

THE

PETIT LE MANS • 2009 • NEWS FROM THE AMERICAN LE MANS SERIES

ALLEY

Audi returns to take on Peugeot • Acura welcomes chance for Sebring Revenge

REMATCH



Racing Green



FAMILY MATTERS



REMATCH

Audi returns to take on Peugeot • Acura welcomes chance for Sebring Revenge



If 'revenge is a dish best served cold,' the caterers will be busy here at Road Atlanta for the 2009 running of the Petit Le Mans.

Having seen their string of eight victories in the past nine years at the 24 Hours of Le Mans snapped by a strong Peugeot squad, Audi returns to the 2.54 mile circuit seeking to re-establish their position as masters of the sports car universe by scoring a 10th consecutive win in one of North America's premier events.

For Peugeot, the memories of a narrow defeat at the hands of Audi here last fall and a disappointing 2009 American Le Mans Series season opener at Sebring helped propel them to a great victory at Le Mans and prepare them for a rematch here at Road Atlanta.

A victory would prove that the French team has displaced Audi at the top.

The 10 hour/1,000 mile contest here in the red clay hills of northern Georgia is the rubber match in just three 2009 contests between the turbo-diesel squads.



However, they are not alone.

The victims of various problems in their debut at Sebring, the radical, wide tire Acura LMP1 prototypes have spent the past six months of the 2009 ALMS season in a tight intramural

battle. Having continued their development and gained reliability, both Acuras are adding firepower for the rematch here at Petit Le Mans.



Dario Franchitti (pictured left) rejoins the championship leading Patrón Highcroft Racing Acura of David Brabham and Scott Sharp, while Scott Dixon (pictured above), the shock winner of the pole at Sebring, is back in

the frame at de Ferran with Simon Pagenaud and Gil de Ferran.

Although the long straightaways at Road Atlanta should favor their diesel rivals, the Acuras see this as a great benchmarking opportunity in charting their progress.

The Corsa Zytek hybrid, Intersport Lola, the new Drayson Racing Lola and the visiting French Oreca Courage squad are also poised to deliver an upset.

The LMP1 class is not the only class with rematches looking at Petit Le Mans.

After a five-win streak in mid-season, the Flying Lizard Porsches are looking to regain their form after defeats at the hands of newcomers BMW at Road America and Corvette at Mosport, as the Sebring and Le Mans GT2 champion Risi Ferrari fights to extend their championship battle.

Enjoy the feast.



Racing Green



A funny thing is happening in the race to “green.” A race, or more accurately, ‘a race within the race’ has broken out at every American Le Mans Series event in 2009.

Nineteen months after the U.S. Department of Energy, Environmental Protection Agency and SAE International named the American Le Mans Series as the first “green racing” series in America it remains the first, and only such series.

Moreover, the MICHELIN® GREEN X® Challenge, with a formula developed by the Argonne National Labs to measure over 30 measures of performance, energy use, emissions and environmental impact has quickly become the premier green competition not only here in the ALMS, but also at the 24 Hours of Le Mans and at the European Le Mans Series.

Through the first eight races of the 2009 ALMS season, six of the overall

race winners were also the MICHELIN® GREEN X® Challenge Prototype category winners. No winner has finished lower than third in its category. In the hotly contested GT category, Corvette, Porsche and BMW have all claimed honors.

The competition, and the results, should come as no surprise. The reason, quite simply is that efficiency wins. The more efficient a car’s aerodynamics, handling, engine performance, energy source, tires and race strategy, the better it does not only in the ALMS race but also in the ‘race within the race.’

With new federal standards mandating 35 miles per gallon mileage for passenger cars by 2015, the freedom and diversity of the ALMS rules, like those at Le Mans, provide manufacturers with the most attractive opportunity to develop and showcase relevant new technologies and energy forms.

Recently, BMW and Jaguar have entered American Le Mans Series competition and Corvette has made an exciting new entry into the GT2 category as manufacturers accelerate the push to race what they sell.

Recent reports suggest that other manufacturers, including Toyota, may soon be developing hybrid powered entries. New fuel types are also under active consideration.

Meanwhile, the five tire makers competing in the ALMS are heavily focused on reducing rolling resistance that accounts for nearly 20 percent of a vehicle’s energy use.

Here at Petit Le Mans, the manufacturers and teams look at Petit Le Mans and the MICHELIN® GREEN X® Challenge with the goal to win both. Winning two major awards at one event is very efficient.

FAMILY MATTERS

Greg Pickett, had a problem, actually two problems. The Trans Am series ace had his hands full on the race track fighting off the challenge of a talented young driver from Connecticut named Scott Sharp who was eager to take away his title. And, that was the easy part.

The tough part was that Sharp was interested in dating Pickett's daughter, Kim, and...and... and... she liked him!

Sharp ultimately won Kim's hand and a healthy share of races and that would be the end of the story except that it is not. It was really just the beginning.

For as the American Le Mans Series teams gather at

Road Atlanta, both are still racing.

After a long break between their Trans-Am battles, Sharp and Pickett are now competing again, this time armed with far more high tech machinery.

The son-in-law vs. father-in-law contest is now being waged with some of the most high-tech sports prototype machines ever produced - the unique Acura ARX-02a LMP1 prototype and the giant-killing Porsche RS Spyder LMP2 car.

While Sharp and partner David Brabham lead the 2009 LMP1 points battle for Patrón Highcroft Racing, Pickett and his German co-driver Klaus Graf have been turning heads with two LMP2 class podium finishes in their only 2009 race starts at Mid-Ohio and Road America for the Muscle Milk Team CytoSport squad.

The Sharp and Pickett family reunion will return to Road Atlanta in Georgia this week for one of the toughest events on the schedule, the

2009 1000 mile / 10 hour Petit Le Mans.

"It has been great to be racing against Greg again," Sharp said. "In the two races so far, we haven't really come up against each other on track but back in the Trans-Am days we used to have some fantastic battles."

Both men have outstanding Trans-Am records. Sharp is a two-time championship winner while fellow championship winner Pickett is the only man to have won Trans-Am races in four separate decades.

"I remember when Kim and I first started dating that Greg wasn't overly impressed at the time," Sharp said. "That led to some funny moments out on track, some pretty tough battles and some interesting discussions around the dinner table!"

Like their dad, Scott Sharp's children are now getting the chance to come to the track to see their father in action. But now, it is an added bonus, the Sharp

children get to see both dad and grandpa do battle.

"The Porsche RS Spyder is certainly the best car I've ever driven and while we are out there to win, the most important thing for me and the Team CytoSport Muscle Milk squad is to have fun," Pickett said.

"And for me, there is nothing more fun than being able to get the family together at the end of the day in the motorhome, relive the day and have a few laughs.

"It was pretty cool at 62-years-old to be taking part in the podium ceremonies with my son-in-law and have my grandkids hanging around wanting to carry our trophies back to the truck."



DIJY ANO

Did you know?



► Dyson Racing's Chris Dyson will make his 66th consecutive ALMS start this weekend at Petit Le Mans. He currently is the leader for consecutive ALMS starts.



► One of our favorite quotes from the 2008 ALMS season came here at Petit Le Mans when lead press room security officer, Rex Mizer, summarized the 1,000 mile race by noting the parade of winners to the interview room, "If you aren't wearing a blue (Michelin) hat, you didn't win anything."

MAJOR FORCE



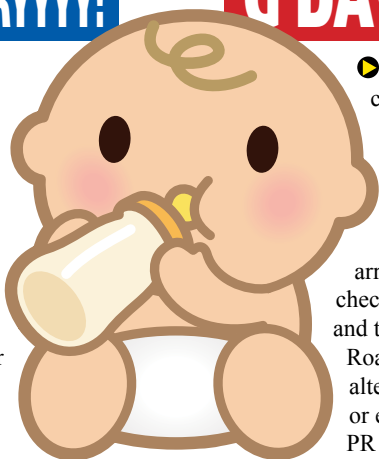
► Tiger Woods earned his reputation as the world's greatest golfer by winning the majors, 14 of them so far. While Woods came close to extending that record this year, the popular Houston-based Risi Competizione Ferrari team is indeed winning the sports car majors. The Risi team and drivers Jaime Melo, Pierre Kaffer and Mika Salo have captured GT2 class wins in the last four consecutive "majors". The Risi team started their current streak by winning the 2008 running of the 24 Hours of Le Mans and followed that up with a win here at Petit Le Mans. The Ferrari red rocket then opened the 2009 ALMS season with a victory in the 12 Hours of Sebring. Number 4 came in June when they returned to Le Mans and successfully defended the GT2 title. A win here at Petit would run that streak to five majors in a row, and even Tiger would envy that.

DAD, CAN I KEEP IT?

► Speaking of Pierre Kaffer, his racing start is interesting. "There wasn't one event that made me realize I wanted to be involved in racing," said Kaffer. "There was a small go kart shop in our village near the Nürburgring in Germany and I got the chance to drive a rental kart. I then saved up all my money, went to my parents and told them I'd bought a kart; it was sitting in our garage and we had no clue how to run it! Luckily, my father got interested so I started to do some races. I never thought about a professional career at that stage - I just did it for fun. I was 12 or 13 years of age. Then someone asked me to do a Formula Ford test and that was it, I didn't look back."

HUUURRRRRRYYY!

► Jan Magnussen has turned in many great drives, including the first victory for the new GT2 Corvette at Mosport, but his best drive may have been the ride home from a Danish touring car race last month. His wife, Christina, went into labor 90 minutes from the hospital. As usual, Jan delivered a great drive and made it to the hospital just in time for Christina and their new son, Luca.



G'DAY Y'ALL!

► Australian communications and design ace Paul Ryan and his lovely Georgia native wife, Jen, are the proud parents of Cooper James Ryan who conveniently arrived between the checkered flag at Mosport and the green flag here at Road Atlanta. Now looking alternatively excited, puzzled or exhausted, Paul handles PR for the Patrón Highcroft team and helps design The Alley. We are trying to find out whether there is any truth to the rumor that Paul's wife agreed to naming their first child after Sir Jack Brabham's Cooper Climax T-51 world championship winning car and Paul's favorite Australian beer, Cooper's Pale Ale?



JAGUAR

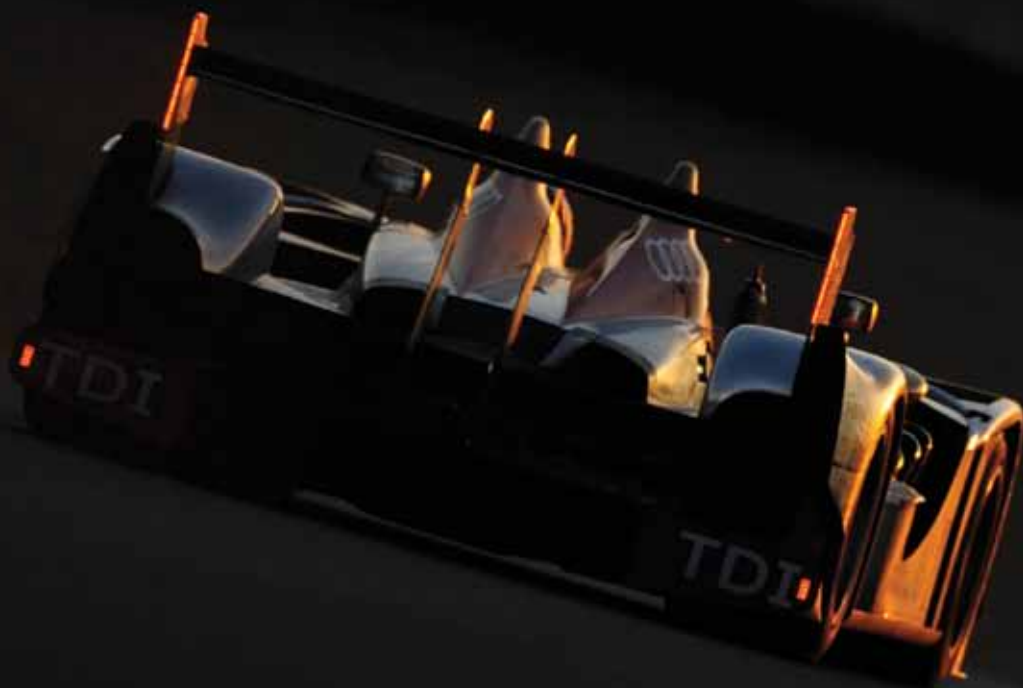
JAG-YOU-ARE-HERE

► Petit Le Mans is the stage for the long awaited debut of the latest GT2 entry, the Rocketsports Jaguar XKR. While the official announcements came after our deadline, insiders expect a high-powered driver line-up from team owner, former Trans-Am champion Paul Gentilozzi. For the benefit of all y'all here at Road Atlanta, the British media remind us to pronounce Jaguar with three syllables. Kind of like Bill Elliott saying, "Ford".

THE ALLEY

DIJY ANO

Did you know?



UNDER THE COVER OF DARKNESS



It's one of the most unique environments sportscar teams willfully embrace, and for drivers, it presents a challenge unlike anything else they encounter.

Twelve months ago, one driver in particular used his skills and affinity for hunting at night to produce one of the most remarkable performances in American Le Mans Series history.

"There's quite a huge challenge in racing at night," said Allan McNish, and as we saw at Petit last year, races are won and lost by your speed in the dark.

Learning and adjusting to racing under the cover of darkness is an education all by itself, according to McNish.

"When I first drove at night I remember it was in Spa and it was an endurance

test for Le Mans. I arrived, did my run in the light, went to the hotel, and came back about 1:30 am for the next stint.

"When I arrived back, I saw Hans Stuck actually coming out of the hairpin going down through Eau Rouge and blasting off up towards Les Combes and he looked as if he was going 500 miles an hour. He just looked so fast because without the daylight, you had no perspective of anything around you."

With years of experience under their belts, McNish and teammate Dindo Capello will use their night driving expertise to keep their Audi R15 TDI on the limit once darkness falls.

"One of the main adjustments we'll make when we're driving in the darkness is just to be very specific,"

continued McNish. "You've got to be inch-perfect. You don't have that extra little bit of latitude to run a bit wider or over a curb. And it's a very tricky balance to maintain the performance.

"However, saying that, you have to be a little bit quicker or at least as quick at night when you put on Michelin's softer tire compounds – because the track temperature drops a lot when it gets dark and also there's more air density so the engines breathe better.

"So if you're probably 1/10th slower in the daylight, you're able to be 2 or 3/10ths quicker at least at night because of the softer compounds."

McNish's sights will be set on a repeat of his come from behind win last year, even if it means pushing his R15 TDI into the trance-like

zone he found at Petit in 2008.

"I think one of the most aggressive night races I can remember that I've ever participated in obviously was at Petit last year when it came down to the last 45 minutes," said McNish.

"All the leading contenders in the LMP1 and LMP2 classes were effectively doing qualifying laps to get to the checkered flag first.

"And that was a heck of a lot of fun, I have to say, because you had all the atmosphere of the event around and about, you could see the bonfires and the barbecues and lights and different bits and things going on, but you were knuckling down to make sure that every lap was an absolute rocking and rolling lap.

"It will be hard to top."

PETIT LE MANS 2009 SCHEDULE

ROAD ATLANTA FRIDAY

7:40 am - 8:05 am	Qual - Skip Barber National
8:15 am - 8:45 am	Practice - VW Jetta TDI Cup
9:00 am - 10:00 am	Practice - ALMS (All Classes)
10:10 am - 11:10 am	SPEED Touring Race
11:25 am - 11:55 am	Skip Barber National Race
12:10 pm - 12:40 pm	IMSA Lites Race
1:25 pm - 2:10 pm	Atlantic Championship Race
2:25 pm - 2:50 pm	Qual - ALMS (GT2)
2:55 pm - 3:20 pm	Qual - ALMS (LMP1 / LMP2)
3:35 pm - 4:05 pm	Patrón GT3 Challenge Race
4:15 pm - 5:15 pm	SPEED GT Race
5:30 pm - 6:15 pm	Star Mazda Race
6:30 pm - 7:00 pm	Qual - Volkswagen Jetta TDI

ROAD ATLANTA SATURDAY

8:15 am - 8:40 am	Warm Up - ALMS
9:00 am - 9:30 am	Volkswagen Jetta TDI Race
11:15 am	Petit Le Mans Powered by Mazda 6 (Round 9) - 1,000 miles or 10 hours



QUAL RECORDS

Class	Driver, Car	Time	Date
LMP1	Stephane Sarrazin, Peugeot 908	1:06.242	Oct 2008
LMP2	Ryan Briscoe, Porsche RS Spyder	1:07.061	Oct 2008
GT2	Jaime Melo, Ferrari 430 Berlinetta GT	1:19.399	Oct 2008

2008 RESULTS

Class	Drivers - Team
LMP1	Allan McNish/Dindo Capello/Emanuele Pirro - Audi Sport North America
LMP2	Helio Castroneves/Ryan Briscoe - Penske Racing
GT2	Jaime Melo/Mika Salo - Risi Competizione

THOSE WERE THE DAYS



SPEEDtv.com's Marshall Pruett spent the first half of 2009 building a new fan site dedicated to the IMSA GTP series, and in honor of this weekend's Petit Le Mans, has brought back a number of GTP races from Road Atlanta's past.

With race broadcasts from the 1986, 1990, 1992 and 1993 events, many hours of sportscar's glorious past are now available for viewing.

"You can draw a straight line from the uncompromising, high-tech cars of the GTP era to the same incredible level of competition today in the American Le Mans Series. As the ALMS continues to build its rich history, we're delighted to spotlight the cars and competitors from its past - many of whom are still officiating or racing in the Series today."

Learn more about the site at www.grandtouringprototype.com

2009 ALMS POINTS

Driver	Manufacturer	Points
LMP1 POINTS		
David Brabham	Acura	142
Scott Sharp	Acura	142
Gil de Ferran	Acura	125
Simon Pagenaud	Acura	125
Jon Field	Lola	89
Clint Field	Lola	89
Stefan Johansson	Zytek	43
Johnny Mowlem	Zytek	43
LMP2 POINTS		
Adrian Fernandez	Acura	166
Louis Diaz	Acura	166
Butch Leitzinger	Mazda	107
Marino Franchitti	Mazda	107
Chris Dyson	Mazda	55
Guy Smith	Mazda	55
Greg Pickett	Porsche	29
Klaus Graf	Porsche	29
GT2 POINTS		
Jörg Bergmeister	Porsche	138
Patrick Long	Porsche	138
Jaime Melo	Ferrari	107
Pierre Kaffer	Ferrari	107
Dominik Farnbacher	Panoz	68
Ian James	Panoz	68
Dirk Müller	BMW	63
Tommy Milner	BMW	63
Wolf Henzler	Porsche	61

2009 FAN FAVORITES



World Class



AUDI
1
2
 Luhr/Werner Michelin
 Capello/McNish
 Audi Sport North America • Audi R15 TDI



PORSCHE
6
 Pickett/Graf/Maassen Michelin
 Team Cytosport • Porsche RS Spyder



PANOZ
21
 Farnbacher/James Yokohama
 Panoz Team PTG • Panoz Esperante GTLM



PEUGEOT
07
08
 Minassian/Lamy Michelin
 Sarrazin/Montagny
 Team Peugeot Total • Peugeot 908 HDI FAP



ACURA
15
 Fernandez/Diaz Michelin
 Lowe's Fernandez Racing • Acura ARX-01b



FORD
40
 D. Robertson/A. Robertson/ Dunlop
 Murry
 Robertson Racing, LLC • Ford GT MK 7



ACURA
9
 Brabham/Sharp/ Michelin
 D. Franchitti
 Patrón Highcroft Racing • Acura ARX-02a



MAZDA
16
20
 Dyson/Smith Michelin
 Leitzinger/M. Franchitti/Devlin
 Dyson Racing • Lola B09 86 Mazda



PORSCHE
44
45
 Law/Neiman/van Overbeek Michelin
 Bergmeister/Long
 Flying Lizard Motorsports • Porsche 911 GT3 RSR



LOLA
37
 J. Field/C. Field Dunlop
 Intersport Racing • Lola B06/10



RADICAL
19
 van der Steur/A.Pecorari/ Kumho
 R. Pecorari
 van der Steur Racing, Inc. • Radical SR9



FERRARI
62
 Melo/Kaffer/Salo Michelin
 Risi Competizione • Ferrari 430 GT



ACURA
66
 de Ferran/Pagenaud/Dixon Michelin
 de Ferran Motorsports • Acura ARX-02a



CHEVROLET
3
4
 Magnussen/O'Connell/Garcia Michelin
 Gavin/Beretta/Fassler
 Corvette Racing • Chevrolet Corvette C6.R



BMW
90
92
 Hand/Auberlen/Priaulx Dunlop
 Milner/D. Müller/J. Müller
 BMW Rahal Letterman Racing • BMW E93 M3

Michelin North America, Inc • One Parkway South, • Greenville, SC 29615 • TEL: 1-800-458-5000
 www.michelin.com • Printed in USA, September 16, 2009 • Volume 3, Issue 9
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