

 AUTOSPORT

LE MANS 2010

YOUR 44-PAGE GUIDE TO THE 24 HOURS



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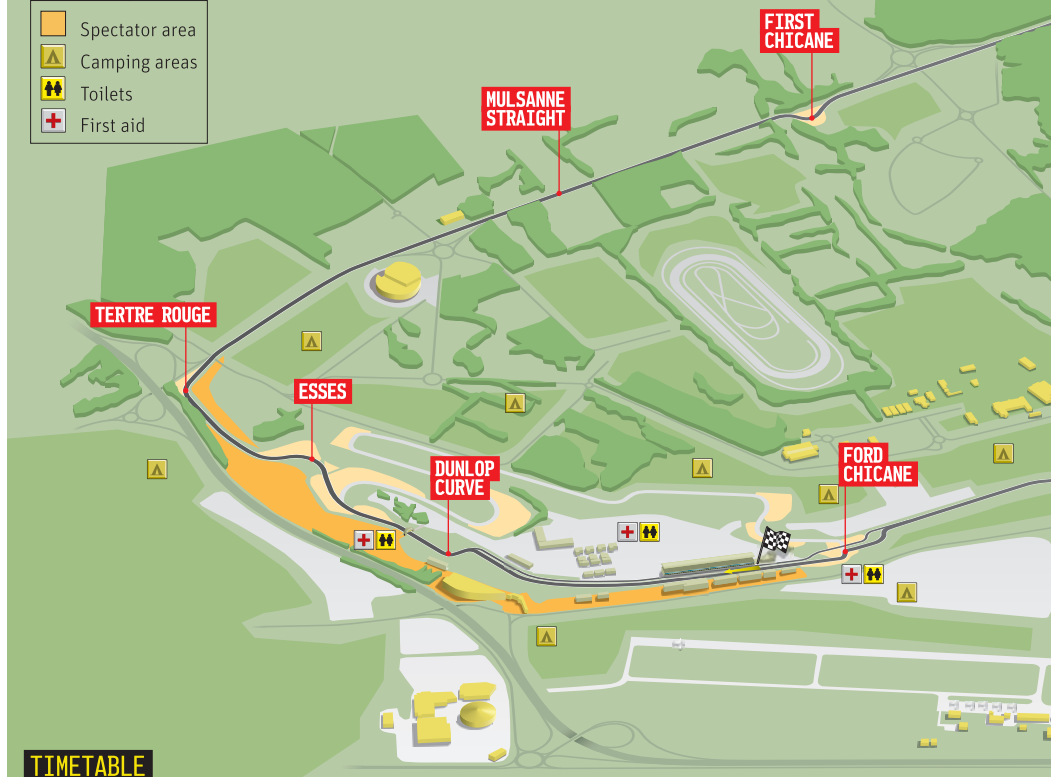


CIRCUIT MAP

There are plenty of great places to watch, but you'll need to be pretty fit to make it to all of them – or take a bike with you

MAP KEY

-  Spectator area
-  Camping areas
-  Toilets
-  First aid



TIMETABLE

TUESDAY JUNE 8

1700-1830 Driver autograph sessions

WEDNESDAY JUNE 9

1600-2000 Le Mans 24 Hours free practice

2200-2400 Le Mans 24 Hours first qualifying

THURSDAY JUNE 10

1600-1700 Group C qualifying

1730-1830 Porsche Carrera Cup qualifying

1900-2100 Le Mans 24 Hours second qualifying

2115-2145 All-electric GP qualifying

2200-0000 Le Mans 24 Hours qualifying

FRIDAY JUNE 11

1000-2000 Pitlane walk

1800-1900 Drivers parade in city centre

SATURDAY JUNE 12

0900-0945 Le Mans 24 Hours warm-up

1000-1040 Porsche Carrera Cup race

1105-1150 Group C race

1210-1230 All-electric GP race

1500 **Le Mans 24 Hours race start**



HOW TO GET THERE

BY CAR/FERRY

You can get a ferry to Calais, Dunkerque, Boulogne, Dieppe, Le Havre, Cherbourg, St Malo or Caen.

The most popular route is Dover-Calais. Once off the ferry, head for the A16, then south on the E402. You'll need to get onto the E46 briefly around Rouen, but keep following signs for the E402 – it's a long haul. Then take the A28 all the way to Le Mans.

BY TRAIN

Taking the train to Le Mans means you won't join a horde of Brits in

Caterhams and TVRs on the roads, but it can also be less aggravating. Catch the Eurostar service from London St Pancras to Lille. Then switch to the TGV route to Le Mans. Once there, it's just a short tram or taxi ride to the track.

BY AIR

Assuming there is no more volcanic intervention, getting a flight to Paris from most British airports is straightforward. Only tends to be better than Charles de Gaulle for those who are going on by hire car, but you can also catch the TGV.



MAKING THE MOST OF IT

How best to spend your time at Le Mans? GARY WATKINS has got a few ideas

SATURDAY 1300

Find yourself a spot on the terracing in front of the grandstands on the start-finish straight and take in the atmosphere of the build-up. You'll get the chance to see the drivers as they are paraded up the straight in open-top cars.



1500

Move up to the Dunlop Chicane for the start. Position yourself on the outside, and you'll get a great view of the start.

1630

Now head up to the Esses, find a perch high up on the spectator banking, buy yourself a beer and watch the cars through one of the best sections of the Circuit de la Sarthe.



1800

Move along to Tertre Rouge. Duck through the old tunnel and watch on the inside. You'll get to see the cars haring off down the Mulsanne Straight.



2000

Head off to one of the two eateries on the Mulsanne – the Auberge des Hunaudières and the Shanghai des 24 Heures. You can't see much, but you'll be just yards from cars doing 200mph if you can find a table...



2200

Make the long trek down to Mulsanne Corner. The braking zone at the end of the straight is spectacular and don't forget: the spectator zone extends some way down the long drag to Indianapolis.

0900

Arnage allows you to get up close to the cars at the slowest point of the track. Walk back to Indianapolis and marvel at the speed of the cars through the right-handed approach to the banked left-hander.



SUNDAY 0000

Head back to the village, get something to eat or take in the fair, though it's not quite what it used to be. Some kip may be an idea, too.



1100

The Porsche Curves are a real highlight of the circuit. The spectator bank on the entry right-hander is one of the best places to watch on the lap.



1300

Head back to the startline ready for the finish. It'll be rammed, but there's an electric atmosphere.

LE MANS WEEK

SCRUTINEERING HAS moved this year from the Place des Jacobins in the shadow of the Le Mans cathedral to a temporary home in the nearby Place du Jet d'Eau. It's a delight for autograph hunters and techies alike: scrutineering allows unprecedented access to cars and drivers.

Head over on Friday to the Classic British Welcome, which this year

is celebrating the 50th anniversary of the first Chevrolet Corvette to race at Le Mans. The event is at the Centre du Val de Vray, five miles north of Le Mans city. Head up the RN138 and follow the signs.

The Grande Parade des Pilotes is another Le Mans tradition not to be missed. It takes place in the town centre and kicks off 6pm.

If you're thirsty

afterwards, take a trip over to the town of Arnage and grab a beer or two at the

AUTOSPORT-sponsored bar, the L'Arlequin, right on the high street.

Le Mans scrutineering is a race fan's paradise





LE MANS 24 HOURS

BATTLE FOR SUPREMACY

Audi and Peugeot head to Le Mans for their now-traditional scrap, but who will have the edge this time? GARY WATKINS reckons it's too close to call



AUDIMOTORSPORT

It's a classic Le Mans 24 Hours battle: the proven warhorse with a win under its belt against a largely new and perhaps faster car. The tables have turned in year four of the Peugeot versus Audi battle. The French manufacturer sits at the top of the perch and it's up to Audi to try to knock it off to regain the crown it made its own through the noughties.

That's what makes the 78th running of the Le Mans 24 Hours so intriguing. Peugeot proved it could win last year and Audi proved after a decade of domination that it was fallible after all. And that's also what makes picking a winner so difficult and suggests that the no-holds-barred 24-hour sprint expected last year will

materialise a year late.

Making predictions is doubly difficult because the two big guns at Le Mans have yet to race head to head, at least in the form in which they will compete in the 24 Hours. Audi, for the first time since entering the sportscar arena, skipped the Sebring 12 Hours, the traditional warm-up for the main event in June. And when the Peugeot Sport factory squad and the Joest Audi team did square up in the Spa Le Mans Series round, only the German operation was racing with a car in Le Mans specification.

Peugeot, which waltzed to Sebring victory against limited opposition, chose to go to the Spa 1000km with a trio of 908 HDi turbodiesels in a high-downforce spec suited

to the track. Audi, desperate to continue the learning process with the R15-plus TDI, raced its cars in low-drag, Le Mans-friendly configuration.

The French manufacturer claimed the victory laurels at Spa, but the result offered little by way of a form guide to Le Mans. What it did suggest was that Audi, which came away with third, is getting to grips with a new challenger that didn't go down on its wheels until the very end of February.

Audi looks unprepared by its own standards. The late release of the final 2010 rules delayed the revised R15, which is why the new car wasn't ready in time for the Sebring American Le Mans Series opener in March.

The 2010 R15-plus features ▶



Audi's R15-plus takes on Peugeot's 908 HDi

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- A5 3.000 – 3.500 cc

GT CARS, UP TO 4000CC

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- Class 997 (Porsche) up to 3.800 cc
- Class A6 3.000 – 4.000 cc Up to 8 cylinders

DIESEL CARS

- D1 Up to 2.000 cc
- D2 2.000 – 3.000 cc

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“We think we understand this car better now than we did last year by the time we got to Le Mans” JOEST TECH BOSS RALF JUTTNER



2009: Peugeot's first Le Mans win for 16 years

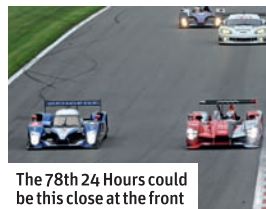


WOOD/LAT



Wolfgang Ullrich heads Audi's bid for ninth win

GILES ON/LAT



The 78th 24 Hours could be this close at the front

◀ a major aerodynamic update on last year's car. The reasons for that are two-fold.

Rule changes have quite literally clipped its wings, or at least the controversial aerodynamic set-up under the ugly nose of the original. At the same time, a reduction in power for the turbodiesels has resulted in a shift away from the high-downforce philosophy of the R15.

The overheating problems, caused by fine sand blocking the intercoolers, which blighted the R15 just as it looked as though it might present a threat last year, has resulted in a major redesign of the cooling systems. They have been repositioned and with this design have gone the gilled sidepods that distinguished last year's Audi.

“If there is a power reduction, you need to do something to gain back some top speed,” says Audi Sport boss Wolfgang Ullrich. “That is the compromise we

have to deal with.”

Ullrich stresses that despite the modification to the front end, the R15-plus can still attain the downforce levels with which Audi raced last year. What it can't achieve are the numbers Audi wanted to run with but couldn't because it overloaded the front tyres.

Despite the delays, Audi reckons it had a better understanding of the R15-plus when it got to the beginning of May than it did with the R15 a month later in 2009. Remember, the original car's testing programme was beset by poor weather and two major accidents.

“We're not where we'd like to be,” says Joest technical director Ralf Juttner, “but I think we understand this car better now than we did last year's by the time we got to Le Mans.”

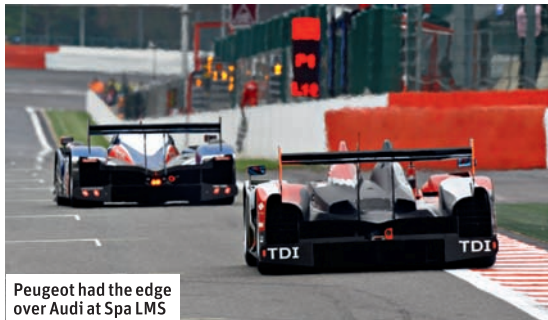
That's despite relatively limited testing. After a roll-out in Germany, the car undertook

a five-day aerodynamic test at Homestead in Florida, completed its first endurance run at Sebring the week after the 12 Hours and then ran twice, once as part of a Michelin tyre test, at Monza in April. Since the R15-plus made a winning debut at the Paul Ricard 8 Hours, the opening round of the LMS, there has been one more test at Ricard.

Allan McNish, who again shares with Tom Kristensen and Rinaldo Capello in Audi's superteam, believes that the German manufacturer is benefiting from a “very focussed testing and race programme”. He also plays tribute to the role of legendary Audi engineer Jo Hausner, who is back on the sportscar programme in 2010.

“Jo has brought a strong guiding hand to the programme,” says McNish. “Look at his depth of experience: I think that has been significant.”

No matter how ready Audi feels for the big battle, Peugeot ▶



Peugeot had the edge over Audi at Spa LMS

◀ has to be better prepared for the 24 Hours. It is returning with a four-year-old car that has undergone only relatively minor changes since last year. The 908's snowplough front end, introduced for 2009, needed only minor tweaks to meet the new aero regulations.

"Our car is pretty well sorted now," says Peugeot stalwart Nicolas Minassian, who is partnered by Stephane Sarrazin and Franck Montagny this year. "We know where we are with it and we've done our homework."

That homework includes an impressive run of eight endurance tests since last year's 24 Hours. Talk about not resting on your laurels.

Even so, Peugeot Sport boss Olivier Quesnel reckons that Audi is the pre-race favourite, but then he said that last year. He's got a point, though. His argument is that a newer car should, in the natural order of things, leapfrog the ageing 908.

"The Audi should be faster than us, because it is a new car," he says. "The engine should be more powerful, as I think it was last year, but we didn't get time to see [before the Audis were hit by the overheating problem]."

Pedro Lamy, another Peugeot regular since the beginning of the 908 programme, sums it up best: "Audi has more to gain than us, whereas we've only been able to make small improvements with such a well-developed car. We know there is a chance that Audi

will arrive at Le Mans with a car that is much better than ours."

That's why Quesnel is proclaiming that Peugeot "is still the challenger". That sounds like sports-boss rhetoric aimed at diverting pressure away from his team, but the Frenchman insists that the big pressure was on Peugeot in 2009.

"Last year we *had* to win," he says. "This year, we *want* to win, but if we don't, we know we will be back next year with a new car to try again."

Peugeot clearly felt the pressure in 2008 when it blew its chance of victory in the face of an inspired charge from McNish, Kristensen and Capello. Last year, the in-house Peugeot Sport team looked a better-drilled organisation less prone to mistakes, though to be fair its advantage in 2009 meant it was never under any stress.

There's probably little to choose between the Peugeot Sport and Audi squads in the pits and, strategically, on the pitwall. Peugeot's pitstops were regularly faster than its rival's last year, a turn-around on 2007-08.

The two turbodiesel marques were also pretty much level-pegging on fuel consumption last year. With a five per cent reduction in power, the quest for both manufacturers will be to achieve 13 laps on a tank of Shell diesel.

Ditto tyre wear. Little should be read into Audi's decision not to double-stint its Michelins at



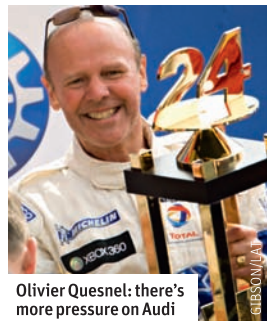
908 has been tweaked, the R15-plus redesigned



Both teams will need to eke 13 laps out of a tank



'08 winner Allan McNish leads Audi driver line-up



Olivier Quesnel: there's more pressure on Audi

the Spa LMS race.

Peugeot, in the eyes of most pundits, has the better driver squad across its three cars. It has bolstered its line-up, bringing in Anthony Davidson and Simon Pagnaud in place of David Brabham and Christian Klien.

Significantly, it has had a reshuffle and replaced Sebastien Bourdais with Minassian in its all-French car. Quesnel has insisted that it made sense to pair Bourdais with friend Pagnaud, though the truth is probably that Montagny and Sarrazin lobbied to have Minassian with them. Bourdais, don't forget, had the incident with a GT2 Porsche that ultimately cost the French-crewed car victory.

Audi has undergone bigger changes and has three new drivers in its third car. Marcel Fassler, Andre Lotterer and Benoit Treluyer have replaced Marco Werner, Lucas Luhr and Alexandre Prema, though it is unclear whether this trio will be able to match Audi's Capello/McNish/Kristensen superteam and the car driven by Romain Dumas, Timo Bernhard and Mike Rockenfeller.

Whether or not all three of the cars from each manufacturer have the pace to slug it out for victory, Le Mans 2010 has the makings of a classic.

"I'm sure we are in for a big fight from beginning to end," says Lamy. "We all believe it is going to be very close." ❧

"Last year we *had* to win. This year we *want* to win. But if we don't, we know we will be back" PEUGEOT BOSS OLIVIER QUESNEL



Peugeot spent less time in the pits in 2009



“I HOPE MARCO CAN WIN LE MANS FOR THE FAMILY”



Mario supports Marco's attempt at Le Mans win

Mario Andretti never won the 24 Hours so hopes grandson Marco can lay a ghost to rest. GARY WATKINS talks to them

Marco Andretti isn't using the 'royal we' here. He's talking about his family, a great racing dynasty that has one gapping hole in its combined curriculum vitae. And why he will be following his grandfather and father by taking sportscar racing's greatest challenge.

The latest in a line of racing Andrettis is making his Le Mans debut this year, 10 years on from grandfather Mario's last appearance at La Sarthe. The IndyCar Series frontrunner was offered a drive in one of the Anglo-Swiss Rebellion Racing team's Lola coupes, and jumped at the chance.

"Le Mans is something I'd heard my grandfather talk about a lot," says Marco. "It was a race I had in mind to do one day, so I went for it."

And with encouragement from his grandfather, it should be said. Mario is delighted that Marco will be following in his own and son Michael's footsteps.

"I had a bit of a look at the team and said, for a privateer, it is as good as you can get," explains Mario. "This is a great opportunity for him to experience Le Mans."

"It kind of completes the circle for the family. I loved to drive at Le Mans, which was one of the things that attracted me."

The hope is that a good showing with Rebellion, alongside former A1GP sparring partners Neel Jani and Nicolas Prost, will lead to bigger things at Le Mans in the future.

"The best part is that Marco is totally looking forward to it and hopefully will hold his own," says Mario. "Maybe this



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“I heard my grandfather talk about Le Mans a lot. It was a race I had in mind to do one day so I went for it” MARCO ANDRETTI



Andretti will join the Rebellion Lola squad



◀ can help him earn a factory ride one day.”

Mario admits that he still harbours regrets over his own failure to win the 24 Hours. His return to the big race after retiring from Indycars was all about trying to emulate Graham Hill by adding a Le Mans victory to his triumphs in the F1 World Championship and the Indy 500.

“Absolutely, I do have regrets after being close more than once [see panel],” he says. “It would be nice if Marco could finally bring that victory for the family.”

The young Andretti isn’t a sportscar rookie; in fact, he’s already shone in the discipline. He showed an affinity for the latest breed of prototypes from the moment he climbed into the Acura LMP2 run by father Michael’s Andretti Green

team (now Andretti Autosport) ahead of the 2008 Sebring 12 Hours.

“I really enjoyed driving the Acura and had a feel for the car straight away,” he says. “I do enjoy this type of racing and would like to do more.”

Mario believes that some sportscar experience can round-off his grandson as a racing driver.

“He needs to do as much of it as possible, and race in Europe more,” he says. “I’m pushing for him to do more of that.”

Which brings us on to the subject of Formula 1. Mario reckons it’s not too late, but hasn’t Marco been quoted as saying that the F1 dream is over for him?

“I’ve never said that,” Marco offers. “Formula 1 is still something I really want to do.”

THE ANDRETTI NEAR MISSES

1967 – RETIRED WHEN LYING SECOND

What Andretti believes was an unnecessary brake-pad change by the Holman & Moody team spelt retirement in the 11th hour for the Ford MkIV he shared with Lucien Bianchi.

“They put one of the pads in back-to-front,” says Andretti, “so when I hit the brakes under the Dunlop Bridge, the car took a violent turn to the right and hit the bank.”



1988 – SIXTH WITH A MISFIRE

The factory Porsche 962C Mario shared with son Michael and nephew John moved into the lead in the small hours when a misfire struck. “We were right on schedule in the fuel, whereas the other Porsche and the Jaguar we were racing with would’ve had to slow down,” says Andretti. “Then we had a problem and had to run on five cylinders to the end.”



1995 – SECOND AFTER MANY DELAYS

Andretti’s return to Le Mans with a Courage-Porsche he shared with Frenchmen Bob Wollek and Olivier Grouillard very nearly netted victory.

“It was disappointing in so many ways,” the American admits. “I wasn’t the only one who lost us time [when he crashed avoiding a slower car].”

“We made wrong tyre choices and the team even cleaned the car at one point. We lost that race five times over.”

1995: capers with Courage





LMP1

Open or closed prototypes with a manufacturer focus
2009 pole: Peugeot 908 HDi (Stephane Sarrazin) 3m22.888s

WEIGHT

Petrol-powered LMP1 cars have a minimum weight of 900kg, while the diesel machines run at no less than 930kg.

FUEL TANK

In a bid to even-out the fuel consumption and torque advantage of the diesel engines, the fuel tank on the diesel entries is limited to 81 litres. For petrol cars, 90-litre tanks are allowed.

ENGINES

Normally aspirated race-developed engines are limited to six litres, while homologated road-derived engines can

be seven litres. Petrol units that are turbocharged or supercharged are restricted to four litres, while the turbodiesels are 5.5 litres.

AERO/BODYWORK

Same for LMP1 and LMP2. Advanced aero packages allowed within certain dimension restrictions. Maximum length (including wing): 4650mm; maximum width: 2000mm.

WHEELS/TYRES

Biggest wheels in the race, allowing the greatest contact patch of the four classes: 16 inches wide, 28.5-inch diameter.



SPOT THE DIFFE





RENCE

As is traditional at Le Mans, there will be two prototype and two GT classes in the 24 hours. KEVIN TURNER explains the main differences



LMP2

Open or closed prototypes with a privateer focus. Le Mans organiser the ACO wants to prevent the LMP2 cars from getting within 1.5 per cent of the lap times of LMP1 (average of best 30 race laps for each class used to monitor this)

2009 pole: Porsche RS Spyder (Casper Elgaard) 3m37.720s

WEIGHT

LMP2 cars are allowed to run lighter than LMP1, with a minimum weight limit of 825kg.

FUEL TANK

LMP2 cars run smaller, 80-litre tanks.

ENGINES

Tighter restrictions on engines than LMP1. Petrol race engines limited to 3.4 litres

(eight cylinders maximum) normally aspirated and two-litre turbos (six cylinders). Homologated engines can be four or 4.5 litres, depending on the number of production units built. Homologated 4.4-litre turbodiesels are allowed, but no race diesel engines are permitted.

WHEELS

Smaller wheels than LMP1, with 14-inch width and 28-inch diameter.



GT1

Open or closed GT cars with two doors that are available from a manufacturer for road use
2009 pole: new, slower, GT1s for 2010. Old-spec Chevrolet Corvette C6.R (Jan Magnussen) did 3m54.230s last year

PRODUCTION

To be eligible for GT1, at least one road car per month must be produced, with a minimum total of 25 (12 for small manufacturers, defined as companies that produce and sell fewer than 2000 cars per year). For each car entered, three must exist in road car form.

WEIGHT

Much heavier than the prototypes. Weight to comply with the FIA homologated weight for the specific model, in the region of 1200-1300kg.

FUEL TANK

Limited to 90 litres.

ENGINES

Engine of homologated road car must be

retained, allowing far less freedom than in LMP.

Normally aspirated cars limited to a maximum of eight litres, turbos to four litres.

AERO/BODYWORK

More restricted aero than in LMP. Width of the car can be extended 100mm beyond the road car (wheel arches), but must not exceed 2000mm. Maximum length of 5000mm.

WHEELS

Wheel sizes same as LMP2: width of 14 inches, 28-inch diameter.



Ford GT is new-era GT1 car





GT2

Open or closed GT cars with two doors that are available from a manufacturer for road use

2009 pole: Porsche 911 GT3-RSR (Jorg Bergmeister) 4m03.202s

PRODUCTION

GT2 rules require more road cars are built than GT1 regulations. To be eligible for GT2 at least one road car per week must be produced (one per month for small manufacturers). Total production must be 100 road cars, or 25 for small manufacturers. For each car entered, nine must exist in road car form.

WEIGHT

Weight limits vary according to engine capacity, in the region of 1145-1345kg.

FUEL TANK

Limited to 90 litres.

ENGINES

Powerplant of homologated road car must be retained. Normally aspirated cars limited to a maximum of eight litres, turbocharged cars to four litres.

AERO/BODYWORK

More restricted than GT1. Just a single-element rear wing is allowed and the overall car length must be no greater than 4800mm.

WHEELS

Diameter of 28 inches, but two possible widths. For cars up to 1245kg, 12 inches; for cars over 1245kg, 14 inches.



Ferrari: aiming for hat-trick



TAMINI



WINNING THE 917



Richard Attwood's choice of short-tail Porsche was based on self-preservation. But, he tells GARY WATKINS, he didn't think he'd win

On the eve of the 1970 Le Mans 24 Hours, Richard Attwood knew he'd made a mistake. He'd chosen to drive a short-tail Porsche 917 with the small-capacity engine from the previous season, and 15th on the grid was the result. Victory, which had been within his grasp for much of the 1969 event, now appeared a long way off. "We were so far down on power, I didn't think we stood a chance," he says.

But the Briton and veteran team-mate Hans Herrmann did get a chance, and they took it with both hands to cling on tight in one of the wettest 24 Hours on record. It was their unfancied Porsche Salzburg-entered 917K that gave the Stuttgart marque the first of its 16 outright victories at Le Mans.

Attwood puts the victory down to good fortune: "In

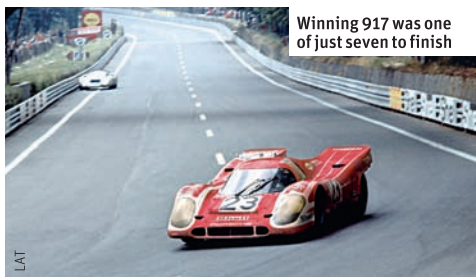
those conditions, it really was in the lap of the gods who won." Herrmann, on the other hand, suggests that a conservative strategy played a major part.

"We had to make sure the thing lasted for 24 hours, says the German. "That's why I was feeding it into Richard to take it carefully for the first third of the race."

Attwood doesn't remember it quite like that.

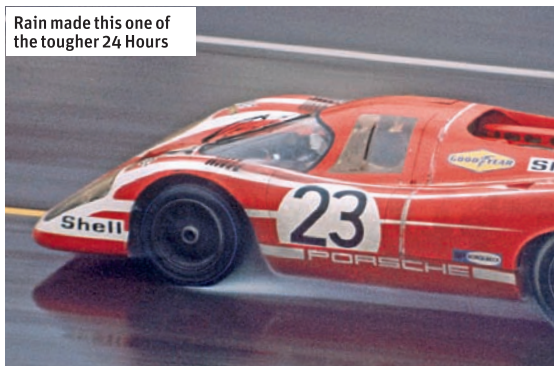
"I've never heard Hans's story before," he explains. "He didn't speak English and I don't speak German. To my mind we didn't have a strategy; we were just slow."

The reasons for that dated back to a phone call Attwood received from Porsche R&D boss Helmuth Bott in February 1970. He asked what car and with whom Attwood wanted to drive at Le Mans. The requests were founded on ▶

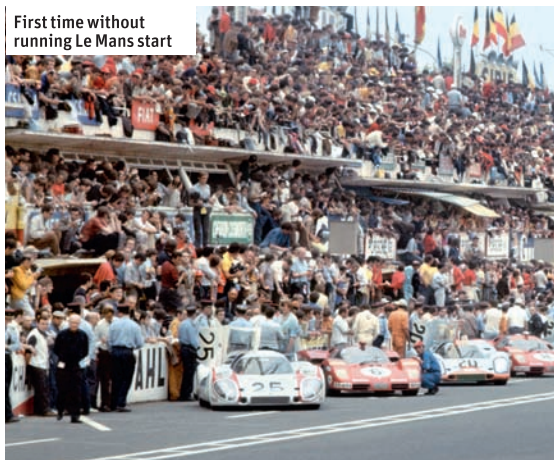




Attwood, in 1970, went for stealth over speed



Rain made this one of the tougher 24 Hours



First time without running Le Mans start

◀ his experiences of the year before.

The original 917, in Attwood's words, was "a horrendous car". Even though he was leading at the time, he was thankful that the 917LH he shared with Vic Elford hit transmission problems in the closing stages. "I was elated to get out of that car when it broke," he says. "I couldn't have cared less about winning, because that car was a killer.

"I'd had such a hell of a time in the long-tail that I didn't want to know about it. I also said I wanted a proven car. That meant going with

the 4.5-litre engine rather than the new five-litre [4.9]."

Attwood also requested his team-mate: "I asked for Hans Herrmann, because he was one of the oldest guys there and therefore the most sensible."

One team-mate Attwood didn't want was Elford. He contends that they might well have won the 1969 race had his co-driver not pushed so hard.

"At my first pitstop, Vic leans in and says, 'If you go a little bit faster, we'll get into the lead'. And this was less than three hours in!

"If he had driven the car as I had, in my opinion, we

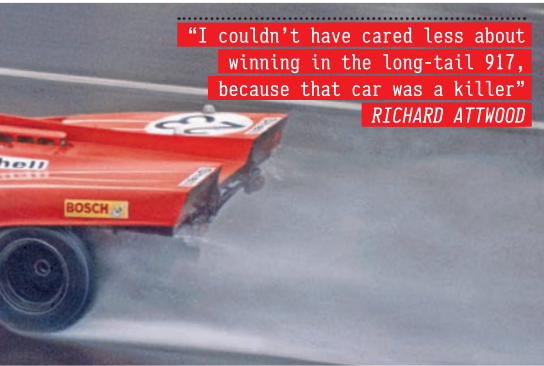
would have finished the race, and we would have won. We did not have to be six laps in the lead."

The "horrendous" 917 hadn't been quite ready to win on its debut, but in 1970 it was. A year's worth of development had played a part, but so too had an understanding of the forces involved in sending a 580bhp bullet down the Mulsanne Straight at more than 230mph.

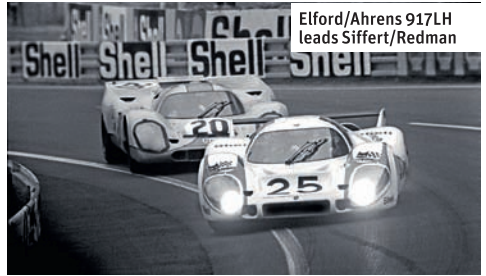
Long-time Porsche engineer Norbert Singer, who joined the company in early 1970, explains: "It was early days in the understanding of aerodynamics. The first

917 had been based on knowledge from the 906 and 908. The idea at Porsche had always been to create a car with as little drag as possible, but the 906 and 908 were not powerful. The 917 went into a new speed range and that was why the original was unstable."

The continuing development of the 917 was the root of Attwood's pessimism. The 4.9-litre engine was now proven and offered a significant advantage. "We only used three gears because we weren't allowed to engage first at Mulsanne or Arnage," he explains. "That meant we



"I couldn't have cared less about winning in the long-tail 917, because that car was a killer"
RICHARD ATTWOOD



Elford/Ahrens 917LH leads Siffert/Redman



Le Mans fever envelops grid before 1970 race

ALL PICS: LAT

were dumping loads of time because we had no torque."

The Attwood/Herrmann Porsche hadn't been competitive in qualifying and wasn't in the race. But it did slowly move its way up the leaderboard in one of the all-time races of attrition at Le Mans (only seven cars were classified as finishers).

The weather accounted for some of the frontrunners. Mike Hailwood famously spun out in one of the JW Automotive Porsches after refusing rain tyres, while even future Le Mans great Jacky Ickx crashed his Ferrari 512S out of second place in the rain.

Technical issues did for others. The Ferrari 512S of Nino Vaccarella and Ignazio Giunti threw a conrod in the first hour. Engine problems also resulted in the retirement of the Pedro Rodriguez/Leo Kinnunen JW Porsche early on.

The car that dominated the first 10 hours of the 1970 24 Hours, the JW Porsche driven by Jo Siffert and Brian Redman, also went out with engine failure, though it was precipitated by a driver error. It was a mistake that Attwood witnessed.

"I was standing on the pit-counter and saw Siffert

come out of the chicane behind three slower cars," he remembers. "He wasn't prepared to wait, blasted his way through and, in his urgency, missed a gear."

The next lap, Siffert trailed into the pits to retire. Attwood and Herrmann never lost the lead, but it was still a battle to bring the car to the finish.

"The amount of concentration we had to muster for 24 hours was incredible," recalls Herrmann. "Physically and mentally it was an immense challenge, because the rain was not predictable."

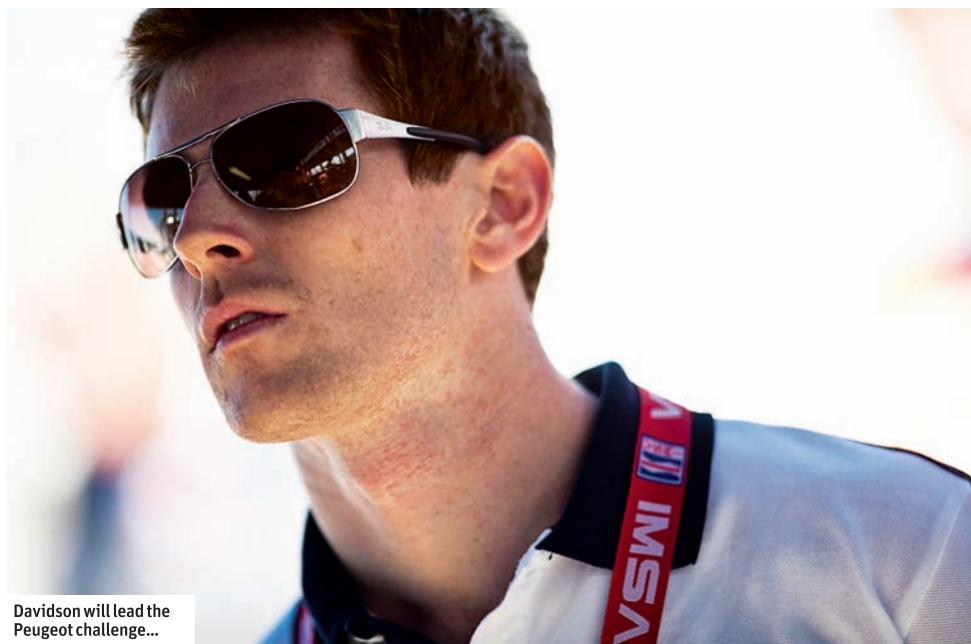
The Salzburg Porsche

stayed the course and ended up winning by five laps. Celebrations were strangely muted, not least because there was no podium that year. Instead the winners were paraded around the first quarter of the track on what Attwood calls "this bloody awful truck".

For Attwood, who subsequently found out he had mumps, there was little feeling of elation. "It was just another race in the championship to me," he says. "The significance came much later.

"And as I've always said, we didn't win Le Mans, everyone else lost it." ❏

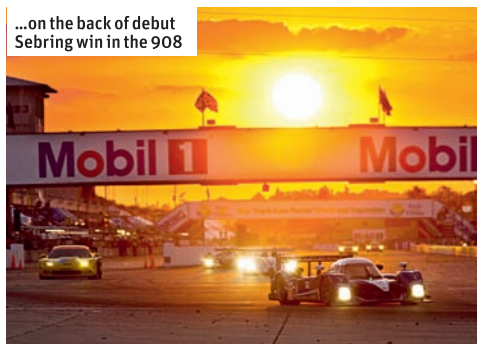
ENGLAND EXPECTS



Davidson will lead the Peugeot challenge...

There's plenty of home-grown talent at Le Mans this year. KEVIN TURNER points out who to cheer for in all four of the classes

...on the back of debut Sebring win in the 908





Gulf Aston Martin will again lead petrol battle

Britain has always had a special relationship with the Le Mans 24 Hours. Francis Clement and John Duff won the second-ever running of the event for Bentley in 1924, and 32 British drivers have won the French classic.

There's a good chance that tally could increase this year. Audi's Allan McNish is already on the list and is hoping the new R15-plus will help him to a third victory, but there is arguably another Brit in even better shape for 2010's edition.

Ex-F1 racer Anthony Davidson replaces David Brabham in the winning Peugeot from last year, sharing with Alex Wurz and Marc Gene. If Sebring – where the 31-year-old won first time out for his new team – and Spa are anything to go by the French cars will have a small edge over their

German rivals at La Sarthe.

Nevertheless Davidson is keeping his expectations in check. "I wouldn't want to put money on any of us," he says. "What we saw at Spa is different from what will happen at Le Mans.

"It'll be a lot closer than it was last year – I think it will be a great race for the fans."

Davidson's talk of the Le Mans followers does not come about by accident – his outing with Aston Martin last year showed just how big the event is.

"When you're doing single-seaters you don't appreciate how big Le Mans is," he says. "But doing it with Aston last year really opened my eyes to how important it is for Brits."

Coming in to replace Brabham was never going to be easy, but Davidson was already settled in.

"Initially it meant more

pressure, especially going to America, where David is a bit of a legend," says the ex-Super Aguri racer. "But we came out on top and it really confirmed the team's decision to run me.

"I'm getting on very well with Alex and Marc. The only problem has been getting me into Alex's seat – he's got a foot on me at least! I'm on my fourth seat already, but it's okay now.

"I see absolutely no reason why we can't run right at the sharp end and it's great having two Brits at the front fighting it out with different teams."

Most expect the works diesels to leave the rest behind, but rules tweaks should bring the petrol cars closer. That means the works Prodrive-run Aston Martins, which finished as top petrol runners last year, could be nearer the overall pace. With

and diesel machines, has welcomed Aston's return.

"Prodrive did a phenomenal job last year and I'm sure if they had more budget they would be really serious threats to Audi and Peugeot, even with a petrol car," he reckons.

"I think the gap will be closer this year, but you can see that the bigger teams with bigger resources will have more speed."

Behind the big three, the most recent Briton to add his name to the winners list also has his best opportunity for success for several years. Guy Smith, victor with Bentley in 2003, will race a Rebellion Lola with Andrea Belicchi and Jean-Christophe Boullion. The cars have good pace and could prove a thorn in the side of Aston Martin and ORECA (which includes another Brit, Andy Meyrick) for top honours.

Behind the big hitters there are two other UK outfits with their origins in British GT. The Mansell family's efforts in a Ginetta-Zytek will attract a lot of interest, even if Nigel, Leo and Greg are unlikely to trouble the frontrunners.

Like the Beechdean element of Beechdean Mansell Motorsport, Paul Drayson and Jonny Cocker have graduated to LMP1 after a spell racing in British GT. ▶



RML Lola is a two-time LMP2 winner at Le Mans

"It's great having two Brits fighting it out at the front"
ANTHONY DAVIDSON

British former GT1 Le Mans winner Darren Turner among the crack line-up, Aston will at the very least be hoping to take petrol victory once again with its B09/60.

Davidson, who has recent experience of both petrol



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Priaulx (inset) joins the BMW GT2 line-up

◀ Cocker has taken to the Lola-Judd coupe rather well and the Le Mans entry will be a strong benchmark for the 23-year-old.

It's not just about LMP1 of course. Britain has a good history in the lower classes and has strong presence in two of the three smaller divisions this time around.

In LMP2 ex-BTCC racer Warren Hughes joins Olivier Pla and Miguel Amaral in Quifel-ASM's Ginetta-Zytek. The HPDs of Highcroft Racing (with Marino Franchitti in the line-up) and Strakka's Danny Watts/Jonny Kane/Nick Leventis will also be quick, although Leventis will need to avoid the crashes that stymied its recent Spa LMS weekend.

Winner of the big race in 1988, Andy Wallace is back, too. He joins fellow Brit Mike Newton and veteran Tommy Erdos in RML's Lola-HPD. The combo is unlikely to set the class pace, but it chased the Quifel-ASM Ginetta hard at Spa and RML has won LMP2 twice before at La Sarthe.

The only British element in the new GT1 category is the Aston Martin run by the German Young Driver AMR operation, but it's a different

story in GT2. There's a Brit in each of the three marques hoping to inflict the first Ferrari GT2 Le Mans defeat since 2007.

Porsche ace Richard Westbrook gets his first Le Mans chance, and will share a Scuderia Italia 911 GT3-RSR with DTM champ Timo Scheider and Porsche Junior Marco Holzer. Porsche will be quick, but will not want a repeat of the bad luck and poor reliability that blighted 2009.

WTCC star Andy Priaulx also has a good chance,

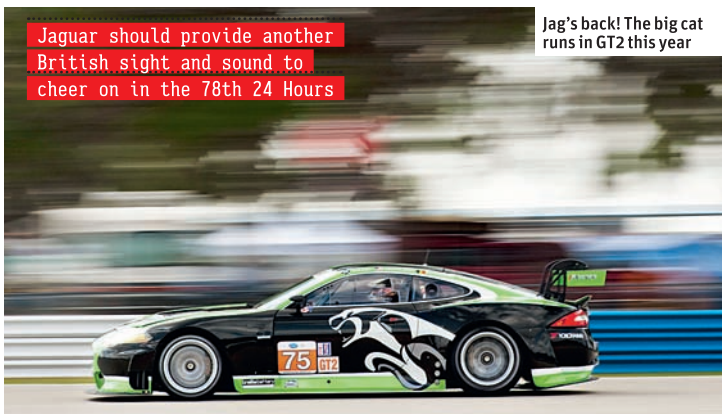
co-driving BMW's M3 art car with Dirks Muller and Werner. The M3 proved a bit unsorted in the wet at Spa, so a dry race would probably help the Munich marque.

The works Chevrolet team provided some great GT1 battles with Aston Martin in the past, but while Aston moved up to LMP Chevy has now slotted down into GT2 with its new C6.R. Brit Oliver Gavin is again part of the crack team's assault, which is unlikely to feature the pitstop debacle that put an embarrassing end to its

Sebring challenge.

Former Ferrari exponents Rob Bell, Tim Sugden and JMW have switched to an Aston Martin Vantage this year and JMW will be hoping for a change of the bad luck that denied them a class win for the past two years.

Seven-time Le Mans winner Jaguar returns this year. A finish for the solo American-run XKRS would be an achievement, but the car should provide another British sight and sound to cheer on at the 78th running of the Le Mans 24 Hours. ☒



Jag's back! The big cat runs in GT2 this year



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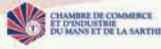
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avec la participation des orchestres

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CARABEAN SHOW (MARTINIQUE)

SAX À FOND (BELGIQUE)

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Fin de parade avec Harley-Davidson

AUTOSPORT

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TEAM PEUGEOT TOTAL/PEUGEOT SPORT TOTAL Peugeot 908 HDi FAP



PEUGEOT IS an incumbent Le Mans champion returning with a proven car, and for that reason alone the French manufacturer has to be favourite. The 908 should be unburstable by now. This is its fourth Le

Mans and Peugeot Sport has continued its routine of 24-hour simulations since last year's victory. What's more, it's far from certain that its big rival, the new Audi R15-plus, will be the faster car – the jury is out

on that one. Few would argue that Peugeot had the stronger driver line-up last year, but even so it has bolstered its squad for 2010. The replacement of David Brabham and Christian Klien with

DRIVERS

- 1 Anthony DAVIDSON (GB)
Alexander WURZ (A)
Marc GENE (E)
- 2 Stephane SARRAZIN (F)
Franck MONTAGNY (F)
Nicolas MINASSIAN (F)
- 3 Sebastien BOURDAIS (F)
Simon PAGENAUD (F)
Pedro LAMY (P)

Pagenaud and Davidson appears to have added pace to the line-up. The best car on paper looks like the combination of Sarrazin, Montagny and Minassian, but don't put your house on them. A safer bet would be Sarrazin for four poles in a row. That's a PR opportunity Peugeot surely won't miss.

↑ **WE SAY:** LAST YEAR'S WINNER HAS TO BE A NARROW FAVOURITE

RATING ★★★★★

AUDI SPORT TEAM JOEST/NORTH AMERICA Audi R15-plus TDI



AUDI SPORT proved it was fallible last season: it got it wrong with the R15 on more than one count, which is why it barely offered a challenge to Peugeot over the 24 Hours. That's why

Audi went away and came up with a largely-new car in an attempt to regain its Le Mans crown. No fair comparison can be made between the R15-plus and the 908 ahead of Le Mans

week, but the last time Audi got it wrong in sportscars it bounced back in style. Remember its maiden attack on the 24 Hours in 1999? A year later its new car, the R8, dominated. The

DRIVERS

- 7 Allan McNISH (GB)
Tom KRISTENSEN (DK)
Rinaldo CAPELLO (I)
- 8 Marcel FASSLER (CH)
Andre LOTTERER (D)
Benoit TRELUYER (F)
- 9 Romain DUMAS (F)
Timo BERNHARD (D)
Mike ROCKENFELLER (D)

driver line-up has undergone some major changes, with the three drivers in the #9 car racing a factory Audi at Le Mans for the first time. It remains to be seen if the combo of Fassler, Lotterer and Treluyer is a potential winner.

↑ **WE SAY:** IT ALL HINGES ON WHETHER THE R15-PLUS LEAPFROGS THE 908 ON PACE

RATING ★★★★★

ORECA TEAM MATMUT PEUGEOT 908 HDi FAP



THE FRENCH ORECA team's decade-long quest to repeat its overlooked 1991 victory with Mazda continues, this time with a factory-

supported Peugeot. And just five years after it raced an Audi at Le Mans! Its 908 HDi is reputedly in exactly the same specification as

the factory cars and the driver line-up looks strong, if not quite a match for the best of the factory cars. (Lapierre, in particular, is a

↑ WE SAY: THERE'S NO REASON WHY ORECA CAN'T BE RIGHT IN THE MIX

RATING ★★★★★

DRIVERS

- 4** Nicolas LAPIERRE (F)
Olivier PANIS (F)
Loic DUVAL (F)

sportscar star in the making.) That means ORECA boss Hugues de Chaunac's promise that his squad is much more than a back-up to the works team should be taken at face value. He is insistent that his squad is operating as "part of one team" with Peugeot Sport. "Our joint target is to beat Audi," he says, "but if it is just a battle between the Peugeots, it is not a problem for us to be involved in that."

ASTON MARTIN RACING Lola-Aston Martin B09/60



ASTON MARTIN Racing returns for a second campaign at the 24 Hours with its reworked Lola coupes, though this is not the all-guns-blazing attack of 2009 that yielded an

impressive fourth place. This time around it's a much more modest programme; you only have to look at some of the drivers to understand where the funding is coming from

for this two-car assault. A repeat of a 'best-of-the-rest' result behind the turbodiesels rather than an upset against Peugeot and Audi has to be the target for the Prodrive-run team,

↑ WE SAY: AMR MIGHT STRUGGLE TO REPEAT LAST YEAR'S FOURTH PLACE

RATING ★★★★★

DRIVERS

- 007** Stefan MUCKE (D)
Adrian FERNANDEZ (MEX)
Harold PRIMAT (CH)
009 Darren TURNER (GB)
Sam HANCOCK (GB)
Juan BARAZI (DK)

with Mucke/Fernandez/Primat most likely to do that job. The good news is that AMR has maintained a presence in the LMP1 division, suggesting that it is serious about returning with a bespoke Aston when the new rules come into force for next season. And Le Mans fans get one more chance to see the Gulf-liveried coupes out on the Circuit de la Sarthe.

LMP1
LMP2
GT1
GT2
RUNNERS & RIDERS LE MANS 2010

BEECHDEAN MANSELL MOTORSPORT **Ginetta-Zytek GZ09S**

THE MANSELL family has thrown in its lot with former British GT driver and entrant Andrew Howard to create what is effectively an all-new team for an attack on the LMP1 division in Europe. It's billed as a 50-50 partnership and is much more, says Mansell Sr, than a vehicle for the racing aspirations of sons Greg and Leo. Beechdean Mansell was set up late and didn't make a sparkling debut at



the Paul Ricard LMS race. On the strength of that it decided to skip the Spa round of the series in order

to focus its resources on Le Mans and get some more test miles under its belt. It's difficult to assess

DRIVERS

5 Nigel MANSELL (GB)
Greg MANSELL (GB)
Leo MANSELL (GB)

its chances ahead of the 24 Hours, but if the latest Zytek aerodynamic package works at Le Mans, star driver Greg should be up there in qualifying right behind the best of the petrol LMP1s.

↑ **WE SAY:** IT'S PROBABLY TOO EARLY FOR THIS NEW TEAM TO SCORE A GOOD RESULT

RATING ★★

AIM TEAM ORECA MATMUT **ORECA-AIM 01**

ORECA'S FOCUS this season has switched from its own Courage-based chassis to its on-loan

Peugeot 908, but it brings out one of its AIM-powered open-top LMP1s for Le Mans with an eye on next

season. It is building its own, Peugeot-powered car to the new 2011 prototype regulations. Outright victory will be its target then, but for now it has to be content with challenging for honours in the unofficial petrol class. On the evidence of the final races of 2009, the ORECA-AIM is a match for its rivals in the right hands. Ayari leads a trio of drivers that may not quite have the pace to run

DRIVERS

6 Soheil AYARI (F)
Didier ANDRE (F)
Andy MEYRICK (GB)

with the best entries from Aston Martin Racing and Rebellion. Briton Meyrick, who impressed in a Kolles Audi last year and a Dyson Lola this year, gets to make his first attempt at Le Mans.

↑ **WE SAY:** A DECENT OUTSIDE BET FOR PETROL HONOURS

RATING ★★★

DRAYSON RACING **Lola-Judd B09/60**

LORD DRAYSON'S team made a giant leap before the end of its maiden season in 2009, grounding its GT2 Aston Martin and jumping up three classes after purchasing a LMP1 Lola coupe with Judd V10 power. The team, run by former White Lightning boss Dale White out of premises in Gloucestershire, has already proved that it's not a step too far, showing its worth with a pole position



at the Okayama Asian Le Mans Series event last year and a finish, albeit a delayed one, in this year's Sebring 12 Hours. Le Mans

is a challenge on a much bigger scale, and not only because there's more real opposition than in the American and Asian series.

DRIVERS

11 Emanuele PIRRO (I)
Jonny COCKER (GB)
Paul DRAYSON (GB)

The recruitment of five-time Le Mans winner Pirro to bolster an inexperienced driver line-up could turn out to be a canny move and provide some of the short-cuts this ambitious new team is looking for.

↑ **WE SAY:** THIS TEAM DOESN'T HAVE THE DRIVERS TO CHALLENGE FOR PETROL HONOURS

RATING ★★

REBELLION RACING **Lola-Judd B10/60**

THE TEAM that raced as Speedy Sebah last year has returned this year with a new name and a new focus. Rebellion Racing, named after team owner Alexandre Pesci's watch company but still run out of Surrey by Sebah, fields two Lola coupes with the best driver



line-up of any of the petrol LMP1 squads. It even has

its own badges on the Judd engines courtesy of a switch of engine electronics on the V10s from EFI to Motech. It wasn't far off the Aston Martin Racing coupe at the Paul Ricard LMS opener, though gearbox problems deprived the team of a decent result at Spa.

DRIVERS

- 12** Neel JANI (CH)
Nicolas PROST (F)
Marco ANDRETTI (USA)
- 13** Jean-Christophe BOULLION (F)
Andrea BELICCHI (I)
Guy SMITH (GB)

RATING ★★★★★

↑ **WE SAY:** REBELLION WILL BE UP THERE IN THE RACE FOR PETROL HONOURS

KOLLES **Audi R10 TDI**

LE MANS is the seasonal debut for the German Kolles squad, which entered the sportscar arena for the first time with a pair of Audi R10 TDIs in 2009. Team boss Colin Kolles's involvement in the Hispania Racing Team in Formula 1 means his sportscar plans have had to



be put on the back burner, so much so that at press time no drivers had been announced for the second

car. It is even unclear who will be working on the R10s at the 24 Hours:

the majority of his crew presently work at HRT and will be busy at the Canadian GP on Le Mans weekend.

DRIVERS

- 14** Christophe BOUCHUT (F)
Scott TUCKER (USA)
Manuel RODRIGUES (F)
- 15** TBA
TBA
TBA

RATING ★★

↑ **WE SAY:** DON'T EXPECT A REPEAT OF LAST YEAR'S SEVENTH PLACE

AUTOCON MOTORSPORTS (MICHAEL LEWIS) **Lola-AER B06/10**

ALMS STALWART Autocon returns to Le Mans in its own right: its previous campaign in 2008 with a Judd-powered Creation was masterminded by the British constructor. This time it's back with the ex-Chamberlain-Synergy Lola that it's been running



since the end of 2008. This car is not in its first flush of youth, and nor are the drivers. The line-up in this

car isn't going to trouble the frontrunners, not even in the LMP2 class. The good news for Le Mans fans is

that Hugh Chamberlain acts as a kind of sporting director. His experience could prove invaluable.

DRIVERS

- 19** Michael LEWIS (USA)
Tony BURGESS (CAN)
Bryan WILLMAN (USA)

RATING ★

↑ **WE SAY:** THE KIND OF PRIVATEER THAT HAS BEEN OMNIPRESENT AT LE MANS DOWN THE AGES

SIGNATURE PLUS **Lola-Aston Martin B09/60**

THE FRENCH Signature squad has exchanged its Courage-ORECA for one of the ex-works Aston Martin Racing coupes for its second crack at the Le Mans 24 Hours. That in itself is a statement of intent by Signature after a low-key, perhaps even conservative,



introduction to sportscar racing that belied the team's single-seater origins. The decision to run the AMR

coupe on Dunlop tyres, rather than the Michelins around which the car was developed, looked like

the wrong one at the Paul Ricard LMS opener but the new relationship appeared to bear fruit at Spa.

DRIVERS

- 008** Franck MAILLEUX (F)
Pierre RAGUES (F)
Vanina ICKX (B)

RATING ★★★

↑ **WE SAY:** SIGNATURE DOESN'T HAVE THE PACE TO TROUBLE THE BEST PETROL P1s

LMP1

LMP2

GT1

GT2

RUNNERS & RIDERS LE MANS 2010



OAK RACING Pescarolo-Judd 01

THE AMBITIOUS OAK team returns to Le Mans with an improved package and driver line-up. Its Mazda-badged AER turbo engines have been replaced by Judd V8s, and there's an aero



update on its Pescarolo chassis. The signing of Moreau, who had a one-off

with the team at Le Mans in 2009, for the whole season has injected some pace that was previously missing. OAK's LMS form suggests that it can nip at the heels of the LMP2 frontrunners.

DRIVERS

24 Richard HEIN (F)
Jacques NICOLET (F)
Jean-Francois YVON (F)

35 Guillaume MOREAU (F)
Jan CHAROUZ (CH)
Matthieu LAHAYE (F)

↑ **WE SAY:** EXPECT MOREAU TO SHINE IN A TEAM CAPABLE OF A PODIUM

RATING ★★★

RML Lola-HPD B08/80

RML HAS improved its chances of repeating its 2006 LMP2 victory by swapping from the troublesome AER-built Mazda turbo to the HPD V8. The combination of the new



package, which includes Dunlop tyres, and RML's engineering capabilities

means the car has a decent chance of making the finish without significant delay. That in itself gives the team a shot at victory in what is more often than not a race of attrition. Full marks to

DRIVERS

25 Tommy ERDOS (BR)
Andy WALLACE (GB)
Mike NEWTON (GB)

RML for giving Wallace the chance to add to his tally of Le Mans starts.

↑ **WE SAY:** A POTENTIAL WINNER IF THE HPDs TRIP UP

RATING ★★★★★

HIGHCROFT RACING HPD ARX-01c

THE BEST prototype team in the ALMS, and last year's LMP1 title winner, finally comes to Le Mans. Highcroft's record in the US, its driver line-up and possession of the best LMP2



package make it a clear favourite. Not only is the latest version of the car

formerly known as an Acura the fastest thing in class, but it should be the most reliable too. Highcroft has come the closest to doing a 24-hour test of any P2 team: it stayed on at Sebring to

DRIVERS

26 David BRABHAM (AUS)
Marino FRANCHITTI (GB)
Marco WERNER (D)

run for another 12 hours after the ALMS series opener back in March.

↑ **WE SAY:** HIGHCROFT IS FAVOURITE BY EVERY MEASURE

RATING ★★★★★

RACING BOX Lola-Judd B09/80

THIS ITALIAN team has a decent sports car pedigree (it was a winner in FIA GTs under the Carsport Holland banner) and finished third in class in last year's LMS with the best of its Lola-



Judds. So far this year, its competitive edge has been blunted by a decision to

sign up with Pirelli for the Italian tyre maker's return to the LMP ranks. The team was leaning towards a line-up of gentleman drivers as AUTOSPORT's Le Mans supplement closed for

DRIVERS

29 Luca PIRRI (I)
TBA
TBA

press, which means it would be wrong to expect too much of this team.

↑ **WE SAY:** GOOD TEAM WON'T SHOW FULL POTENTIAL WITH A LINE-UP OF AMATEURS

RATING ★★

GERALD WELTER WR-Zytek LMP2008

LONG-TIME Le Mans entrant Gerard Welter's team, now funded by the Salini family, returns to Le Mans after an absence of three seasons. Its Zytek-engined contender has shown flashes of speed



in Tristan Gommendy's hands, but should be more competitive at Le Mans than

on the LMS trail. It's a low-downforce machine, like all Welter's designs, and should fly down the Mulsanne. Another similarity with Welter's previous creations is

DRIVERS

37 Philippe SALINI (F)
Stéphane SALINI (F)
Tristan GOMMENDY (F)

poor reliability, which is likely to mitigate against a decent run.

↑ **WE SAY:** FAMOUS NAME IS UNLIKELY TO TROUBLE THE FRONTRUNNERS

RATING ★

PEGASUS RACING **Norma-Judd M200**

THIS FRENCH team, a regular in the LMS over the past two seasons, makes its Le Mans debut in 2010 with a new LMP2 chassis built by Norma Auto Concept. The fact that it signed up



with the French constructor certainly helped Pegasus to gain an entry, but question

marks about the car remain. Norma might be successful a notch below this, but its previous attempts to cut it in the big time have not been successful. The new M200 is unraced ahead

DRIVERS

38 Julien SCHELL (F)
Frederic DA ROCHA (F)
TBA

of Le Mans, but Pegasus had a healthy amount of testing scheduled.

↑ **WE SAY:** A FINISH WOULD BE A MIRACLE, BUT NORMA IS BASED NEAR LOURDES

RATING ★

KSM (KRUSE SCHILLER MOTORSPORT) **Lola-Judd B07/40**

THE GERMAN KSM squad, a regular at Le Mans for the past six seasons, has gained a late entry for its well-used ex-Fernandez Lola via the reserve list. This isn't the best-funded team on the



grid, witness its failed attempt to upgrade to a Lola coupe, but it has

shown flashes of form down the years. A switch from the AER Mazda engine to the Judd V8 could herald an upturn in fortunes and ensure that the team isn't best remembered for Noda's

DRIVERS

39 Hideki NODA (J)
Jean DE POURTALES (F)
TBA

horrifying shunt in qualifying at Le Mans two years ago.

↑ **WE SAY:** IF ONLY ENTHUSIASM AND DETERMINATION WON RACES...

RATING ★★

QUIFEL-ASM TEAM **Ginetta-Zytek GZ09S**

CONSISTENTLY THE best team in the LMS since it signed up for LMP2 back in 2006, ASM returns for another crack at Le Mans with its Ginetta-Zytek. The Portuguese team, run



by ex-British Formula 3 racer Antonio Simoes, is desperate to get a good

Le Mans result, but probably doesn't have the package to take the fight to the HPDs of Highcroft and Strakka. The latest version of the Zytek has been nowhere near the Strakka car in outright

DRIVERS

40 Olivier PLA (F)
Miguel AMARAL (P)
Warren HUGHES (GB)

speed in the opening LMS races and isn't anywhere near as well-tested either.

↑ **WE SAY:** SHOULD BE BEST OF THE REST BEHIND HIGHCROFT AND STRAKKA

RATING ★★★

TEAM BRUICHLADDICH **Zytek 07S**

WHAT WAS formerly the factory Radical team takes over running the Ojjeih family Zytek in a deal that works for everyone: Ojjeih's car is run by a professional team; and the



Bruichladdich squad gets its hand on a competitive LMP2 machine. The British

team, engineered by former Bentley man Paul Thomas, appears to be getting the most out of the Zytek: ex-Spanish F3 racer Ebbesvik qualified fifth at the Paul Ricard LMS race and, with

DRIVERS

41 Christian EBBESVIK (N)
Tim GREAVES (GB)
Karim OJJEIH (SA)

solid amateurs Greaves and Ojjeih, brought the car home in the same position.

↑ **WE SAY:** A TOP-SIX RUNNER, BUT NOT AN OUTRIGHT CONTENDER

RATING ★★★

STRAKKA RACING **HPD ARX-01c**

THE BRITISH Strakka team has already proved its worth in the LMS, winning first time out with its ex-Fernandez HPD at Paul Ricard in April, and should be right up there on one-lap



pace. Its odds are, however, significantly longer than those on Highcroft because,

unlike its American rival, it doesn't have an all-pro line-up. Team owner Levenits won't be near the pace of Watts and Kane and needs to put two shunts at the Spa LMS round in May

DRIVERS

42 Danny WATTS (GB)
Jonny KANE (GB)
Nick LEVENITS (GB)

well and truly behind him if this team is to pick up a decent result.

↑ **WE SAY:** WATCH OUT FOR A POLE SHOT FROM WATTS

RATING ★★★

LMP1

LMP2

GT1

GT2

RUNNERS & RIDERS LE MANS 2010



LARBRE COMPETITION Saleen S7R

LE MANS perennial Larbre, a two-time class winner at Le Mans in the 1990s, is back with

a Saleen modified to the new GT1 rules after a season away. The car was right in the mix against the



Ford, Aston and Chevrolet at the Spa

LMS round, but the French team probably doesn't have the drivers to challenge for victory.

DRIVERS

50 Roland BERVILLE (F)
Gabriele GARDEL (CH)
Julian CANAL (F)

↑ **WE SAY:** A RELIABLE RUN COULD GET THE SALEEN ON THE PODIUM

RATING ★★★

YOUNG DRIVER AMR Aston Martin DBR9

DANISH-BACKED team, run by the German Fischer squad, takes in Le Mans in its first year

in the big time. It's proved its worth in the FIA GT1 World Championship, winning (on the



road) at Silverstone. DBR9 is well-proven

over 24 hours, but problems caused by spec GT1 engine electronics interrupted Spa.

DRIVERS

52 Tomas ENGE (CZ)
Peter KOX (NL)
Christoffer NYGAARD (DK)

↑ **WE SAY:** IF ENGINE PROBLEMS ARE SORTED, YOUNG DRIVER IS CLASS FAVOURITE

RATING ★★★★★

MATECH COMPETITION Ford GT

THE SWISS Matech organisation brings the new Ford GT, developed for the FIA GT1 World

Championship, to Le Mans. It's already a race winner in the world series and proved its reliability



over six hours in the Spa LMS

event. Grosjean, Matech's world star, takes up a seat after his prototype deal fell through.

DRIVERS

60 Thomas MUTSCH (D)
Jonathan HIRSCHI (CH)
Romain GROSJEAN (CH)
61 Cyndie ALLEMANN (CH)
Rahele FREY (CH)
Natacha GACHNANG (CH)

↑ **WE SAY:** APPARENT RELIABILITY SUGGESTS MATECH WILL BE IN THE MIX

RATING ★★★

JLOC Lamborghini Murcielago R-SV

CYNICS QUESTION why the Japanese Lamborghini Owners' Club has got an entry after its

disastrous 2007 and '09 showings, but it should fare better now. It has bought a new GT1 Lambo



from Reiter, which has proved its worth

in the GT1 world series (pictured). The car was due to test for the first time at the end of May.

DRIVERS

69 Atsushi YOGO (J)
Yataka YAMAGISHI (J)
TBA

↑ **WE SAY:** DOUBTS REMAIN ABOUT JLOC DESPITE THE PURCHASE OF A NEW CAR

RATING ★★

MARC VDS RACING TEAM Ford GT

THE TEAM owned by Marc van der Straten, son of 1970s and '80s Formula 5000 and

Can-Am entrant Rudi, is taking in Le Mans just like the works Matech team. The Belgian



team won the GT1 class at the Spa LMS

round and should be right in the mix at Le Mans, with Leinders and Palttala leading the way.

DRIVERS

70 Bas LEINDERS (B)
Markus PALTALA (FIN)
Eric DE DONCKER (B)

↑ **WE SAY:** A POTENTIAL WINNER IF THE FORD CAN LAST 24 HOURS

RATING ★★★★★

LUC ALPHAND AVENTURES Chevrolet Corvette C6.R

ALPHAND RETURNS to Le Mans, after notching up a podium in 2009, with its best chance

yet. The team owned by the former skiing legend fields two cars in conjunction with the Belgian



Selleslagh Racing Team, with the

'Vette driven by Julien Jousse and Patrice Goueslard likely to lead the attack.

DRIVERS

72 Stephan GREGOIRE (F)
David HART (NL)
Jerome POLICAND (F)
73 Julien JOUSSE (F)
Patrice GOUESLARD (F)
Xavier MAASSEN (NL)

↑ **WE SAY:** WITH TWO CARS, ALPHAND STARTS AMONG THE FAVOURITES

RATING ★★★★★

CORVETTE RACING Chevrolet Corvette C6.R

THE MOST successful GT1 team of the noughties steps down a class for this year's Le Mans and looks well-placed to continue its winning ways in the lower GT division. The Pratt & Miller-run Chevrolet squad has already tasted the champagne in GT2 since joining the class in the middle of last season's ALMS, and has a car that is faster than its rivals down the straights, suggesting



it will have a performance advantage at Le Mans. Corvette Racing is a well-funded factory team that can afford the kind

of endurance testing its rivals can only dream of, which means the C6.R should have reliability to match its pace. With

DRIVERS

- 63** Jan MAGNUSSEN (DK)
 Johnny O'CONNELL (USA)
 Antonio GARCIA (E)
- 64** Oliver GAVIN (GB)
 Olivier BERETTA (MC)
 Emmanuel COLLARD (F)

two cars, each with an experienced Le Mans line-up, Chevrolet has to be favourite on its first crack at the Le Mans GT2 crown. The only thing to remember is that this is the GT2-spec C6.R's first time at Le Mans.

↑ **WE SAY:** THE ODDS ARE STACKED IN CORVETTE RACING'S FAVOUR

RATING ★★★★★

BMW MOTORSPORT BMW M3

BMW RETURNS to Le Mans after an absence of 11 seasons with a revised version of the V8-powered M3 that Rahal Letterman has raced in the ALMS since the beginning of last season. The car is a winner in the US, but Le Mans has probably come too early for the M3 project in 2010. The Schnitzer team's time and resources have been split between Le Mans and an attack on the Nurburgring



24 Hours in May. That means the European-spec M3 (the cars for the 'Ring are closer to the US examples) have barely

tested, though Schnitzer has already shown some decent form. A holed radiator deprived it of a podium in the LMS opener

DRIVERS

- 78** Jorg MULLER (D)
 Augusto FARFUS (BR)
 Uwe ALZEN (D)
- 79** Andy PRIAULX (GB)
 Dirk WERNER (D)
 Dirk MULLER (D)

at Paul Ricard and it came within a second of third at Spa. There's still more to be learned about the new rear end mandated under Le Mans rules: it makes the car tricky to drive and difficult to exploit the peak of BMW's Dunlop tyres.

↑ **WE SAY:** IT MAY BE A YEAR TOO EARLY FOR THIS PROJECT

RATING ★★★☆☆

JAGUAR RSR Jaguar XKRS

JAGUAR'S 15-YEAR absence from Le Mans is brought to an end by the American RSR squad, shades of Group 44 ending a previous hiatus back in 1984. Paul Gentilozzi's team, a new venture that has grown out of his successful Rocketsports organisation, has developed the XKR for the ultra-competitive GT2 division in the US and has so far struggled. The car



was late and hasn't been competitive or reliable, though there were signs of a turnaround at the Long Beach ALMS round. RSR's

decision to bring in Riley Technologies to aid the programme appeared to be paying dividends. Even so the car is not going to be a

DRIVERS

- 81** Paul GENTILIOZZI (USA)
 Ryan DALZIEL (GB)
 Marc GOOSSENS (B)

frontrunner: the big frontal area of the XKR will take its toll on the four 200mph stretches at Le Mans. This is a long-term venture, however, so this year's Le Mans attack should be seen as a toe in the water.

↑ **WE SAY:** EVERY SPORTSCAR FAN SHOULD REJOICE THAT JAGUAR IS BACK

RATING ★★★☆☆

LMP1
 LMP2
 GT1
 GT2
 RUNNERS & RIDERS LE MANS 2010



PROSPEED COMPETITION Porsche 911 GT3-RSR

THE PORSCHE team that won the GT2 title in last year's FIA GT Championship with Richard Westbrook takes in the Le Mans 24 Hours for the first time. Despite that kind of



pedigree, ProSpeed won't be a challenger in the ultra-competitive GT2 class: it has opted to sell rides in its solo 911 GT3-RSR to paying amateurs rather than run with the pros that

DRIVERS

75 Paul VAN SPLINTEREN (NL)
Niek HOMMERSON (NL)
Louis MACHIELS (B)

race its solo LMS entry. A reliable run and a finish is all it can aim for.

↑ **WE SAY:** THIS LINE-UP WON'T DO PROSPEED JUSTICE

RATING ★★

IMSA PERFORMANCE MATMUT Porsche 911 GT3-RSR

THE FRENCH Imsa squad, based up the road from Le Mans in Rouen, is back for its fifth attempt at the big race and aiming to repeat its 2007 class triumph. Its driver line-up is one of the



best in the six Porsche 911 GT3-RSRs. Pilet, a Porsche factory driver since last season, is a star in the making, while Long is a versatile sportscar pro who is at home in a prototype or

DRIVERS

76 Patrick PILET (F)
Patrick LONG (USA)
Raymond NARAC (F)

a GT car. Team boss Narac is a handy pedaller, though he can be prone to mistakes.

↑ **WE SAY:** A POTENTIAL WINNER FOR PORSCHE, THOUGH NOT ITS BEST SHOT

RATING ★★★★★

TEAM FELBERMAYR-PROTON Porsche 911 GT3-RSR

FELBERMAYR-PROTON, Le Mans Series champion in 2009, returns to the 24 Hours looking to make up for its disastrous assault on last year's race. Both its cars went out early, the



fancied Lieb/Lietz/Henzler entry after only 24 laps. This trio of factory drivers

has been reunited now that Felbermayr-Proton has gained a second entry and should lead the Porsche attack. The second car is unlikely to do much more than make up the numbers.

DRIVERS

77 Marc LIEB (D)
Richard LIETZ (A)
Wolf HENZLER (D)
88 Horst FELBERMAYR JR (D)
Miro KONOPKA (SV)
Horst FELBERMAYR SR (D)

RATING ★★★★★

FLYING LIZARD MOTORSPORTS Porsche 911 GT3-RSR

THIS MULTI-TITLE winning team in the ALMS has everything required to emulate that success at Le Mans: it doesn't make mistakes in the pits, it has an enviable reliability



record and is always tactically strong. That begs the question why it has yet

to do the business in GT2 at least. The reason is that the Lizards go to Le Mans with one hand behind their backs. Team boss Neiman always chooses to drive at Le Mans and, this year more

DRIVERS

80 Jorg BERGMEISTER (D)
Darren LAW (USA)
Seth NEIMAN (USA)

than ever, that will be a major handicap to overcome.

↑ **WE SAY:** DON'T BET AGAINST BERGMEISTER LEADING THE PORSCHE CHARGE IN QUALIFYING

RATING ★★★

RISI COMPETIZIONE Ferrari 430 GT

RISI IS bidding for a hat-trick of GT2 victories at the 24 Hours as it attempts to extend its unbeaten sequence of wins in the big enduros. The only change in the winning formula for



this season is the absence of Mika Salo, who couldn't commit to all three enduros.

Kaffer, a team regular last year, takes his place alongside Melo and Bruni. Risi again fields a second car in Krohn Racing colours, which has a habit of finishing on the podium.

DRIVERS

82 Gianmaria BRUNI (I)
Jaime MELO (BR)
Pierre KAFFER (D)
83 Nic JONSSON (S)
Eric VAN DE POELE (B)
Tracy KROHN (USA)

RATING ★★★★★

↑ **WE SAY:** LIFE WILL GET HARDER FOR RISI WITH ARRIVAL OF CHEVROLET

SPYKER SQUADRON Spyker C8 Laviolette GT2-R

SPYKER IS now a fixture on the Le Mans entry list after missing only one year since its debut in 2002. The Dutch manufacturer had its best 24 Hours yet in 2009, finishing fifth and



only 10 laps behind the class winner. There's a raft of improvements to the

Laviolette GT2-R for 2010, which like the Porsche and Ferrari, runs to the high weight limit, and the team has assembled its best driver line-up to date, but ever-stronger competition

DRIVERS

85 Jeroen BLEEKEMOLEN (NL)
Peter DUMBRECK (GB)
Tom CORONEL (NL)

in the GT2 class means that it will be difficult to improve on last year's result.

↑ **WE SAY:** A POTENTIAL TOP-SIX FINISHER RATHER THAN A TRUE PODIUM CONTENDER **RATING** ★★★

HANKOOK TEAM FARNBACHER Ferrari 430 GT

FARNBACHER IS best known for its exploits in the Porsche Supercup, but it does have Le Mans form: it was third in class back in 2008. Its programme with Hankook Tires



started last season and yielded two podiums in the LMS. The South Korean

manufacturer's tyres are improved for 2010, but the increase in competition in the LMS means it hasn't achieved the same results so far. Hankook appears to have a very competitive

DRIVERS

89 Dominik FARNBACHER (D)
Allan SIMONSEN (DK)
Leh KEEN (USA)

intermediate tyre, but who knows if Farnbacher will get the chance to use it.

↑ **WE SAY:** HANKOOKS WILL HAVE TO COME GOOD IF FARNBACHER IS TO SHINE **RATING** ★★★

JMW MOTORSPORT Aston Martin Vantage GT2

THE BRITISH JMW squad has been lured away from Ferrari, with which it was a race winner in last year's LMS, to become the factory-supported Aston Martin team in GT2 in Europe.



It's a bit of gamble that has yet to pay dividends: the team hasn't troubled the

scorers in the LMS. Le Mans could be tough, too, because the large frontal area of the V8 Vantage will take its toll on the Mulsanne Straight. Miller, an experienced US

DRIVERS

92 Rob BELL (GB)
Tim SUGDEN (GB)
Bryce MILLER (USA)

sportscar driver, has signed up to make his Le Mans debut with the team.

↑ **WE SAY:** IT WILL BE TOUGH FOR JMW TO REPEAT ITS FOURTH PLACE FROM 2009 **RATING** ★★★

AF CORSE Ferrari 430 GT

THE MOST successful Ferrari GT team in Europe over the second half of the noughties returns to Le Mans with two cars for the first time and arguably its best chance yet of getting



on the GT2 podium. The AF 430 driven by Fisichella/Alesi/Vilander, which

gained a late entry for the race via the reserve list, is a potential frontrunner. This trio has been on the podium in the first two LMS rounds. Risi regular Salo joins the 'Argentinian' car.

DRIVERS

95 Giancarlo FISICHELLA (I)
Jean ALESI (F)
Toni VILANDER (FIN)
96 Mika SALO (FIN)
Matias RUSSO (RA)
Luis PEREZ COMPANC (RA)

↑ **WE SAY:** AF HAS TWO CARS THAT COULD FLY THE FERRARI FLAG IF RISI HITS TROUBLE **RATING** ★★★★★

BMS SCUDERIA ITALIA Porsche 911 GT3-RSR

ALL CHANGE at Scuderia Italia as the team bids to improve upon its second-place finishes in GT2 in 2008-09. The Ferrari 430 GT has been replaced by the Porsche 911 GT3-RSR (with



which it won its class at Spa in '07, above) and Pirelli tyres by Michelins. There's

also a new and impressive roster of drivers composed of Porsche regulars Westbrook and Holzer and two-time DTM champion Scheider. The only problem is that all three are Le Mans

DRIVERS

97 Timo SCHEIDER (D)
Richard WESTBROOK (GB)
Marco HOLZER (D)

rookies. Scuderia Italia is only doing two races in '09, but it has a real chance.

↑ **WE SAY:** IF THIS TRIO GETS TO GRIPS WITH LE MANS, THEY ARE POTENTIAL WINNERS **RATING** ★★★★★

LMP1

LMP2

GT1

GT2

RUNNERS & RIDERS LE MANS 2010



ENTRY LIST 2010

No	DRIVERS	TEAM	CAR
LMP1			
1	Anthony Davidson (GB) Alexander Wurz (A) Marc Gene (E)	Team Peugeot Total	Peugeot 908 HDI FAP
2	Stephane Sarrazin (F) Franck Montagny (F) Nicolas Minassian (F)	Team Peugeot Total	Peugeot 908 HDI FAP
3	Sebastien Bourdais (F) Simon Pagenaud (F) Pedro Lamy (P)	Peugeot Sport Total	Peugeot 908 HDI FAP
4	Nicolas Lapierre (F) Olivier Panis (F) Loic Duval (F)	Team ORECA Matmut	Peugeot 908 HDI FAP
5	Nigel Mansell (GB) Greg Mansell (GB) Leo Mansell (GB)	Beechdean Mansell Motorsport	Ginetta-Zytek GZ09S
6	Sohel Ayari (F) Didier Andre (F) Andy Meyrick (GB)	AIM Team ORECA Matmut	ORECA-AIM 01
7	Allan McNish (GB) Tom Kristensen (DK) Rinaldo Capello (I)	Audi Sport Team Joest	Audi R15-plus TDI
8	Marcel Fassler (CH) Andre Lotterer (D) Benoit Treluyer (F)	Audi Sport Team Joest	Audi R15-plus TDI
9	Romain Dumas (F) Timo Bernhard (D) Mike Rockenfeller (D)	Audi Sport North America (Joest)	Audi R15-plus TDI
11	Emanuele Pirro (I) Jonny Cocker (GB) Paul Drayson (GB)	Drayson Racing	Lola-Judd B09/60
12	Neel Jani (CH) Nicolas Prost (F) Marco Andretti (USA)	Rebellion Racing (Sebah)	Lola-Rebellion (Judd) B10/60
13	Jean-Christophe Boullion (F) Andrea Belicchi (I) Guy Smith (GB)	Rebellion Racing (Sebah)	Lola-Rebellion (Judd) B08/60
14	Christophe Bouchut (F) Scott Tucker (USA) Manuel Rodrigues (F)	Kolles	Audi R10 TDI
15	TBA TBA TBA	Kolles	Audi R10 TDI
19	Michael Lewis (USA) Tony Burgess (CDN) Bryan Willman (USA)	Autocon Motorsports/Michael Lewis	Lola-AER B06/10
007	Stefan Mucke (D) Adrian Fernandez (MEX) Harold Primat (CH)	Aston Martin Racing	Lola-Aston Martin B09/60
008	Franck Mailleux (F) Pierre Ragues (F) Vanina Ickx (B)	Signature Plus	Lola-Aston Martin B09/60
009	Darren Turner (GB) Sam Hancock (GB) Juan Barazi (DK)	Aston Martin Racing	Lola-Aston Martin B09/60
LMP2			
24	Richard Hein (F) Jacques Nicolet (F) Jean-Francois Yvon (F)	OAK Racing	Pescarolo-Judd 01
25	Tommy Erdos (BR) Andy Wallace (GB) Mike Newton (GB)	RML	Lola-HPD B08/80
26	David Brabham (AUS) Marino Franchitti (GB) Marco Werner (D)	Highcroft Racing	HPD ARX-01c
29	Luca Pirri (I) Marco Cioci (I)* Piergiuseppe Perazzini (I)*	Racing Box	Lola-Judd B09/80
35	Guillaume Moreau (F) Matthieu Lahaye (F) Jan Charouz (CZ)	OAK Racing	Pescarolo-Judd 01
37	Tristan Gommendy (F) Philippe Salini (F) Stephane Salini (F)	Gerald Welter	WR-Zytek LMP2008
39	Hideki Noda (J) Jean de Pourtales (F) Jonathan Kennard (GB)*	KSM (Kruse Schiller Motorsport)	Lola-Judd B07/40
40	Olivier Pla (F) Miguel Amaral (P) Warren Hughes (GB)	Quifel - ASM Team	Ginetta-Zytek GZ09S
41	Thor-Christian Ebbsvick (N) Tim Greaves (GB) Karim Ojeh (SA)	Team Bruihladdich	Zytek 07S
42	Danny Watts (GB) Jonny Kane (GB) Nick Leventis (GB)	Strakka Racing	HPD ARX-01c
GT1			
50	Roland Berville (F) Gabriele Gardel (CH) Julien Canal (F)	Larbre Competition	Saleen S7R
52	Tomas Engle (CZ) Peter Kox (NL) Christoffer Nygaard (DK)	Young Driver AMR (Fischer)	Aston Martin DBR9
60	Romain Grosjean (F) Thomas Mutsch (D) Jonathan Hirschi (CH)	Matech Competition	Ford GT
61	Cyndie Allemann (CH) Rahel Frey (CH) Natacha Gachnang (CH)	Matech Competition	Ford GT
69	Atsushi Yogo (J) Yutaka Yamagishi (J) TBA	Japanese Lamborghini Owners' Club (JLOC)	Lamborghini Murcielago R-SV
70	Bas Leinders (B) Markus Palttala (FIN) Eric de Doncker (B)	Marc VDS Racing Team	Ford GT
72	Stephan Gregoire (F) Jerome Policand (F) David Hart (NL)	Luc Alphand Aventures	Chevrolet Corvette C6-R
73	Julian Jousse (F) Patrice Goueslard (F) Xavier Maassen (NL)	Luc Alphand Aventures	Chevrolet Corvette C6-R
GT2			
63	Jan Magnussen (DK) Johnny O'Connell (USA) Antonio Garcia (E)	Corvette Racing (Pratt & Miller)	Chevrolet Corvette C6.R
64	Oliver Gavin (GB) Olivier Beretta (MC) Emmanuel Collard (F)	Corvette Racing (Pratt & Miller)	Chevrolet Corvette C6.R
75	Paul van Splunteren (NL) Niek Hommerson (NL) Louis Machiels (B)	ProSpeed Competition	Porsche 911 GT3-RSR
76	Patrick Pilet (F) Patrick Long (USA) Raymond Narac (F)	Imsa Performance Matmut	Porsche 911 GT3-RSR
77	Marc Lieb (D) Richard Lietz (A) Wolf Henzler (D)	Team Felbermayr-Proton	Porsche 911 GT3-RSR
78	Jorg Muller (D) Augusto Farfus (BR) Uwe Alzen (D)	BMW Motorsport (Schnitzer)	BMW M3
79	Andy Priaulx (GB) Dirk Werner (D) Dirk Muller (D)	BMW Motorsport (Schnitzer)	BMW M3
80	Jorg Bergmeister (D) Darren Law (USA) Seth Neiman (USA)	Flying Lizard Motorsports	Porsche 911 GT3-RSR
81	Jacques Guenot (USA) Marc Goossens (B) Ryan Dalziel (GB)	Jaguar RSR	Jaguar XKRS
82	Gianmaria Bruni (I) Jaime Melo (BR) Pierre Kaffer (D)	Risi Competizione	Ferrari 430 GT
83	Nic Jonsson (S) Eric van de Poel (B) Tracy Krohn (USA)	Risi Competizione	Ferrari 430 GT
85	Jeroen Bleekemolen (NL) Peter Dumbreck (GB) Tom Coronel (NL)	Spyker Squadron	Spyker C8 Laviolette GT2-R
88	Horst Felbermayr Jr (A) Horst Felbermayr Sr (A) Miro Konopka (SK)	Team Felbermayr-Proton	Porsche 911 GT3-RSR
89	Dominik Farnbacher (D) Allan Simonsen (DK) Leh Keen (USA)	Hankook Team Farnbacher	Ferrari 430 GT
92	Rob Bell (GB) Tim Sugden (GB) Bryce Miller (USA)	JMW Motorsport	Aston Martin Vantage GT2
95	Giancarlo Fisichella (I) Jean Alesi (F) Toni Vilander (FIN)	AF Corse	Ferrari 430 GT
96	Mika Salo (FIN) Matias Russo (RA) Luis Perez Companc (RA)	AF Corse	Ferrari 430 GT
97	Timo Scheider (D) Richard Westbrook (GB) Marco Holzer (D)	BMS Scuderia Italia	Porsche 911 GT3-RSR
RESERVE			
86	Tim Coronel (NL) TBA TBA	Spyker Squadron	Spyker C8 Laviolette GT2-R

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