an impressive second place with the Judd-powered Lola coupe having lost a lap behind the safety car early in the race. They recovered to take the lead but did not have the speed to hold the Porsche at bay. "We have had no development and it was the first time that we had a set-up on the car," said Xavier Pompidou. "Everything is new and we had no problems on the car all weekend so we are really happy."

The Essex Racing team took third after contact with a GT car which damaged the rear of the RS Spyder and forced a long stop for repairs. They also had a problem with the battery, which was changed at every pit stop in the latter half of the race.

The RML team took fourth having suffered from a lack of power and excessive fuel consumption. Tommy Erdos and Mike Newton finished seven laps down but are expecting a return to form at the next race at Monza in three weeks.



Reliable Corvette takes "LM" GT1

The Corvette C6R has been extremely competitive in the American Le Mans Series and the Luc Alphand Aventures team repeated that form in Europe by taking a well-earned victory in the opening round in Barcelona.

Luc Alphand, Guillaume Moreau and Patrice Goueslard took a fine win from the Larbre Competition Saleen which started from the back of the grid following an engine change before Saturday's qualifying, and the IPB Spartak Lamborghini which took third.

"This was a good start to the season," said Alphand. "There are only five cars in the category but the level is the same as last year and it will be very interesting this year. Every point at the end of the season will be important."

The Saleen started from the back of the grid and the charge through the pack was further hampered when they lost a lap to the leaders behind the safety car. They took the flag two laps behind the winning Corvette.

Team Modena suffered a suspected fuel leak which was making each stint shorter and shorter until eventually Tomas Enge was caught out, and ran out of fuel on track while leading the class in his Aston Martin DBR9. That robbed co-driver Antonio Garcia of the chance to take a home win having started from pole position.



Ferrari opens with dominant win

The Virgo Motorsport Ferrari 430 of Gianmaria Bruni and Rob Bell took a commanding win in the GT class. The pair were delayed twice after contact with two prototypes, one of which forced Bell to complete nearly a full lap at reduced speed having cut a tyre. The pair worked hard to get to within five seconds of Marc Lieb's leading Porsche when the German was called into the pits to repair some bodywork damage.

A spin by a Spyker in the third hour caused chaos as the Porsches of Team Essex and Farnbacher took avoiding action. The two collided, breaking the rear bodywork of the prototype and the radiator of the GT car. Lieb clipped the Spyker with the rear of his car causing damage but he admitted that the Porsche did not have the pace to match the Ferrari. Both his, and the IMSA Performance Matmut Porsche of Richard Lietz and Raymond Narac, had handling problems and have a long list of improvements to make ahead of the second race in Monza at the end of April.

The Farnbacher Ferrari of Pierre Ehret, Pierre Kaffer and Anthony Beltoise took fourth place in class, ahead of the Snoras Spyker of Peter Dumbreck, Ralf Kelleners and Alex Vasiliev. It was the first time that the C8 Laviolette had run competitively and the team was pleased to come away with a healthy points haul.