



PORSCHE

Press Release

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Le Mans Series, round 5 in Silverstone, Great Britain

### **Title defenders with promising grid position**

**Stuttgart.** The Porsche works drivers Marc Lieb (Germany) and Richard Lietz (Austria) have taken another step towards defending their title. During the Le Mans Series qualifying for the 1,000 kilometre race in Silverstone, Lieb netted the third grid spot in the GT2 category at the wheel of Felbermayr team's Porsche 911 GT3 RSR - and with this a promising position for the season finale. As their only remaining rivals for the title didn't achieve the pole position, for which one point is awarded, Lieb and Lietz are just two points off successfully defending their title.

With Richard Westbrook (Great Britain) in fifth, Martin Ragginger (Austria) in seventh and Patrick Pilet (France) as eleventh, the other Porsche teams have also secured good grid positions in the GT2 class, which with six manufacturers and 14 competitors is the best-supported category in the Le Mans Series.

After claiming three wins and one third place in four races this season, Lieb and Lietz travelled to the British Midlands as points' leaders and title favourites. "I didn't have optimal grip during qualifying because the track conditions had changed dramatically compared to in free practice this morning," stated Marc Lieb. "But the lap was okay. We're happy with our grid position, particularly because the pole-setting Aston Martin can't hurt us in the championship." Richard Lietz also seemed relaxed about the fact that their toughest rival, the Ferrari with ex-Formula 1 stars Giancarlo Fisichella and Jean Alesi as well as Toni Vilander at the wheel, takes up the race directly in front of the Porsche duo. "In qualifying, the Ferraris were faster than us over the entire season," said Lietz. "But it always sorted itself out in the race. It's very important for us

that our 911 GT3 RSR is well set-up and comfortable to drive over the distance. We won't be risking anything."

Richard Westbrook as a Briton was initially disappointed with his fifth in qualifying at his home race. But the reigning champion of the FIA GT Championship knows: "We were always very fast in the last races, the grid position doesn't play that much of a role." Westbrook is looking forward to the round on the 5.891 kilometre Grand Prix circuit, where the track layout of the last third has been modified. "It's an ideal track for long distance racing, wonderfully wide and wonderfully fast." The Briton's teammate at the Belgian ProSpeed Competition squad is again Porsche-Junior Marco Holzer (Germany).

Another driver who is enthusiastic about the track changes is Martin Ragginger. "The new passage is fantastic, not least because it will certainly allow overtaking manoeuvres at the end of the straight," says the Austrian, who is one of the regular drivers in the second Felbermayr-911. "In qualifying I lost three-tenths in the first corner through a driving error, which was a shame but it was my first lap with new tyres. All in all, seventh is not a bad starting position. And our car is handling well. We're feeling confident." The former Porsche-Junior joins forces with Porsche factory driver Romain Dumas and team owner Christian Ried (Germany).

The French duo driving for IMSA Performance Matmut, works pilot Patrick Pilet and team owner Raymond Narac, had banked on more in qualifying but are still confident. "By now we've always managed to make up places in the race," says Pilet. "And it shouldn't be any different tomorrow. We're still aiming for the podium – at least."

Qualifying GT2 class

1. Robert Bell (GB), Aston Martin V8 Vantage, 2.03.340 minutes
2. Toni Vilander (FIN), Ferrari F430 GT, + 0.159 seconds
3. Marc Lieb (D), Porsche 911 GT3 RSR, + 0.303
4. Jamie Melo (BR), Ferrari F430 GT, + 0.388
5. Richard Westbrook (GB), Porsche 911 GT3 RSR, + 0.419
6. Allan Simonsen (DK), Ferrari F430 GT, + 0.500
7. Martin Ragginger (A), Porsche 911 GT3 RSR, + 0.522
11. Patrick Pilet (FR), Porsche 911 GT3 RSR, + 1.255

Facts and Figures**This is the Le Mans Series**

Contested for the first time in 2004, the Le Mans Series (LMS) is open for sports prototypes and GT vehicles. The regulations are based on the rules of the Le Mans 24 hour race. Five championship rounds are contested this season on circuits throughout Europe. The races run over a distance of 1,000 kilometres, with the eight hour race in Le Castellet as the only exception.

The starting field consists of two different sports vehicle categories: Sports prototypes and standard sports cars. They are divided into four classes:

**LMP1 class:** Sports prototypes with up to 750 hp and a minimum weight of 900 kilograms (petrol vehicles) or 930 kg (diesel vehicles). Power to weight ratio: approx. 1.2 kg/hp.

**LMP2 class:** Sports prototypes with around 440 hp and an 825 kilogram minimum weight. Power to weight ratio: approx 1.8 kg/hp.

**GT1 class:** Considerably modified standard sports cars with up to 600 hp and a minimum weight of 1,200 – 1,250 kilograms.

**GT2 class:** Slightly modified standard sports cars with up to 460 hp and a minimum weight of 1,145 kilograms. The Porsche 911 GT3 RSR competes in this class.

All race cars start together but are classified separately according to the class. Points are only allocated for placings in each class. Championship titles are awarded for drivers, manufacturers and teams in all four classes. Porsche works drivers Marc Lieb and Richard Lietz won the GT2 driver's title in 2009. In 2008, Porsche won the LMP2 title for drivers, manufacturers and teams.

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Note: Photo material for the Le Mans Series is available for accredited journalists from the Porsche press database under the internet address <https://presse.porsche.de>