

Le Mans 24 Hours

Public Relations and Media
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Four Porsche 911 GT3 RSR amongst the top eight

Stuttgart. Last year's winners narrowly missed out on the podium at the 79th running of the long distance classic. After 24 hours, the Felbermayr-Proton team with Porsche works drivers Marc Lieb (Germany), Richard Lietz (Austria) and Wolf Henzler (Germany) received the flag as fourth in the GTE Pro sports car class. The French IMSA Performance Matmut squad clinched fifth place ahead of Flying Lizard Motorsports from the USA. The 911 of the Belgian ProSpeed Competition team crossed the finish line at the Le Mans 24 Hours in eighth. In the GTE Am class, where only one professional race driver is permitted per vehicle and only last year's vehicles are eligible to race, the French Larbre Competition team celebrated second place with the 911 GT3 RSR.

Hartmut Kristen, Head of Porsche Motorsport: "All of our teams took off into the race well prepared. Under the most difficult circumstances, the Porsche 911 GT3 RSR proved to be enormously durable and reliable. Unfortunately our teams had to cope with two accidents. You could clearly see the performance differences that are a direct result of the current Balance of Performance ratings. Unfortunately the fastest 911 GT3 RSR were affected by the phenomenon that they couldn't turn the number of laps per set of tyres that were calculated which meant some extra pit stops for tyre changes. Under these conditions we can be satisfied with the results – especially in the GTE Am class where our team claimed a spot on the podium. I congratulate all the teams, drivers and partners who have contributed to this good result."

Like in 2010, the best-placed Porsche crew put in a brilliant drive with high reliability in all areas. Drivers Marc Lieb, Richard Lietz and Wolf Henzler drove an immaculate race that was punctuated by many accidents and safety car phases. Only in the early stages of the race, the team lost more than one lap, first at the red light on the exit of the pitlane, then due to tyre damage which also required repairs to the car body. Other than that, the blue 911 GT3 RSR only came into the pits for tyre changes and refuelling. Under the leadership of team boss Christian Ried, the pit crew of the Felbermayr-Proton team again shone with very fast pit stops.

Porsche works driver Patrick Pilet (France) also lost time in the jam at the red light of the pitlane exit. Shortly before midnight, Pilet and his driver colleagues, team owner Raymond Narac and his French compatriot Nicolas Armindo were ranking eighth in the GTE Pro class. With consistent lap times and a perfectly-running 911, the trio with the two seasoned Le Mans campaigners Pilet and Narac and the 24 hour rookie Armindo fought their way up to fifth place.

The pilots of Flying Lizard Motorsports can look back on a lively marathon. In the opening phase of the race, the set-up was not perfect, and they also had to contend with tyre damage. For a while, works drivers Joerg Bergmeister (Germany) and Patrick Long (USA) as well as Lucas Luhr (Germany) held a promising fourth place, only to fall back to eighth with technical problems. After a difficult race, the trio were satisfied to finally bring home sixth place.

Fight to the finish – that was also the motto of the Belgian squad. Works driver Marco Holzer (Germany), Belgium's Marc Goossens and Jaap van Lagen from the Netherlands had all but worked their way nearly into the lead after the first third of the race but finally finished in eighth place after losing time with two minor repair stops. The untiring mechanics of ProSpeed Competition received a very special honour: They won the "Prix ESCRA", an award that has been endowed for the 36th time to the best pit crew of the entire race.

In the GTE Am category, Larbre Competition were thrilled with second place in a 2010-spec 911 manned by the all-French line up of Christophe Bourret, Pascal Gibon und Jean-Philippe Belloc. Two 911 GT3 RSR retired after accidents that were not their fault. One of those affected was the sister car of Felbermayr-Proton. Suffering tyre damage Abdulaziz Al Faisal (Saudi Arabia) flew from the track in the fast Indianapolis corner. Luckily, Al Faisal climbed out uninjured, but the Pro-911, which he shared with Nick Tandy (Great

Britain) and Bryce Miller (USA), was so badly damaged that the team was unable to repair it. Contesting the GTE Am class, Horst Felbermayr Senior (Team Proton Competition) fell victim to an opponent at 8.00 a.m. when his 911 GT3 RSR was hit hard on the driver's side. The Austrian was transported to hospital for a medical examination.

Result Le Mans 24 Hours

GTE Pro class

1. Garcia/Milner/Beretta (E/USA/MC), Chevrolet Corvette C6 ZR1, 314 laps
2. Fisichella/Bruni/Vilander (I/I/FIN), Ferrari 458 Italia, 314
3. Priaulx/Müller/Hand (GB/D/USA), BMW M3 GT, 313
4. Lieb/Lietz/Henzler (D/A/D), Porsche 911 GT3 RSR, 312
5. Pilet/Narac/Armino (F/F/F), Porsche 911 GT3 RSR, 311
6. Bergmeister/Long/Luhr (D/USA/D), Porsche 911 GT3 RSR, 310
8. Holzer/Goossens/van Lagen (D/B/NL), Porsche 911 GT3 RSR, 293

GTE Am class

1. Gardel/Canal/Bornhauser (CH/F/F), Chevrolet Corvette C6-ZR1, 302 laps
2. Bourret/Gibon/Belloc (F/F/F), Porsche 911 GT3 RSR, 301

Facts and figures

This is the Le Mans 24 Hours

With grid line-up of 55 vehicles, the 24 Hours of Le Mans consists of two different sports car categories: sports prototypes and modified standard sports cars. The technical regulations of the European Le Mans Series (LMS) and the American Le Mans Series (ALMS) correspond to those of the 24 hour race. All race cars start together in Le Mans; there is an overall classification and a classification for individual classes.

The four classes in Le Mans:

GTE Pro class: The most popular class of car manufacturers (formerly run as the GT2 class) is traditionally the best supported: Modified sports cars with up to 500 hp and a minimum weight of 1,245 kilograms.

GTE Am class: Like the GTE-Pro, but with the 2010-vehicle specifications. Moreover, the regulations stipulate that each vehicle must have one professional driver at the most.

LMP1 class: Sports prototypes with up to 550 hp and a 900 kilogram minimum weight.

LMP2 class: Sports prototypes of around 440 hp, GT-class homologated engines and a 900 kg minimum weight.

Please note: Images of the 24 Hours of Le Mans are available for accredited journalists from the Porsche Press Database under the internet address <https://presse.porsche.de>. On this website you can also activate the Porsche Motorsport SMS Info Service to receive the latest news and information from race tracks around the world via text messages.

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