



# LE MANS 24 HOURS

Saturday June 13, 2009

Interim race report: at 18:00 (after 3 hours)

## AN ASSERTIVE START FOR PEUGEOT AT LE MANS

Team Peugeot Total has pulled clear at the top of the provisional leaderboard and fills the top-two places with the N°8 and N°9 908 HDi FAPs after the first three hours of racing. Their closest challenger (N°1) is almost two minutes down. Peugeot runners even monopolised the provisional podium for the early part of the race. However, damage resulting from an unfortunate tangle between the N°7 and N°17 cars saw it lose almost half an hour and drop to the back of the leaderboard. The N°7 Peugeot is nonetheless currently accredited with the fastest race lap (Lap 2)

(Conditions: dry, warm and bright but a little cloudy. 26°C → 28°C)

### Provisional positions at 18.02:

1, Sarrazin/Montagny/Bourdais	Peugeot 908 HDi FAP (N°8)	49 laps (667km)
2, Gené/Wurz/Brabham	Peugeot 908 HDi FAP (N°9)	+2m 29.612s
3, Capello/Kristensen/McNish	Audi R15	+2m 52.544s
4, Luhr/Rockenfeller/Werner	Audi R15	+1 lap
...31, Minassian/Lamy/Klien	Peugeot 908 HDi FAP (N°7)	+7 laps

### Pit stops and incidents:

#### N°7 Peugeot 908 HDi FAP (Nicolas Minassian / Pedro Lamy / Christian Klien):

15.00: Pedro Lamy starts the race from 3<sup>rd</sup> on the grid  
 15.38: pit-stop (fuel). Hit by N°17 car while leaving pit.  
 15.47: pit-stop (fuel, tyres and repairs). Driver change: Minassian takes over from Lamy.  
 16:13: rejoins in 51<sup>st</sup> place.  
 16.55: pit-stop (fuel).  
 17.38: pit-stop (fuel)

#### N°8 Peugeot 908 HDi FAP (Stéphane Sarrazin / Franck Montagny / Sébastien Bourdais):

15.00: Franck Montagny starts the race from pole position  
 15:38: pit-stop (fuel)  
 16.33: pit-stop (fuel and tyres).  
 17.19: pit-stop (fuel)

#### N°9 Peugeot 908 HDi FAP (Marc Gené / Alexander Wurz / David Brabham):

15.00: Alexander Wurz starts the race from 2<sup>nd</sup> on the grid  
 15:35: pit-stop (fuel)  
 15.47: pit-stop (fuel and tyres). Driver change: Gené takes over from Wurz.  
 16.38: pit-stop (fuel).  
 17.20: pit-stop (fuel)

### Observations:

Franck Montagny leads the field away in the pole-winning N°8 Peugeot and shrugs off pressure from N°1 Audi through first corners to pull clear. Lamy then passes McNish down Hunaudières to take 2<sup>nd</sup>. On Lap 2, Wurz in turn passes the best-placed Audi. Just five minutes into the race, Team Peugeot Total monopolises the top three and pulls gradually clear. Lamy establishes a benchmark fastest race lap (3m25.028s, Lap 2). The first round of stops turns this initial order on its head, however, when the N°17 car hits the N°7 Peugeot as the latter is pulling away. Lamy's car suffers rear-left damage but has to complete a full lap until it can pit again for repairs. Almost 5 mins lost on that lap. Debris from his car prompts the safety cars to be released. The combination of pit-stops and positions of the safety cars sees N°8 emerge with a lead of 1½ mins over two Audis when action resumes some 15 mins later. Gené (N°9) is 6<sup>th</sup>, but regains 4<sup>th</sup> after Lap 19. N°7 rejoins 26 mins after pitting (Minassian) in 51<sup>st</sup> place after repairs (rear-left corner, flat bottom, crash box, left-hand oil radiator, turbo, particulate filter, left sidepod). N°9 moves to 3<sup>rd</sup> after 4.30pm pit stops, and gets past the N°2 into 2<sup>nd</sup> place on Lap 31. Peugeot 1<sup>st</sup> and 2<sup>nd</sup> at 2-hour mark. The two best-placed Peugeots (N°8, N°9) profit from the third hour to pull clear and are respectively 2m30s and 22s clear of their closest chasers at 6pm. The N°7 car has meanwhile moved up from 51<sup>st</sup> to 31<sup>st</sup> place.

### Quotes:

**Olivier Quesnel (Director, Peugeot Sport):** "There was a misunderstanding between the N°7 car and the N°17 car which should have pitted a lap later. We asked Pedro to stop but he didn't hear and he had to complete a full lap with the car very badly damaged at the rear."

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