



GOLD ~~Access~~

09h - 11h

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Sunday 18 june 2006

09H - 11H



24 HEURES DU MANS®
17-18 JUIN 2006

Partenaires "Privilège" des **24 HEURES DU MANS** 2006





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Sunday 18 june 2006

dimanche 18 juin 2006 - 09h08

> COULD THE WEATHER SPRING ANOTHER SURPRISE?



When the sun rose, the skies were clear and it appeared that Sunday would be as cloudless and hot as Saturday. By contrast, the local weather forecast suggested that there may be rain later this afternoon. It looked hard to believe in the early morning; even so, it could become a problem and the teams were clearly thinking about it.

When asked about rain, and the potential impact on the race, Tomas Enge, driver of the No.007 Aston Martin Racing DBR9 said: "If it rains hard, there is the danger of aquaplaning, so let's pray for no rain."

We also spoke to Dan Binks, Chief Mechanic for the No.63 Corvette Racing C6.R, for his perspective: "I really hope there's no rain; it just gets the cars all dirty and we have to clean them up tonight to ship them home tomorrow. It's hard to get everything dry, and even rust becomes a problem."

Speaking about his latest spell in the Aston Martin, Tomas Enge went on to say: "I did a double stint, and so did the tyres. The car was very well balanced throughout the night, very pleasant to drive. Towards the end of my stint, the tyres had lost a lot of grip, and cornering was becoming difficult.

"At one point, when the sun was rising, I found myself behind a prototype which was leaking oil. I ended up not seeing much through the windscreen, with the sun and the oil smears. I came into the pits to have the windscreen cleaned, but that made things even worse! We were trying hard to catch the Corvette in front of us, but now we're going to slow the pace a bit, but we still want to keep enough distance ahead of the No.72 Corvette."

dimanche 18 juin 2006 - 09h44

> COMMENTS FROM HENRI PESCAROLO



Henri Pescarolo, the Team Manager of Pescarolo Sport, told us: "From the start, we saw that the Audis were going very fast, and we knew we couldn't equal their performance. So we are running our own race and going as fast as we can. We've tried to keep in touch with them."

"We and Audi have both had our spells of bad luck, we had our No.16 car, they had their No.7 car. Now, we are just waiting and hoping for their next failure! We know we can't beat them on performance, so are now waiting for a bit of luck. Our drivers are in good spirits and happy to be here."

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Audi



ROLEX



Shell V-Power





dimanche 18 juin 2006 - 09h56

> OIL CAUSES ANOTHER SAFETY CAR PERIOD

The No.76 IMSA Performance Matmut Porsche 911 GT3 RSR developed an oil leak; unfortunately, almost half the lap remained, and oil was liberally spread over the track.



To allow the marshals to clean up the mess in safety, the safety car was deployed at 09:45. As the track required attention from the Mulsanne corner all the way to Indianapolis, and again through the Porsche curves, it was almost fifteen minutes later when the safety car pulled off and released the field again.

One team which welcomed the intervention was the No.24 Binnie Motorsport Lola ZYTEK; almost ten minutes before the safety car came out, they had made a routine stop. At least, it was routine until it came time to leave, when the car refused to start. The starter motor had locked up, and the team were unable to free it; the car was wheeled into the garage for repairs.

dimanche 18 juin 2006 - 10h24

> SAFETY CAR COMES IN AND CHAMBERLAIN-SYNERGY HITS TROUBLE



At 09:58 the safety car came in and racing began again. No.76 IMSA Performance Matmut Porsche 911 GT3 RSR went into its garage for work on the gearbox.

When the safety car came in, the two Pescarolo Judd cars were right with the No.8 Audi Sport Team Joest R10 driven by Marco Werner. Much to the relief of the Audi team, Werner pulled clear of the two Pescarolos. Then the No.17 Pescarolo Sport Judd overshot the Michelin Chicane and took to the escape road.

At 10:08 the No.83 Seikel Motorsport Porsche 911 GT3 RSR 83 Porsche was leading GT2 by 7 laps, due at least in part to its ability to run consistently faster than the other GT2 cars. It has been an amazing weekend for the team; they only squeezed into the race after the Icer Brakes Ferrari was forced to withdraw prior to the Test day.

The car itself had been assembled from second hand parts taken from two other cars. However between Test day and Race weekend many new parts were fitted. The Porsche 911 GT3 RSR has proved to have a weakness as far as drive shafts are concerned in recent races; so far, the No.83 has been immune to such problems.

No.22 Rollcentre Racing Radical Judd was back in the pits yet again, the latest visit to have the clutch changed.

Finally the No.39 Chamberlain-Synergy Lola AER came to a halt out on the circuit with no drive; this has been a troublesome weekend for the team, and they were not optimistic about the car making it back to the pits. A minute or two later the No.32 Barazi Epsilon Courage AER also ground to a halt at Indianapolis.

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Audi ROLEX

