

Communiqué n° 7

13/06/2005 12h00

20h - 22h

- Nearing the end of Hour Four, the top of the field was Audi (No. 3), Dallara (No. 18), Audi (No. 4), Audi (No. 2).
- No. 30 Kruse Motorsport Courage Judd, American Tim Mullen at the wheel, lead the LMP2 Class, 14th overall, and in GT1, Pedro Lamy was in front in No. 58 Aston. The GT2 class leader was the two-time Le Mans-winning No. 90 White Lightning Racing Porsche team, with Timo Bernhard driving.
- LMP1
No. 3 Champion Audi, Werner
No. 4 Audi Playstation Team Oreca Audi, Ortelli
No. 18 Rollcentre Dallara Judd, Short
- LMP2
No. 30 Kruse Motorsport Courage Judd, Mullen
No. 32 Intersport Lola AER, Hancock
No. 36 Belmondo Courage Ford, Gosselin
- GT1
No. 58 Aston Martin DBR9, Lamy
No. 63 Corvette C6-R, Papis
No. 64 Corvette C6-R, Magnussen
- GT2
No. 90 White Lightning Racing Porsche 911 GT3 RSR, Bernhard
No. 71 Alex Job Porsche 911 GT3 RSR, Rockenfeller
No. 76 Raymond Narac Porsche 911 GT3 RSR, Dumas
- Coming into the 5th hour, fast laps were talking thick and fast, notably Ortelli in the No. 4 Audi Playstation Team Oreca Audi, laying down a blistering 3:42.862, and Hancock in the No. 32 Intersport Lola AER with a 3:53.302.
- Not long after, the No. 17 Pescarolo Judd in Hélyary's capable hands set the fastest lap overall at 3:37.120. Both Hélyary and Hignett in the No. 9 Team Jota-Zytek Engineering Zytek seemed to be on a tear, racking up additional fast laps in rapid succession.
- Running fastest were the No. 4 and No. 2 Audi R8s, in third and fourth place respectively, foreshadowing possible position changes in the not

too distant future.

- The No. 18 Rollcentre Dallara Judd got a new driver when Martin Short pitted. Vanina Ickx climbed in, but the pit stop was lengthy and dropped the No. 18 car to third position as Ortelli raced past. Moments later, the No. 2 Champion Audi with McNish at the wheel also swept past, giving Audi the top three spots. Sounds
- The RML team confirmed that the No. 25 RML Lola MG, still in the pits after 25 minutes, was experiencing electrical problems. In the GT1 class, Lamy made a routine pit stop in the No. 58 Aston Martin and re-emerged still in the class lead.
- The No. 52 BMS Scuderia Italia Ferrari 550 Maranello spun into a barrier and had to return to the pits with a left front puncture and some crushed bodywork. Rolled into the garage at about the same time was the No. 85 Spyker C8 Spyder reportedly suffering steering problems.
- Quizzed about the No. 16 Pescarolo Judd, Eric Comas had this to say about the car's performance thus far, "The car is excellent with laps under 3m40s, but we're handicapped due to the early gearbox problem we had."
- In the Dome Racing pits, John Bosch commented that the drivers were still doing two stints and that maybe they would switch to three when the temperatures drop. "No problems, car is running fine," he added.
- No. 23 Gerard Welter WR spun at the Ford Chicane but was pushed back onto the track as the leading No. 3 Audi came into the pits for a routine stop and driver change. Tom Kristensen took the wheel and the car remained in first place.
- To the delight of French fans, Sebastien Loeb began his first stint in the No. 17 Pescarolo Judd, relieving Eric Helary and was immediately on the pace, recording a lap of 3'44.205 very early in his stint – a time that would bear comparison with those being turned by Ortelli in the second-placed Oreca Playstation Audi
- The standings at the end of the hour were:
- LMP1
No. 3 Champion Audi – Kristensen
No. 4 Audi Playstation Team Oreca Audi – Ortelli
No. 2 Champion Audi - McNish
- LMP2
No. 30 Kruse Motorsport Courage Judd – Mullen

- No. 32 Intersport Lola AER – Hancock
- No. 36 Belmondo Courage Ford - Ojjeh
- GT1
 - No. 58 Aston Martin DBR9 – Lamy
 - No. 63 Corvette C6-R – Papis
 - No. 64 Corvette C6-R - Magnussen
- GT2
 - No. 90 White Lightning Racing Porsche 911 GT3 RSR – Bergmeister
 - No. 71 Alex Job Porsche 911 GT3 RSR – Lieb
 - No. 76 Raymond Narac Porsche 911 GT3 RSR - Narac
- Helary reported brake problems in the No. 17 Pescaloro. His recommendation for Loeb: “He should not brake hard in the slow corners.”
- Things were a bit grim in the Chamberlain-Synergy pits as the No. 39 Lola AER was officially retired at 20:45. The car had experienced an oil leak and a fire very early in the race.
- Marco Werner, driver of the No. 2 Audi said, “It’s more difficult than in other years, we’ve missed overtaking on the corners, they (the Pescaloros) are about 15 km/h faster than us on the straights.” Vanina Ickx had a routine pit stop while co-driver and team owner Martin Short talked about the car’s handling. “As the effect of the power steering wears down, you’re having to work it.”
- The GT1 leader, Aston Martin No. 58 made its routine pit stop and wound up behind the No. 63 Corvette being driven by Max Papis. As we’ve seen in the past, the Corvette team has been very efficient with their pit stops during the race - invaluable in an endurance.
- Oversteering got Ortelli’s No. 4 Oreca Audi into trouble at Tertre Rouge, sending it into the gravel. Another one in the kitty litter, this time at the Playstation Chicane, was Vanina Ickx in the No. 18 Rollcentre Dallara Judd, who needed a push to get rolling again.
- Ron Fellows took over for Max Papis, as the No. 63 Corvette was fuelled and put in tyres.
- Word from the pits was that the No. 58 Aston Martin’s unfortunately long pit stop was due to an overheated engine.
- The GT2 class had a nice battle going at one point with only 19.4 seconds separating the leader, Rockenfeller in the Alex Job No. 71 Porsche, from Long in the No. 90 White Lightning Racing Porsche.

- The heat has been a major negative factor all day as drivers complained of breathing hot air (so said Aston's Tomas Enge) and suffering burned feet from the sizzling bulkheads (said of the Panoz drivers).
- Stop and go penalties plagued the No. 92 Cirtek Motorsport Ferrari and the No. 69 JMB Ferrari 575 GTC cars. This was the second offense for the 69 car, resulting in a three-minute stop this time.
- Sharp eyes noted that Citroen has been benefitting from some extra media coverage because Sebastien Loeb's in-car camera is displaying his WRC rally driving gloves with the Citroen logo on them!
- At the end of the sixth hour, the standings were as follows:
- LMP1
 - No. 3 Champion Audi - Kristensen
 - No. 2 Champion Audi - Biela
 - No. 5 Jim Gainer International Dome-Mugen - Michigami
- LMP2
 - No. 32 Intersport Lola AER
 - No. 36 Belmondo Courage Ford – Sharpe
 - No. 30 Kruse Motorsport Courage Judd
- GT1
 - No. 63 Corvette C6-R – Fellows
 - No. 58 Aston Martin DBR9 – Kox
 - No. 64 Corvette C6-R - Gavin
- GT2
 - No. 71 Alex Job Porsche 911 GT3 RSR – Rockenfeller
 - No. 90 White Lightning Racing Porsche 911 GT3 RSR – Long
 - No. 76 Raymond Narac Porsche 911 GT3 RSR - Dumez