



24 Hours Le Mans

Our Team By Team Guide

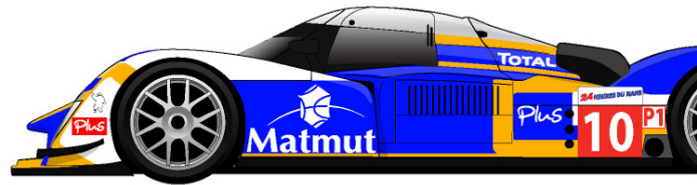
THE G

Team.

Car.

ORECA

Peugeot 908 HDi FAP @oreca



90%

Progress bar shows our opinion on the performance relative to the class, plus a helpful percentage score.

GUIDE

If the team has a Twitter, we have included their address so you can keep up to date.



The tyre manufactures are shown here.



10



Loïc Duval (FRA)
Olivier Panis (FRA)
Nicolas Lapierre (FRA)

Classes are easily distinguished by the colour of their door card.

Driving team listed here with nationality in brackets.

1

LMP 1

LMP1 is the top class in Le Mans racing. Purpose built prototypes with engines up to 3.4 litres aspirated petrol, 2.0 litres turbo petrol and 3.7 litre turbo diesel. Red door card, numbers 1-25.

26

LMP 2

LMP2 is the second class, featuring purpose built cars with a cost cap: cars must cost less than 400,000 Euro. Each car must feature at least one gentleman (non professional) driver.

51

GTE PRO

GTE Pro is the top production based category at the 24. The cars must share a basic resemblance and some components with their road car cousins. The Pro class features all professional drivers.

81

GTE AM

GTE Am share the same technical regulations as GTE Pro, but the car must be at least one year old. Driving teams must feature at least two amateur drivers.



LMP ENTRIES

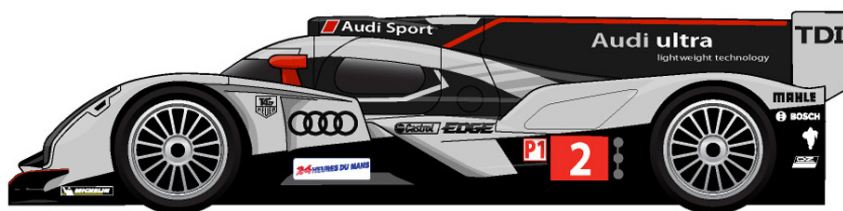
All artwork by Andy Blackmore Design andyblackmoredesign.com



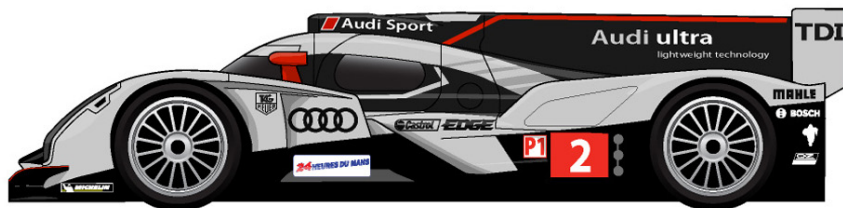
Photo: Dan Bathie

AUDI SPORT TEAM JOEST & NORTH AMERICA

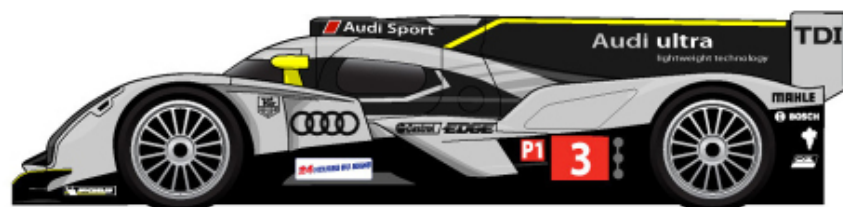
Audi R18 @audisport



95%



90%



95%

1



Timo Bernhard (DEU)
Roman Dumas (FRA)
Mike Rockenfeller (DEU)

2



Marcel Fässler (CHE)
André Lotterer (DEU)
Benoît Tréluyer (FRA)

3



Allan McNish (GBR)
Tom Kristensen (DNK)
Rinaldo Capello (ITA)

Audi goes into this race as favourites, of that there is no doubt, but the distance by which they are favourite narrowed considerably after Peugeot's sensational Spa success.

The car has proved fast as well as consistent, with strong pace all through the practice sessions in Belgium, though race pace was shaky. 24 hour consistency could be lacking, but if anybody can fix it, Audi can. The team carries an aura

of preparedness with them and for good reason so if anything should go wrong, they are in the best position possible.

The drivers leave little to be desired across the three cars. The strongest line up, arguably, is the number one car of Mike Rockenfeller, Timo Bernhard and Romain Dumas, who won the race in 2010. They probably carry a slight (extremely slight) advantage in pace over their more illustrious friends in the three car, though Allan Mc-

Nish, Dindo Capello and eight time winner Tom Kristensen are hardly likely to give much away. In car two, the drivers are probably the least stellar by reputation but carry a great amount of talent between them. Marcel Fässler never fails to impress with both his speed and consistency, while Frenchmen André Lotterer and Benoît Tréluyer should impress.

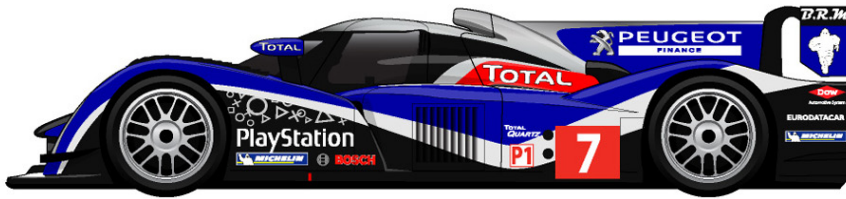
Nothing less than outright victory is acceptable for a team with nine successes already.

SPEED CHILLS

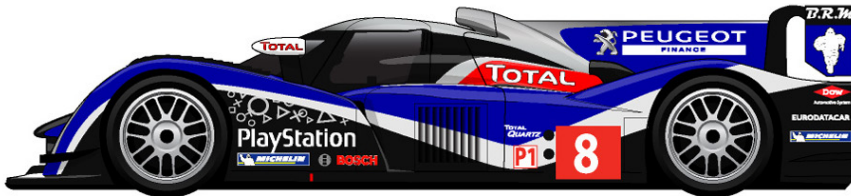
The official travel partner of *l'endurance* magazine. speedchills.com

PEUGEOT SPORT TOTAL & TEAM PEUGEOT TOTAL

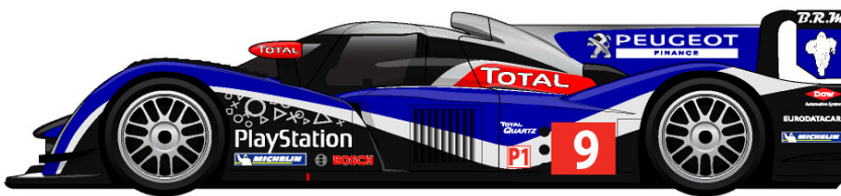
Peugeot 908 @peugeot sport



90%



95%



90%

7



Anthony Davidson (GBR)
Alex Wurz (AUT)
Marc Gené (ESP)

8



Franck Montagny (FRA)
Stéphane Sarrazin (FRA)
Nicolas Minassian (FRA)

9



Sébastien Bourdais (FRA)
Simon Pagenaud (FRA)
Pedro Lamy (PRT)

Peugeot Sport arrive at Le Mans with the weight of a nation on their shoulders. Up until Spa, they'd been cast as outsiders thanks to rumours of Audi test pace and a pair of significant accidents that had seriously hampered their pre season efforts.

Their confidence will have taken a significant boost after success in the Ardennes, though.

Drivers wise, they are giving away little (if anything)

to their German opposition. The pick of the cars is number eight, with charger Stéphane Sarrazin joined by fellow fast Frenchmen Franck Montagny and Nicolas Minassian. Expect a pole shot from Sarrazin.

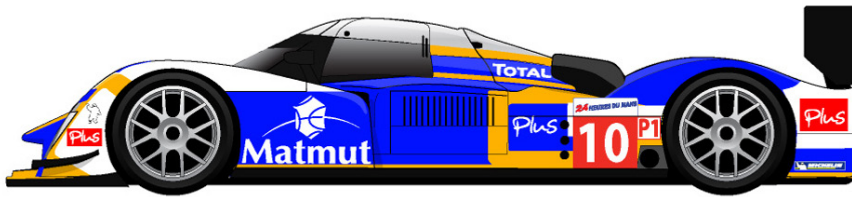
Neither of the other two cars are badly crewed, with rapid Anthony Davidson joined by super solid Alex Wurz and Spaniard Marc Gené in seven and ex Champ Car ace (and darling of France) Sébastien Bourdais joining Highcroft's Sebring star

Simon Pagenaud and the vastly experienced Pedro Lamy in nine.

The team are a different entity in attitude and experience from the squad that produced so many errors before, and the mistake strewn performances are a thing of the past. Their Petit Le Mans display last year (with Joest like tactical nous ensuring the victory) cemented their place alongside, rather than beneath, Audi in the Le Mans racing heirarchy.

ORECA

Peugeot 908 HDi FAP @oreca



85%

10



Loïc Duval (FRA)
Olivier Panis (FRA)
Nicolas Lapierre (FRA)

For Oreca, 2011 started on a euphoric high at Sebring, but came down to earth with a bump with a disappointing display at Spa. The team, running the old spec 908 HDi FAP Peugeot, will no doubt be slower than the works cars (as

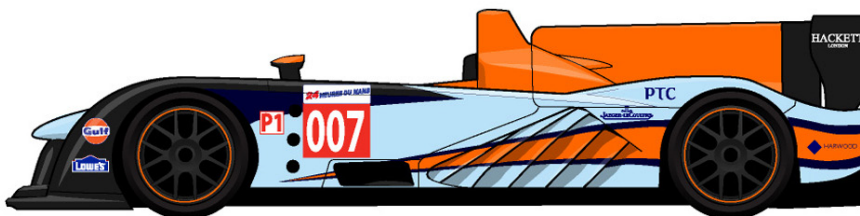
the ACO dictates) but will be consistent and, should there be trouble ahead, they are in line to take advantage.

The line up is strong, as was proved by the solid run to Sebring victory. Loic Duval in particular has impressed but he's

joined by two Frenchmen who are far from rank amateurs. Nicolas Lappiere is a rising star in this corner of the racing world, while Olivier Panis is vastly experienced. Definitely one to creep up the order as the race progresses.

ASTON MARTIN RACING (PRODRIVE)

Aston Martin AMR1 @amr_official

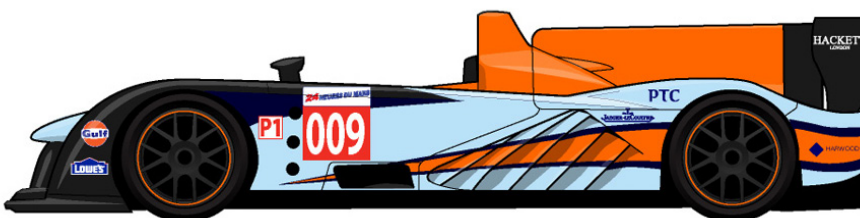


30%

007



Darren Turner (GBR)
Stefan Mücke (DEU)
Christian Klien (AUT)



25%

009



Harold Primat (CHE)
Andy Meyrick (GBR)
Adrian Fernandez (MEX)

Aston Martin Racing will not be enjoying reading any of the pre Le Mans paraphernalia in 2011. It is fair to say that AMR-One has so far been a disaster, neither fast, reliable nor pretty. The team are facing an uphill battle, which was not helped by Stefan Mücke's unfortunate

lapse at Silverstone.

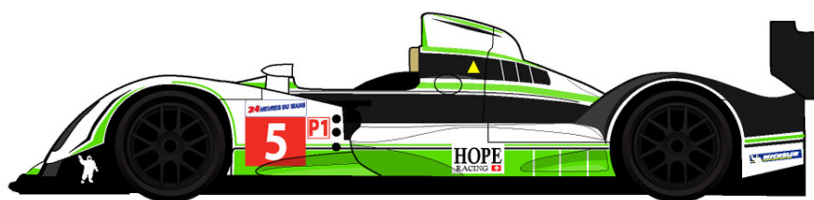
There's no shortage of talent behind the wheel, especially in the 007 car. Prodrive stalwarts Darren Turner and Stefan Mücke (if he is allowed to start) are joined by Christian Klien to make one of the strongest line ups on the grid.

The second car is weaker, with Adrian Fernandez teamed with Harold Primat and Briton Andy Meyrick, but is still far from a poor line up.

Even a finish, though, would be a bonus for a car that is clearly in severe trouble before the race.

HOPE RACING

Oreca 01 SwissHyTech



20%

Hope Racing arrive at Le Mans with a valiant effort, entering the first ever hybrid car at the 24 hours. It is arguably the most interesting technological advance since the gas turbines

of the sixties, but it's unlikely that the car will challenge the leaderboard. The car has little development under its belt, having arrived at the test day unfinished: they only recently

5



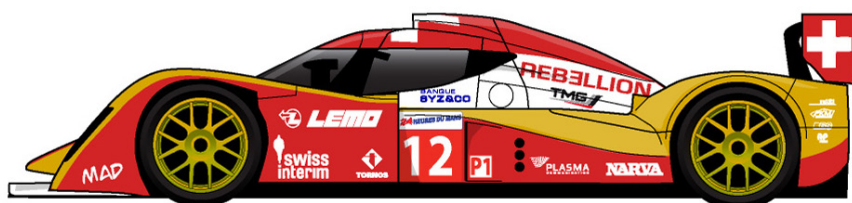
Steve Zacchia (CHE)
Jan Lammers (NLD)
Casper Elgaard (DNK)

completed the battery test.

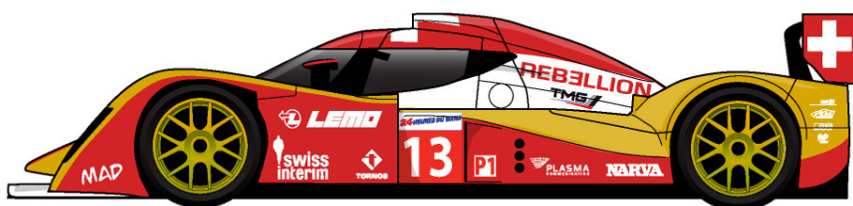
The line-up is solid, with Steve Zacchia joined by '88 winner (and favourite son of many a British fan) Jan Lammers and '09 P2 winner Elgaard.

REBELLION RACING

Lola B10/60 Toyota @rebellionracing



70%



70%

Rebellion Racing come into 2011 on the back of a boost in the shape of Toyota engines and feature strong line ups in both cars. The Japanese powerplant has been fairly solid, though the rest of the package has suffered a number of maladies and the team are yet to turn promising performances and blistering (at least against petrol opposition) pace into

race wins in the Le Mans Series.

Car 12 features super rapid Swiss Neel Jani and Frenchman Nicolas Prost alongside experienced and pacy Jeroen Bleekemolen. Jani has been stellar since his move to Rebellion and has put Prost in the shade on a few occasions, though he will struggle to do the same to Bleekemolen. Car

12



Nicolas Prost (FRA)
Neel Jani (CHE)
Jeroen Bleekemolen (NLD)

13



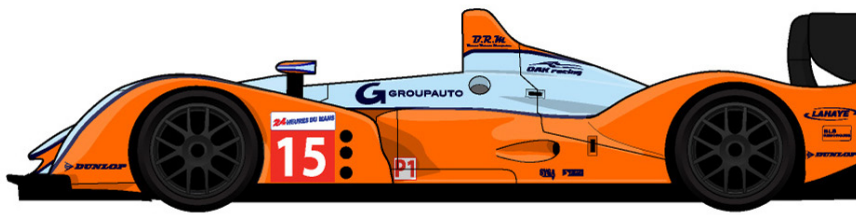
Andrea Belicchi (ITA)
Jean-Christophe Boullion (FRA)
Guy Smith (GBR)

13 is full to the brim with experience, featuring regulars Jean Christophe Boullion (coincidentally starting his thirteenth Le Mans) and Andrea Belicchi joined by 2003 winner Guy Smith.

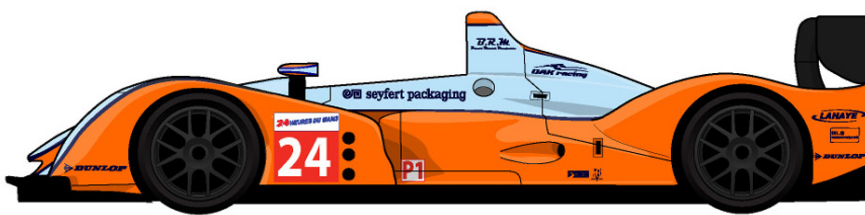
Reliability, though, is a huge question mark and it's difficult to see either car reaching the chequered flag without major delay, if at all.

OAK RACING

OAK Pescarolo 01 Judd @oakracinglive



60%



55%

OAK Racing, confusingly now the 'works' Pescarolo effort, are putting a lot of effort into this year's Le Mans 24 Hours, running four cars across the two prototype classes. Two heavy shunts have hampered their preparations, and the team are still missing impres-

sive French youngster Matthieu Lahaye, but they should have the presence to find consistency.

In LMP1, the two Gulf coloured cars feature a mixed bag of professionals, journeymen and gentleman drivers. Car 15 is probably the stronger, with

15



Guillaume Moreau (FRA)
Pierre Ragues (FRA)
Tiago Monteiro (PRT)

24

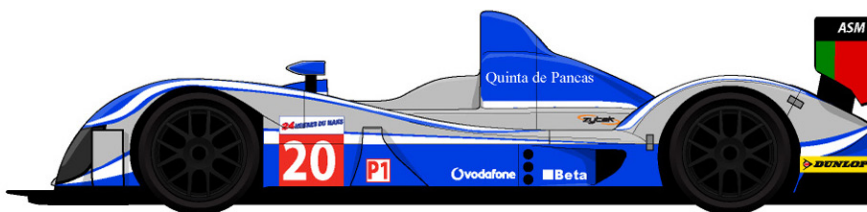


Richard Hein (FRA)
Jacques Nicolet (FRA)
Jean-François Yvon (FRA)

Pierre Ragues joined by rapid Guillaume Moreau and ex touring racer Tiago Monteiro. The second car is certainly slower, with team owner Jacques Nicolet joined by Richard Hein and Jean-Francois Yvon to make a reasonable, if not particularly pacy, line-up.

QUIFEL ASM TEAM

Zytek 09SC Zytek



85%

Quifel ASM return to Le Mans and the Portuguese team have a solid driving line up in their Zytek 09SC for their step into the LMP1 class. Team owner Miguel Amaral is a consistent performer while Frenchman Olivier Pla is a superstar, with

regular calls for him to step into a works team. The regular drivers are joined by Briton Warren Hughes, who always shows well on his forays into this class.

The car is also a well developed package now, and though

20

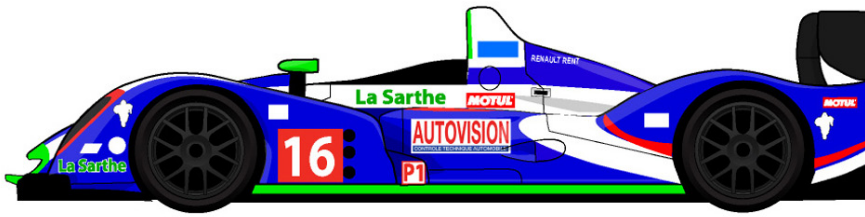


Miguel Amaral (FRA)
Olivier Pla (FRA)
Warren Hughes (GBR)

traditionally the Zytek engine has not been the most powerful, there was good pace at the Le Mans Series opener at Le Castellet. Expect a very fast qualifying lap from Pla, then a fairly quiet run to a finish.

PESCAROLO TEAM

Pescarolo 01 Judd @pescaroloteam



70%

16



Emmanuel Collard (FRA)
Christophe Tinseau (FRA)
Julien Jousse (FRA)

Pescarolo Team make a much welcomed return to Le Mans, but their days of challenging the works cars are well in the past. Henri Pescarolo's experienced outfit stuck around when the finances went awry and their reward was victory in their first race back at Paul Ricard.

The chassis and engine com-

ination is almost exactly as it was when it was garaged at the end of 2010 and, should the team avoid the gearbox woes that were previously their Achilles' Heel, they should be in for a strong finish come four o'clock Sunday afternoon.

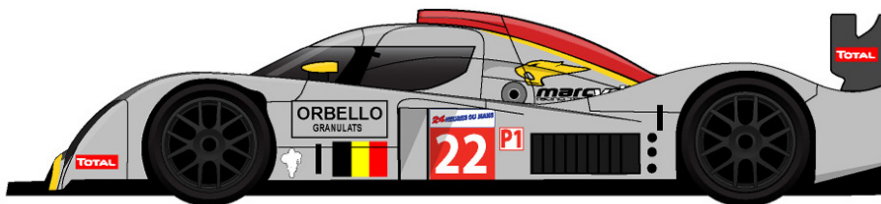
In the car, veteran Frenchman Emmanuel Collard is back, joined by fellow Pescarolo

stalwart Christophe Tinseau and new boy Julien Jousse. All three drivers are fast and consistent, and all will stick to Pescarolo's solid 'no mistakes' mantra like gospel.

Almost certainly the strongest petrol LMP1 over 24 hours and could make the top six with luck and a following wind to help.

KRONOS RACING (MARC VDS)

Lola Aston Martin @marcvdsracing



70%

22



Vanina Ickx (BEL)
Maxime Martin (BEL)
Bas Leinders (BEL)

Kronos Racing's entry was saved at the eleventh hour by Marc VDS, who agreed to run the Aston Martin LMP1 at this year's 24 hours. They were invited in from the reserves with the departure of Highcroft but they should show well.

The all Belgian crew are a

fairly mixed bag. Vanina Ickx comes with lots of experience (she ran in this car last year, too) and, though she is unlikely to be setting any fastest laps, she is metronomically consistent. Bas Leinders is fast on his day but has little experience of the car, while Maxime Martin

makes his Le Mans debut but has shown to be fast in every car he has driven so far.

Should they avoid trouble, they have an outside chance of a top six and an extremely strong chance of both outpacing and outlasting the works effort.



FIND US ON FACEBOOK.COM/LENDURANCE

SIGNATECH NISSAN

Oreca 03 Nissan



85%

26



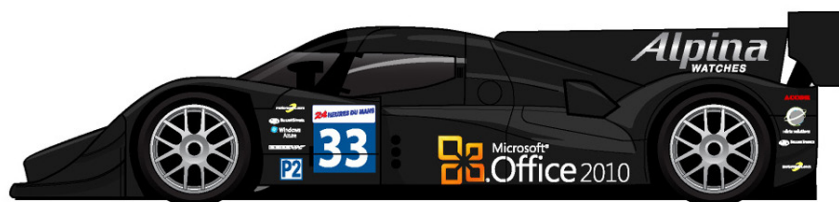
Franck Mailleux (FRA)
Lucas Ordoñez (ESP)
Soheil Ayari (FRA)

Signatech are amongst the favourites in the class, and should their car prove reliable (it hasn't thus far) it will be up there. GT Academy winner Ordoñez is joined by experienced

Ayari and Franck Mailleux to make one of the class's best line ups.

LEVEL 5 MOTORSPORTS

Lola B11/80 HPD @level5racing



35%

33



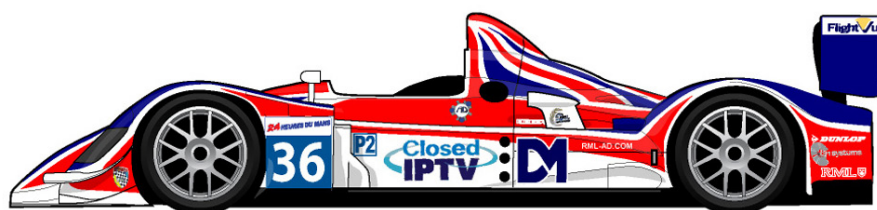
Scott Tucker (USA)
Christophe Bouchut (FRA)
Joao Barbosa (PRT)

Level 5 come to Le Mans well prepared (and with an all but uncontested Sebring win) but with a car and engine package unlikely to be fast or reliable. At least the line up is solid, with team owner Scott Tucker joined by experienced French-

man Bouchut and rapid Portuguese driver Barbosa. A finish is probably the best they can hope for.

RML

HPD ARX-01d @rmlgroup



75%

36



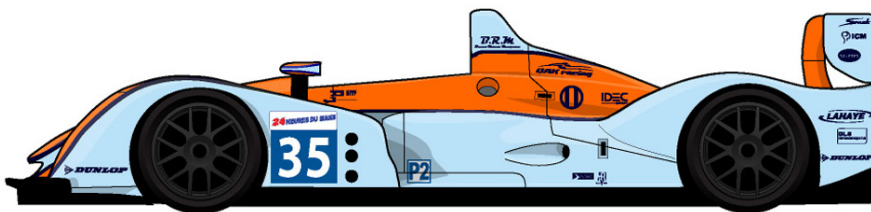
Thomas Erdos (BRA)
Mike Newton (GBR)
Ben Collins (GBR)

RML are back at Le Mans after a miraculous turn around from Mike Newton's scary Spa shunt. The driving team is competent, with Brazilian star joining Newton and ex Stig Ben Collins. The car has proved a little off the pace, so a quiet,

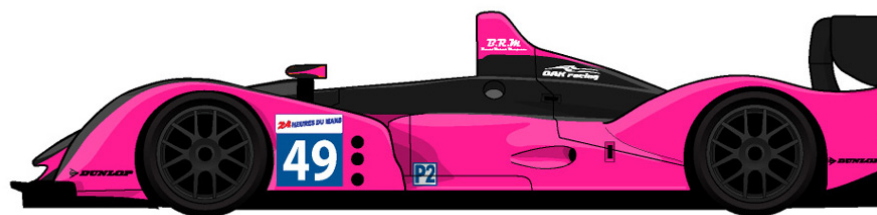
consistent run (something this team can do) is their best hope. Should they finish, a podium is certainly on the cards.

OAK RACING

OAK Pescarolo 01 Judd BMW @oakracinglive



65%



75%

OAK Racing's LMP2 effort is split over two cars, with the second (49) car being run by experienced squad DAMS. The Gulf liveried 35 car features Frenchmen Frédéric Da Rocha and Patrice Lafargue joined by rapid Belgian Andrea Bar-

lesi. Barlesi will probably be the fastest in a car destined to go steadily rather than run off chasing the leaders. The pink DAMS car has a fast line up. Ex Courage (and F1) man Shinji Nakano returns to Le Mans for the first time since 2008 and

35



Frédéric Da Rocha (FRA)
Patrice Lafargue (FRA)
Andrea Barlesi (BEL)

49

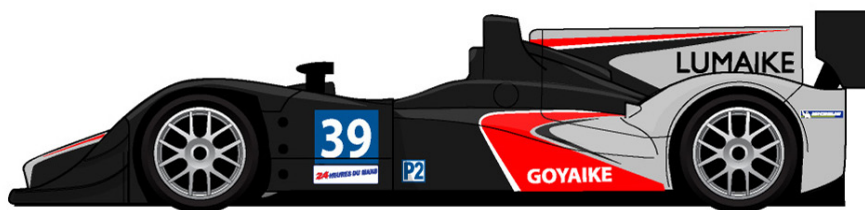


Nicolas de Crem (BEL)
Shinji Nakano (JAP)
Jan Charouz (CZE)

is joined by ex Le Mans Series champion Jan Charouz and Nicolas de Creme, who has shown well for Boutsen Energy in the LMS this season. Though the Pescarolo will not be the fastest in class, it should be reliable.

PECOM RACING

Lola B11/40 Judd BMW



75%

Luis Pérez Companc's team switch to LMP2 for 2011, with a Lola Judd, again under the stewardship of AF Corse. Fel-

low Argentinian Russo is back and should show well, with German ace Kaffer likely to be as fast as anyone in the class.

39



Luis Pérez Companc (ARG)
Matias Russo (ARG)
Pierre Kaffer (DEU)

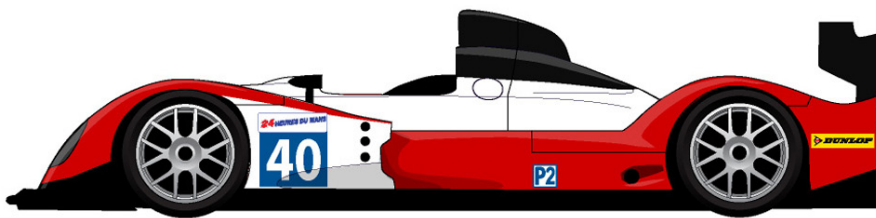
With a reliable run, could definitely trouble the podium.



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RACE PERFORMANCE

Oreca 03 Judd BMW



55%

40



Michel Frey (CHE)
Ralph Meichtry (CHE)
Marc Rostan (FRA)

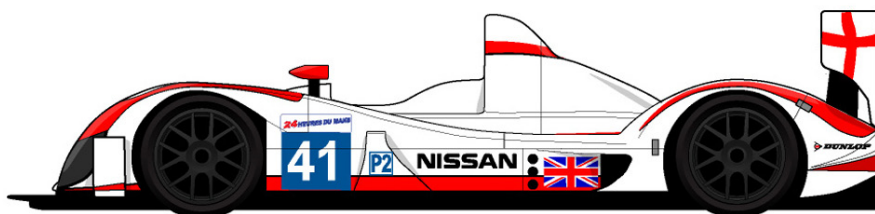
The Swiss team in LMP2 switches from the venerable Radical into Oreca machinery for 2011, and is the only one of the

French chassis to feature the Judd engine. Expect a steady performance from Rostan and Meichtry (who are stalwarts

of this team) and Michel Frey. They will be aiming for a finish, and could last better than the Nissan powered cars.

GREAVES MOTORSPORT

Zytek 07S Nissan



75%

41



Karim Ojje (KSA)
Tom Kimber-Smith (GBR)
Olivier Lombard (FRA)

Greaves arrive at Le Mans on the back of looking performances this season. Rapid Brit Tom Kimber-Smith is as fast as

anyone in the class and Karim Ojje has plenty of experience in this car now. Olivier Lombard steps up from Formula Le

Mans and has very little LMP experience of any kind, though. The car, like all LMP2 cars, will struggle to be totally reliable.

STRAKKA RACING

HPD ARX-01d @strakkaracing



85%

42



Nick Leventis (BRA)
Danny Watts (GBR)
Jonny Kane (GBR)

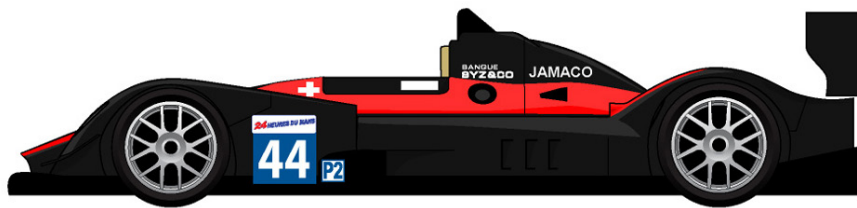
Strakka Racing may have suffered with their heavily restricted HPD so far this season, but a solid driver line up and

good fuel mileage should help them. Danny Watts and Jonny Kane are both top drawer while Nick Leventis is shedding

his shaky reputation with every passing race.

EXTREME LIMITE AM PARIS

Norma M200P Judd BMW



25%

44



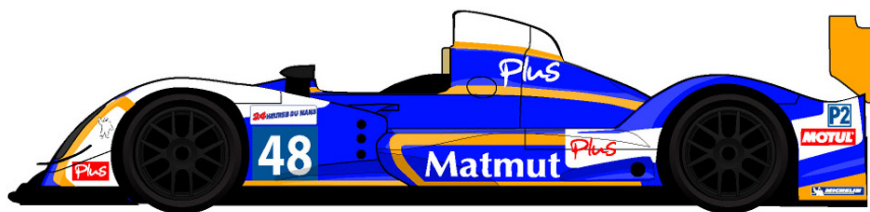
Fabien Rosier (FRA)
Phillipe Haezebrouck (FRA)
Jean-René De Fournoux (FRA)

Extrême Limite arrive at Le Mans with an unproven package, both in terms of their car and their driving squad. De Fournoux is the only one of the pilots to have any real experience at this level, with the other two almost totally new to this. The chassis, too, looks shaky though the Judd BMW

should be pretty reliable. A finish would be like a win for this team.

TEAM ORECA MATMUT

Oreca 03 NISMO @oreca



85%

48



Alexandre Prémat (FRA)
David Hallyday (FRA)
Dominik Kraihamer (AUT)

Oreca's works effort has a top drawer line up and should be in amongst the podium places should the car hold together. Ex-Audi driver Prémat is joined by Dominik Kraihamer, who has been excellent for Boutsen Energy so far this season, and

experienced French pilot David Hallyday to make a team to match any that others have offered in the second tier.

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GTE ENTRIES

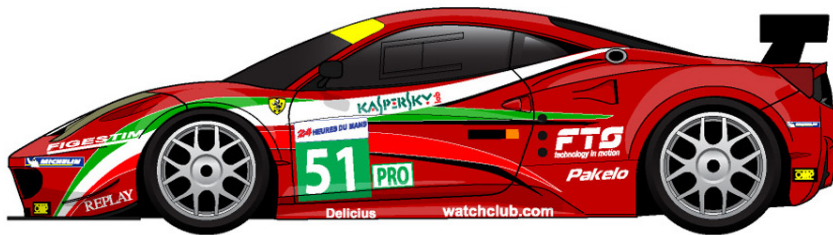
All artwork by Andy Blackmore Design andyblackmoredesign.com



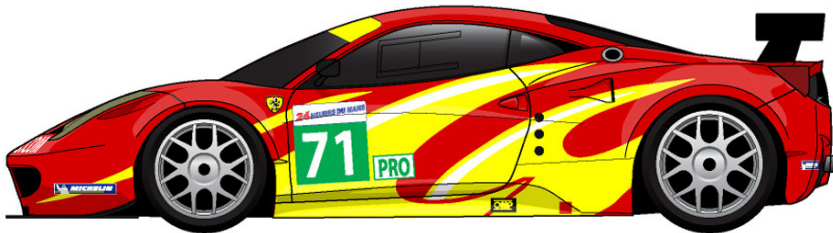
Photo: Flying Lizard

AF CORSE

Ferrari 458 Italia @afcorse



95%



45%

51



Giancarlo Fisichella (ITA)
Gianmaria Bruni (ITA)
Toni Vilander (FIN)

71



Robert Kauffman (USA)
Michael Waltrip (USA)
Rui Aguas (PRT)

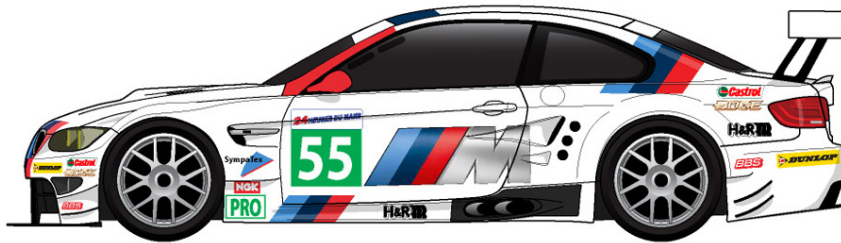
AF Corse have got to be one of the favourites despite never having won at Le Mans, an all pro driver line up of Fisichella, Bruni and Vilander being one of the strongest around. Fisichella has taken to the GT2 spec Ferrari a lot better than he did the F1 car; a victory at the last round in Spa together with Bruni showed he has speed and constancy, while his team mate Gimmi Bruni is a driver most team owners would have

in their car, the Italian being not only extremely fast but virtually error free, exactly what you need around La Sarthe. Vilander joins the Italian pair for Le Mans; the Finn is not quite as quick as Bruni but that's like saying Pepsi isn't as good as Coke - the difference is marginal. The second car sees NASCAR's Micheal Waltrip, who brings a lot of enthusiasm but little know how for Le Mans, while Rui Aguas and Robert

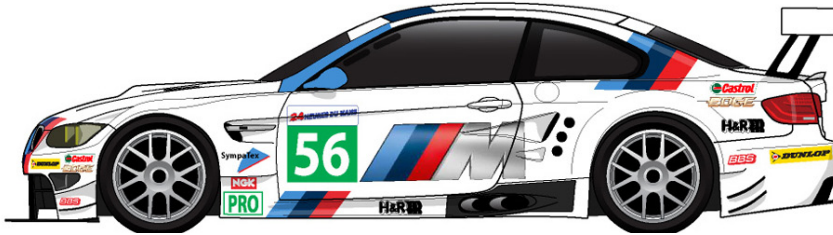
Kauffman complete a mediocre line-up. The Ferrari 458 is somewhat of an unknown; the car has shown it's, fast if not the fastest; the question is how it will stand up in the reliability department having not competed in a 24 hour race before. Sebring showed up a few weaknesses but that was at the start of the development and no doubt Michelotto have already ironed these out.

BMW MOTORSPORT

BMW M3 @bmwmotorsport



95%



95%

55



Augusto Farfus (BRA)
Jörg Müller (DEU)
Dirk Werner (DEU)

56



Andy Priaulx (GBR)
Dirk Müller (DEU)
Joey Hand (USA)

After a comprehensive 1-2 at Sebring, BMW would have been the easy choice for victory at Le Mans; however after the 458's pace at the Spa 1000km Le Mans looks like we will have a very close scrap indeed. The M3, now in its third year of competition, has had big development over winter which leaves BMW in much better shape for Le Mans than

last year, success at La Sarthe since the overall victory in 1999 looks very possible.

Driver wise both cars have top line ups; the 55 car has Augusto Farfus, Jörg Müller and Dirk Werner behind the wheel, while the 56 car consists of Andy Priaulx, Dirk Müller and Joey Hand. Touring car stars Priaulx and Farfus and Jörg Müller have converted to GT

with ease and have Le Mans experience from last year along with Werner, while Dirk Müller has multiple Le Mans under his belt. Hand is a Le Mans rookie but there is no doubt he will impress.

Choosing between these line ups is impossible and will probably come down to which car has the most luck on the day. A win is the target

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LUXURY RACING

Ferrari 458 Italia



75%



90%

58



Anthony Beltoise (FRA)
François Jakubowski (FRA)
Pierre Thiriet (FRA)

59



Stéphane Ortelli (FRA)
Frédéric Makowiecki (FRA)
Jaime Melo (BRA)

Despite being a new team, Luxury has gone about endurance racing properly. Step 1: Get arguably the best GT car. Step 2: Hire a star driver line up; the 59 car has a great line up in the form of Frédéric Makowiecki, Jaime Melo and Stéphane Ortelli. Makowiecki is a Le Mans rookie but is fast and consistent, while Melo on loan from

Risi, (who are not racing this year) has competed in many Le Mans and has 2 class wins to his name. The Brazilian however is known for being occasionally wild. Ortelli is a perfect driver for Luxury, with plenty of Le Mans experience. He is very consistent and despite not being quite as quick now he is still a decent peddler. The 58

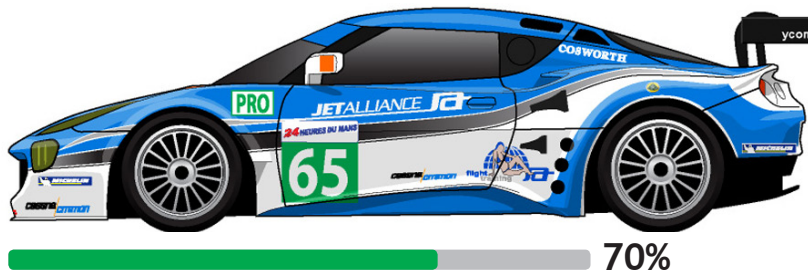
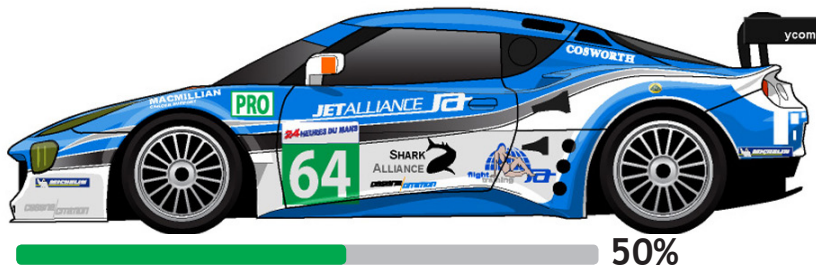
has Anthony Beltoise, François Jakubowski and Pierre Thiriet behind the wheel, a line up which is not as fast as the 59 car. So, Step 3: Win Le Mans? Well when you look at it on paper the 59 car has a good chance as any. Going on previous results in the ILMC you can't help but feel that they may fade away during the race.



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LOTUS JETALLIANCE RACING

Lotus Evora GT2



Lotus are back at Le Mans, and in good hands. Austrian team JetAlliance have taken up the task of developing the new Evora, the team only have one Le Mans start to their name but plenty of other endurance racing experience, so if anyone can make the Evora quick they can, however it will not happen overnight and Spa showed

us that there is a lot of work still to do on the blue and white machine. Even a finish will be an achievement, but if they do you can be sure it will make a lot of British fans happy.

The driver line up in the 65 car of Jonathan Hirschi, Johnny Mowlem and James Rossiter is solid and. Mowlem brings a lot of experience, while Ros-

64



Oskar Slingerland (NLD)
Martin Rich (GBR)
John Hartshorne (GBR)

65



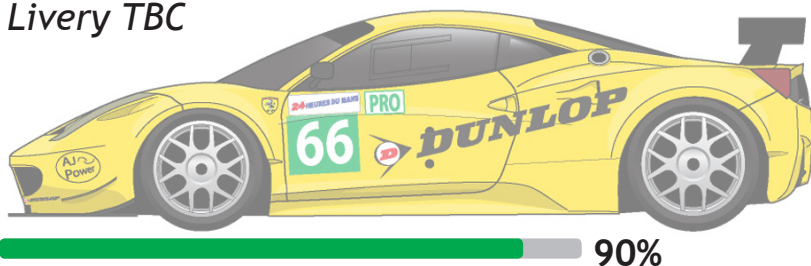
Jonathan Hirschi (CHE)
Johnny Mowlem (GBR)
James Rossiter (GBR)

siter is fast but doesn't have previous in endurance races. Hirschi competed for Matech in last year's 24 hours so has recent knowledge of a GT car around Le Mans. All in all it's a trio that should keep the car out of the barriers and give good feedback, and at the moment that's what the Lotus team need.

JMW

Ferrari 458 Italia @jmwmotorsport

Livery TBC



66



Rob Bell (GBR)
Tim Sugden (GBR)
Xavier Maassen (NLD)

This year is probably JMW's best chance of winning the GTE category. The combination of Dunlop tyres and the Ferrari 458 Italia work well together and the team has already claimed a victory at Paul

Ricard in the opening round of the Le Mans Series.

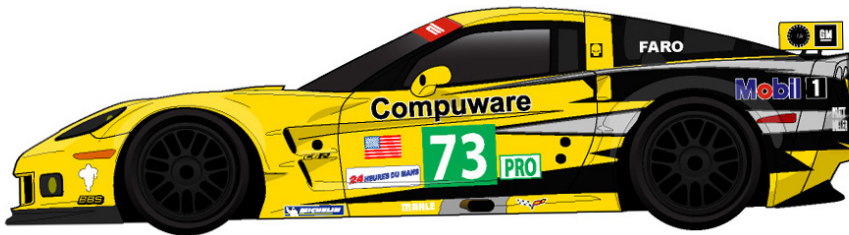
Rob Bell continues to lead the driver line up and is as fast as ever, while Sugden has plenty of previous Le Mans knowledge and Maassen has been quick in

anything he has driven before, so the Ferrari should be no exception.

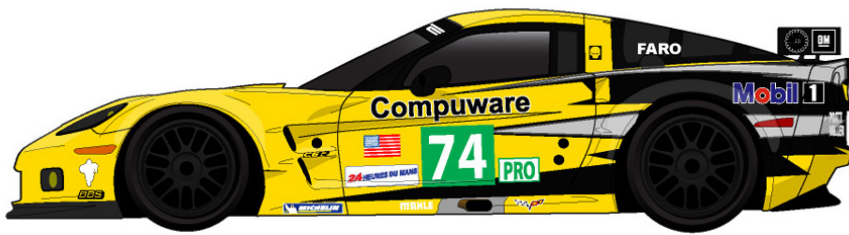
Expect JMW to have a close battle with the Michelin shod AF Corse Ferrari, just like at Spa.

CORVETTE RACING

Chevrolet Corvette ZR1 @corvetteracing



95%



95%

Pratt & Miller are one of the finest squads around and they know how to win Le Mans, but they are up against tough opposition in GTE this year. The Corvette may not be the fastest car over a single lap but the driver line is second to none especially with the edi-

tion of Richard Westbrook and Tommy Milner for this year. They will be out to avenge a 2010 that promised much but delivered little and arguably take the victory they deserved last year. The team's experience means that it's hard to see them lose out to their com-

73



Olivier Beretta (MCO)
Tommy Milner (USA)
Antonio Garcia (ESP)

74



Oliver Gavin (GBR)
Jan Magnussen (DNK)
Richard Westbrook (GBR)

petitors in strategy over the 24 hours, so expect them to be at the sharp end of the class throughout the race. Choosing between the two line ups is tough but Gavin, O'Connell and Westbrook should have a slight edge on pace.

PROSPEED COMPETITION

Porsche 997 GT3 RSR

Livery TBC



85%

A factory blessed effort for the Belgian team sees works driver Marco Holzer partnered with veteran Marc Goossens and Dutchman Jaap Van Lagen for

the 24 hours, which all adds up to a very solid line up. The team is very experienced, especially with the 997, though the Porsche is starting to show

75



Marco Holzer (DEU)
Marc Goossens (BEL)
Jaap van Lagen (NLD)

its age now and will struggle to keep up with newer machinery. A podium is not out of the question if cars ahead suffer trouble.

IMSA PERFORMANCE

Porsche 997 GT3 RSR



85%

The Rouen based team are always a force to be reckoned with at La Sarthe and will be hoping to add another class victory to their 2007 success. Factory driver Patrick Pilet

will make his third start at Le Mans this year and has already shown to be rapid. He is joined by Nicolas Armindo who has impressed immensely. Third driver Raymond Narac will be

76



Raymond Narac (FRA)
Nicolas Armindo (BEL)
Patrick Pilet (FRA)

the weak link in the line-up but he is not short of previous visits to the legendary circuit.

TEAM FELBERMAYR PROTON

Porsche 997 GT3 RSR



90%



70%

The top German squad will be looking to repeat last year's victory and to do so they are back with the same line up. Factory drivers Marc Lieb, Richard Lietz and Wolf Henzler are all at the top of their game and the line-up is second to

none in this class.

In the second car experienced Porsche Supercup and F3 driver Nick Tandy is paired with GT3 racer and relative unknown Abdul Al Faisal and American Bryce Miller. Only Miller has Le Mans experience

77



Marc Lieb (DEU)
Richard Lietz (AUT)
Wolf Henzler (DEU)

88



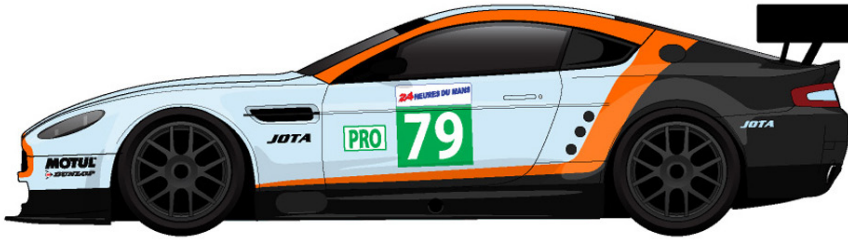
Nick Tandy (GBR)
Abdulaziz Al Faisal (SAU)
Bryce Miller (USA)

(with JMW in 2010) but the car could surprise given a chance.

The Porsche may not have the single lap pace of the newer cars but it is known quantity over 24 hours, so come Sunday afternoon you could see the 77 car at the top of the class.

JOTA SPORT

Aston Martin V8 Vantage @jotasport



65%

A tough debut GTE season so far for the British team. The Vantage has shown speed, especially with Hancock behind the wheel, but has been

plagued by reliability issues so it will be hard to see the Aston lasting the full distance. Hancock and fellow Brit Chris Buncombe are teamed up with

79



Simon Dolan (GBR)
Sam Hancock (GBR)
Chris Buncombe (GBR)

Le Mans rookie Simon Dolan in a line up which at times could show some good pace but is unlikely to have the staying power to match it.

FLYING LIZARD MOTORSPORTS

Porsche 997 GT3 RSR @flyinglizard_ms



90%

Flying Lizard are back to try and claim the French classic that has so far alluded them. The new GTE class structure has allowed the Lizards to run an all pro line up for the first

time, with Jorg Bergmeister, Patrick Long and Lucas Luhr behind the wheel. It's another line-up that leaves little to be desired, in what is an extremely competitive field.

80



Jörg Bergmeister (DEU)
Patrick Long (USA)
Lucas Luhr (DEU)

However it is possibly a year too late in aged machinery, but saying that the reliability of the Porsche could also prove to be crucial come the finish.



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HANKOOK TEAM FARNBACHER

Ferrari 458 Italia



90%

89

HANKOOK

Dominik Farnbacher (DEU)
Allan Simonsen (DNK)
Leh Keen (USA)

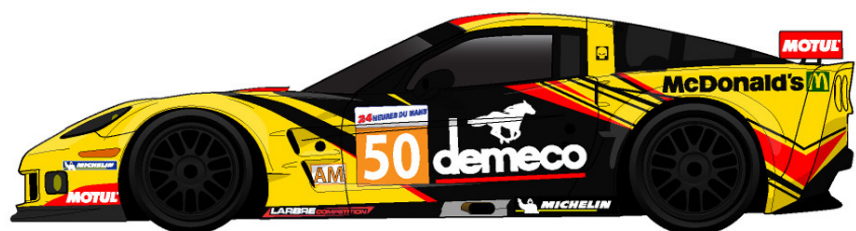
Farnbacher have a real chance of repeating, or even bettering, their second place at Le Mans last year. The Ferrari 458 is arguably the fastest car over a single lap, but there are doubts it can last

the 24 hours without issues. Driver wise the trio is up there with the best. Simonsen is extremely rapid, Farnbacher has grown to be a respected and consistent performer, while the lesser known Leh

Keen showed well with the team last year. The Hankook tyres also seem a match for Michelin and Dunlop, at least over a single lap, so it wouldn't be surprising if Simonsen put the car on pole.

LARBRE COMPETITION

Corvette ZR1

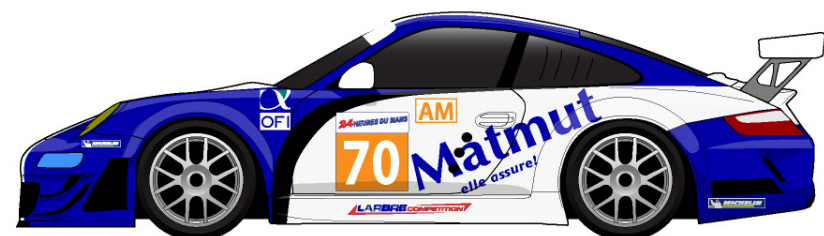


90%

50

MICHELIN

Patrick Bornhauser (FRA)
Julien Canal (FRA)
Gabriele Gardel (CHE)



65%

70

MICHELIN

Christophe Bourret (AUT)
Pascal Gibon (FRA)
Jean-Philippe Belloc (DEU)

Last year's GT1 winners Larbre have switched to Corvette for 2011 and linking up with the works squad at the test will have improved their understanding of the car for sure. Despite a setback at Sebring,

they should be strong in the race after a podium at Spa. The line up is a good one, with two of last year's winners (Gardel and Canal) back and joined by experienced pilot Bornhauser. They also

take over the second IMSA Porsche, which should be on for a steady run with French ace Jean-Philippe Belloc in the car.

KROHN RACING

Ferrari 430 GT2 @krohnracing



90%

Krohn having previously been heavily linked up with Risi are now going it alone, and doing a good job of it. Class winners at Sebring mean they go

to Le Mans as favourites, the team has also had great success at the 24 hours previously with a string of consistent performances and a couple

57

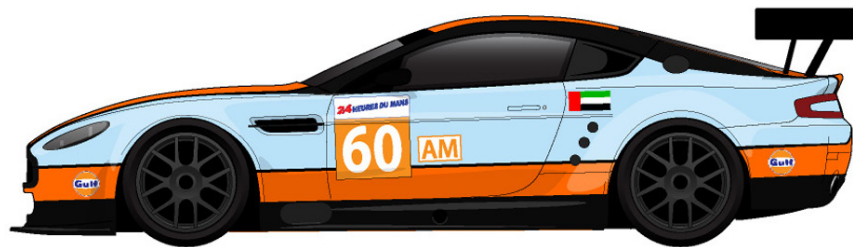


Tracy Krohn (USA)
Niclas Jönsson (SWE)
Michele Rugolo (ITA)

of podium finishes. Top draw gentleman drivers complete a very strong team that has past pedigree suggesting they will do well.

GULF AMR MIDDLE EAST

Aston Martin V8 Vantage @gulfamrme



35%

Gulf AMR Middle East will struggle to make an impression the race. The new Vantage has

proved no more reliable than its predecessor and the driver line-up is unremarkable,

60



Fabien Giroix (FRA)
Roald Goethe (DEU)
Michael Wainwright (GBR)

though Giroix did finish fifth at Le Mans in 1995 for McLaren.

AF CORSE

Ferrari 430 GT2 @afcorse



60%

AF Corse run an Am F430 for Italians Perrazzini and Cioci, who are joined by Ireland's Sean Breslin. Like all their

competitors in the class, don't expect fireworks but a solid, cautious run. The car should be bulletproof performances

61



Marco Cioci (ITA)
Piergiuseppe Perazzini (ITA)
Sean Paul Breslin (ITA)

and a couple of podium finishes. Top draw gentleman drivers complete a very strong team.

CRS RACING

Ferrari 430 GT2 @crsracing



60%

62



Pierre Ehret (DEU)
Shaun Lynn (GBR)
Roger Wills NZL

Ultra experienced CRS come to Le Mans with an Am line up made up of historic racers

Shaun Lynn and Roger Wills joined by experienced Ferrari man Pierre Ehret. The line up

is solid rather than spectacular but should finish the race if they avoid trouble.

PROTON COMPETITION

Porsche 997 GT3 RSR



75%

63



Horst Felbermayr Jr (AUT)
Horst Felbermayr Sr (AUT)
Christian Ried (DEU)

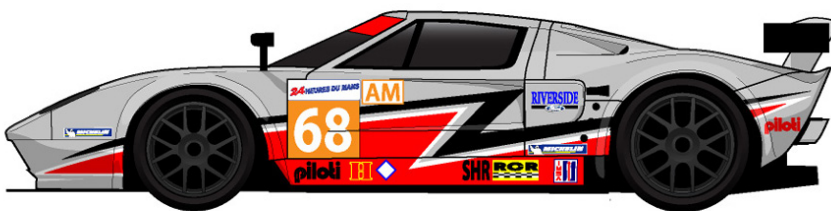
Felbermayr's Am class car is full to the brim with experience. Horsts senior and junior

are joined by team regular Christian Ried. A podium is a great possibility if they are as

consistent as they have been in the past, especially given their machinery.

ROBERTSON RACING

Doran Ford GT @robertsonracing



70%

68



David Robertson (USA)
Andrea Robertson (USA)
David Murry (USA)

Robertson's effort is one of the most courageous on the grid, with an entirely self built Ford

GT driven by rapid David Murry and husband and wife duo Andrea and David Robertson. The

car could be fast and has had a Petit Le Mans pole, but might struggle to finish.

FLYING LIZARD MOTORSPORTS

Porsche 997 GT3 RSR @flyinglizard_ms



70%

Flying Lizard have, for a long time, been a top Porsche team and bring an Am car for Nei-

man, Pumpelly and Law. It makes another line up that should know the basics and

81

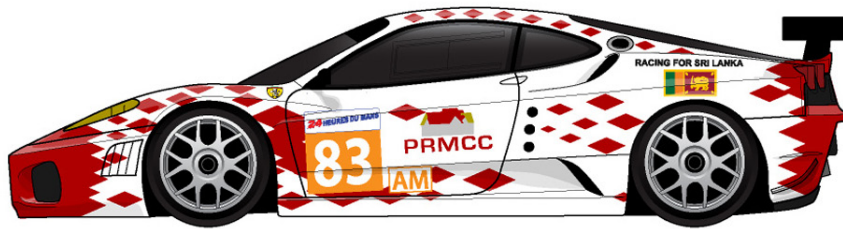


Seth Neiman (USA)
Darren Law (USA)
Spencer Pumpelly (USA)

know what not to do at this level, and is hardly short of experience.

JMB RACING

Ferrari 430 GT2



65%

JMB are not a team short of experience at this level and bring their F430 for single

seater driver Marroc, ex Hexis GT3 and Kolles Audi man Rodrigues and Jean-Marc Mena-

83



Manuel Rodrigues (FRA)
Jean-Marc Menahem (FRA)
Nicolas Marroc (FRA)

hem. These guys should know how to bring a car home.

A massive thanks to Andy Blackmore, who provided the fantastic drawings in this guide. Please respect his hard work and remember that all the art is copyrighted.

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NEXT ISSUE: LEMANS

Look out for our massive Le Mans review special, featuring reports, views and our experiences as well as all the reports from the Tourist Trophy and around the wall.

Out June 25th