



Attendance record: four days at 113,000. Last year was 106,000.

Mika Salo (#62-GT2 Ferrari F430 GT) "The car was broken when I got in it! The drink system didn't work and the throttle was stuck open. One little piece of metal slid under the throttle and got stuck. Yes we won but it doesn't completely make up for the bad luck this year. We knew since the first day how quick they were. Our car worked very well and we had to work hard. It was a really nice fight. We can still be in the same room so it must be professional! I'm more scared passing other guys than them."

Jaime Melo (#62-GT2 Ferrari F430 GT) "It was really hard. After a difficult year for us, especially. To win Le Mans and Petit Le Mans is great for the whole team. It was a very difficult race. We had to move to the back of the field at one point and we had to push hard to get back on top. The car was working very well and comfortable to drive. It made it easier for us to do it. We need to say thank you to the team and Michelin has been great all season."

Wolf Henzler (#45-GT2 Porsche 911 GT3 RSR) (about their championship) "This is unbelievable. I can't describe it. Flying Lizard has tried for so many years. With the support of Jörg, the team and Porsche, we never had any issue throughout the year. We finished every race except St. Petersburg. And thanks to Michelin for the good tires. I hope we will celebrate tonight."

Joerg Bergmeister (#45-GT2 Porsche 911 GT3 RSR) (about their championship) "It's the first time for the Lizards, so it is like a first time (for me). The team was really ready to win the championship. To have it both the team and driver makes it doubly special. We always finished on the podium other than St. Petersburg. The competition was the strongest this year with the Ferraris. Porsche did a great job over the winter developing the car and providing upgrades. They made this happen. I think we were pretty evenly matched this year with the Ferraris."

Marc Lieb (#45-GT2 Porsche 911 GT3 RSR) "I am very happy to be a part of it. Jörg and Wolf wanted me to drive this race. It is a great honor to drive with them and for this team. We were trying for the championship and it was not easy today. The car wasn't perfect and we struggled with our setup. We had a great fight with the Ferraris and other Porsches. These guys worked really hard for the championship and it's always a great pleasure to be here."

Seth Neiman, team principle (#45-GT2 Porsche 911 GT3 RSR) "It feels great. Congratulations to Wolf, Jörg, the 45 car and all the Lizards. This feels like finally reaching the top of a very big mountain."

Johnny O'Connell (#3-GT1 Corvette C6.R) "Winning Petit Le Mans is very special. For some reason, this race has never gone our way. For Ron and I, this is our eighth Petit Le Mans and only our second win. We lost the lead on one pit stop but we got it back on the next one. We kept building gaps and I felt like we had things in hand." (on winning the Green Challenge™) "It's important for us running in cellulosic E85. To have that technology on the track is really key."

Jan Magnussen (#3-GT1 Corvette C6.R) "It's a very special win because we won the championship. The race today was hard between the two cars. We were pushing hard on the track and in the pits and everywhere. A little too hard maybe sometimes. In the first half of the race we had to push like crazy to stay ahead of the No. 4 car. And the prototypes were so fast early. It was a tough job in the daytime and nighttime both."

Ron Fellows (#3-GT1 Corvette C6.R) "I'm glad I could help. Having come here for the first time in 1999 with the Corvettes, Petit Le Mans has become such a big deal. It's great to see the continued growth. It's awesome to be a part of. To see this kind of growth is phenomenal. It was a huge thrill to come here. I've always enjoyed the place. You have to thank Don Panoz and the effort he has put in to make such a great showplace." (on the coming back next year) "I have to have the annual family discussion (to see if I'm coming back)."



Steve Wesoloski, Road Racing Group Manager, Corvette Racing: "I might even get paid for finishing this season! The guys have worked hard both on and off the track. Just because no one wanted to run against us doesn't mean we don't race each other hard. Coming into the second half of the season, the main goal was to win the Green Challenge. It was a true team effort and joint effort. Working with GM Racing, Katech and Pratt & Miller, we had to make the car more efficient. It's an important part of what GM is – gas-friendly to gas-free. We have more flex fuel vehicles on the road than anyone."

Timo Bernhard (#7-P2 Porsche RS Spyder) "We couldn't expect to clinch the championship coming into the race. When I saw the No 9 car under the bridge, there was no relief. I felt bad for them but it was only one hour into the race. There was a long race ahead of us and the same could happen to us. With the traffic here, sometimes you need some luck. I really wanted to try to stay focused and bring this home."

Romain Dumas (#7-P2 Porsche RS Spyder) "The year was very special. It is an honor to win this championship again. From my point of view, this is the biggest moment for me with Porsche and the RS Spyder. The competition with Acura has not been easy. A lot of people were thinking before this race, 'What is happening with Penske?' We worked very hard during the month to increase the level of the card. The car this weekend was the quickest with a sweep in qualifying and the race."

Patrick Long (#6-P2 Porsche RS Spyder) "Fuel mileage and all the technology Porsche has put in the new engine has been a great step. With what has happened in Atlanta the last couple of weeks, it's easy to see that there are things we can do to help and give back."

Emmanuel Collard (#6-P2 Porsche RS Spyder) "It was a great weekend for Porsche. This was the target for this weekend. That is what we needed. We are quite happy with the result for Porsche and Penske."

Ryan Briscoe (#5-P2 Porsche RS Spyder) "It's my first long-distance race win. It was a great opportunity given to us for Penske and Porsche. We've been really working closely together. Hopefully that will carry over to next year. It was a great result and great for the whole team. On lap 319, the team said I was P1 overall. We needed full-course cautions throughout the race to stay on the lead lap. For sure with the strategy, the goal is to stay on the lead lap. We managed to be the sole P2 cars on the lead lap for a long time. As we saw last year, the P1 cars are quicker but we can stay with them on the lead lap."

Helio Castroneves (#5-P2 Porsche RS Spyder) "I want to thank all my friends and family. It has been a rough week but this is the place to be for me. I have to thank Roger and Tim for letting me be in the car. These guys did an incredible job. Timo and Romain did a great job, and Ryan was awesome. This is a very challenging track and very difficult. It turned out to be a great race for all three cars."

Rinaldo Capello (#1-P1 Audi AG R10/TDI) "We just had to enjoy the result. We had some big issues during the stints. Sometimes the seat wouldn't fit and I thought I had to get out because I could not continue. We fixed the insert on my first stint, and then we found something on one tire that could have been dangerous. The car on my third stint was just like it was this morning and very good. I didn't think this afternoon when it got so hot that we had a chance. This is probably the first race the Peugeot had the same fuel consumption than us. I don't know why. I think they worked on something." (about watching Allan at the end) "Sometimes it's better to be in the car. I had less tension than I had tonight. I remember Le Mans because we saw Tom spin. We didn't talk because we remembered the year before. At that moment I thought our race was gone. Sometimes you need luck. We didn't get much luck at the Le Mans Series but we had luck at Le Mans and Silverstone. It was a great season for us even though we didn't get the chance to show our real potential."



Allan McNish (#1-P1 Audi AG R10/TDI) "It was an embarrassing start. Crashing on the way to the grid is not the way you want to start. To get 16-17 people from both crews on that and get it repaired when I thought we were out, they did something I didn't think was possible. The rear suspension and all the bits and pieces on, we got back out. We were in the position to fight at the end. When they called me back in for fuel, then on the next lap for tires, and then under the last yellow we came back in for fuel and tires. That gave me an advantage I could exploit. This race belongs to the team." (about the car's development and racing against the Peugeot) "We've done a lot of development since the beginning of the year. The car we have today is subtly different. The circuit configuration was flowing and that reduced their advantage. Our experience in the Series with the regulations and knowing the other drivers and what they would do help. The shorter circuit also meant there was a shorter gap." (about this win) "No one in our team does the work to finish second. There's no question in my mind that when we got in the position at the end that I was going to do everything I could do to win this race. If it took us to the top step, then it was just desserts for the team." (about the final pass) "I got a run on Christian out of Turn 5 and he got caught up in traffic. You get one opportunity to overtake and you have to take it. I was able to dive in at seven and he couldn't get a clean line to pass me on the straight."

Emanuele Pirro (#1-P1 Audi AG R10/TDI) "It was more than a good race. Allan would not have been happy with a normal win. He had to crash the car to make it extraordinary. With team strategy and the yellows we were able to bring the car back. It was a real treat and I was pleased to share the car on this day. It really was a dream race and a lot of people deserve this race. We made some gambles and everything was done with a lot of thinking. Rebuilding the car was fantastic. There were a bunch of very, very professional people rebuilding the car in the shortest time possible." (about tire warmers) "Starting on cold tires is pretty hazardous, and my personal opinion is that we don't need that."

Lucas Luhr (#2-P1 Audi AG R10/TDI) (about the championship) "The special victories are always the first one when you are new to a manufacturer. We had some great races this year. It was very enjoyable and some results. The best thing is that we got to party after the championship! Today we have to see it from the Audi point of view. You have to give credit to the teams and the people at Ingoldstadt." ... "Sometimes when I'm coming in the pits in front of us, they were leaving behind us. All of the guys at Champion Racing were on their game."

Marco Werner (#2-P1 Audi AG R10/TDI) "This has been a very good year for us. We talked sometimes that you have to share a car and use a compromise. Everyone has a little different style. That is not the case for us; we are very equal and close together. Some races were lucky for us with yellows. Today this was a little against us. The other car had new tires and it made it difficult. We lost a lot of cars in the field and the traffic was not good for me at the end." (about the end of the race) "I wasn't so bad on braking. To come closer to the Peugeot, you needed traffic. There's not really a chance to overtake them without traffic. Our car was good under braking but the straight line speed was great on the Peugeot."

Green Challenge:

Margo Oge, Director of the Office of Transportation and Air Quality, Environmental Protection Agency "If you told me three years ago that I would be here today joining all of you in the racing community, I would have said you were out of your mind. Let's be honest. Racing has been associated with high power, fast driving and innovation in safety and performance. But we have never been able to put racing and green together. I wanted to applaud SAE, the people in my office and my colleagues from the DOE. But above all the drivers and teams who showed that you can have advanced technologies that are present in the American Le Mans Series that also provide advancements in performance ... We are facing two very severe issues in this country. We have to be self-sufficient when it comes to energy. Burning fossil fuels creates greenhouse gas emissions and have severe consequences. Our hope is that what started here introduce environmentally friendly technologies that you and I drive on a daily basis."



Bob Larsen, Center for Transportation and Research/Argonne National Lab/DOE “The scoring formulas worked the way we intended them to. There were fractions of a point separating the top three vehicles. The important point is that some people thought this was simply a fuel competition. We proved that this is not the case. It’s a historic event and I know we’re going to get better as we learn and grow. We’re happy that it worked so well.” ... “The scoring formulas worked the way we intended them to. There were fractions of a point separating the top three vehicles. The important point is that some people thought this was simply a fuel competition. We proved that this is not the case. It’s a historic event and I know we’re going to get better as we learn and grow. We’re happy that it worked so well. The key to the Green Challenge is maintaining a high average speed when you’re on the track and using your fuel very efficiently. The thing I will call your attention to is the average speed of that car was slightly faster than the car behind it. That was pretty much what we wanted. We didn’t want to make it about going slow. The formula worked just fine.”

Dave Schatt, Argonne “This is a landmark moment. The neat thing about this race and competition shows that environmental improvements can take place on the race course.”

Pat Davis, DOE “Eighty percent of the oil that we import is used for on-road vehicles. The reason we are excited about green racing is that we want to leverage the advanced technology from this series and how we can use that to decrease our dependencies on oils. It’s not a partisan issue. We are trying to make the public understand what these technologies are and how they work.”

Petit est fini. On to sunny California for one more legendary Laguna event.