



PESCAROLO SPORT

PRESS KIT



**PESCAROLO SPORT:
SO THAT THE LEGEND CONTINUES TO THRIVE**

**GOING FOR GOLD IN THE LE MANS 24 HOURS,
THE WORLD'S GREATEST MOTOR RACING LEGEND...
TO WIN THE LE MANS 24 HOURS IS THE DREAM OF ALL
DRIVERS, MOTOR MANUFACTURERS AND SPONSORS.
MANY SPEND THEIR ENTIRE LIVES IN PURSUIT
OF THIS GOAL.**

Like the conquest of Everest or the rounding of Cape Horn, the quest for success at Le Mans is an all-consuming, near-inaccessible undertaking that offers itself to nobody without a fight. It resists, fights back and aggresses all those who dare pick up the gauntlet. The ill prepared, those with even the most slightly flawed strategies, those without the necessary staying power are all doomed to failure. The others, those who survive the night and come through the countless potential pitfalls unscathed to finish on the podium have a year to soak up the glory. A full twelve months to savour the finest accolade motor racing can offer.

Henri Pescarolo's four outright Le Mans wins have brought him the most treasured honours and most profound joys of his career. In no fewer than thirty-three starts, the French driver has covered close to 150,000 km round this unique circuit whose every corner and every metre he knows intimately. Since 1996, he has had the privilege of putting his long experience of endurance racing to the service of other teams, sharing his cars with young drivers who have gone on to play leading roles - literally - at Le Mans. In 1999, he broke new ground by entering a car in his own name.



Each time, thanks to a combination of slick organisation and the contribution of personally selected, skilled professionals, the team has finished inside the top ten, an exploit that is the envy of many major manufacturers and factory teams...

Today, after having driven so many times through the world's longest night, after having seen the sun rise so often over the Hunaudières straight and after having contributed to the success of so many prestigious teams, Henri Pescarolo believes the time has come to take up a fresh challenge. To this end, he has decided to put his experience, success and analytical skills to the service of his own team, PESCAROLO SPORT, which officially saw the light of day at the beginning of 2000.

For once, the Frenchman's celebrated green helmet will not be seen on the grid of the French endurance classic. However, the colour that will forever be associated with his glittering career has been chosen as the design theme of the C52-Peugeot that will be seen this year at Le Mans.

Pescarolo's absence from June's race does not however mean that the four-times Le Mans winner has elected to hang up his helmet and overalls for good. On the contrary, he has already done much of the engine development driving with the Courage C52-Peugeot and is planning to compete himself in other selected events.

For Henri, PESCAROLO SPORT represents a brand new challenge that he is looking forward to sharing with all his partners - longstanding and new - so that the Pescarolo legend may continue to thrive.



PEUGEOT BACKING FOR PESCAROLO SPORT

The news that PEUGEOT will support PESCAROLO SPORT was officially announced in February 2000.

The recently-formed team will use the French manufacturer's **ES9 J4S V6 engine** to power its **COURAGE C52 chassis**. Development of the block that is used by the Peugeot 607 will be undertaken by French tuning specialist SODEMO.

Drawn by Henri Pescarolo's endurance racing experience and convinced of the potential of its new engine, PEUGEOT has not hesitated to join forces with PESCAROLO SPORT. PEUGEOT SPORT's own engineers have worked closely with SODEMO, notably in the domains of turbocharging and electronics.

The PESCAROLO SPORT-entered **COURAGE C52-PEUGEOT** is poised to be one of the major attractions of the 2000 Le Mans 24 Hours.



COURAGE C52-PEUGEOT TECHNICAL DESCRIPTION

Chassis:	Monocoque carbon/aluminium honeycomb		
Bodywork:	Carbon		
Transmission:	Hewland 6-speed sequential gearbox		
Suspension:	Front: double wishbone with pushrods and rockers		
	Rear: pushrods and rockers		
Wheels:	Speedline 18"		
Tyres:	Michelin		
Steering:	Rack and pinion		
Dimensions:	Length:	4635 mm	
	Width:	1998 mm	
	Wheelbase:	2820 mm	
Weight (empty):	900 kg		
Fuel tank:	100 litres		



PEUGEOT ES9 J4S V6 ENGINE TECHNICAL DESCRIPTION

• Basic block:	Peugeot V6 (ES9 J4S)
• Vee angle:	60°
• Cubic capacity:	3.2 litres
• Turbocharger:	Garrett twin turbo
• Engine management:	Sodemo electronic
management	
• Lubrication:	Dry sump
• Block/cylinder heads:	Aluminium
• Valves/intake:	Titanium
• Conrods:	Titanium
• Maximum power:	550 bhp @ 6,500 rpm
• Maximum torque:	67 Mkg @ 5,000 rpm
• Air intake restrictors (Le Mans):	32.4 mm (x2)
• Turbo pressure (Le Mans):	1.88 bar
• Maximum engine speed:	7,500 rpm
• Engine life (minimum):	30 hours
• Weight:	150 kg



DRIVERS FOR THE 2000 LE MANS 24 HOURS

**OLIVIER GROUILLARD
EMMANUEL CLERICO
SEBASTIEN BOURDAIS**

OLIVIER GROUILLARD

Born September 2nd 1958

Married to Florence, two children (Capucine and Charlotte)

- 1982: Winner, ELF-Paul Ricard motor racing scholarship
- 1983: Formula Renault
- 1985: 1st, French Formula 3 Championship
- 1988: 2nd, International F3000 Championship
- 1989/92: Formula 1 with ELF (Ligier, Osella, Fondmetal and Tyrrell)
- 1989: Le Mans 24 Hours (Nissan)
- 1993: Indy Car (USA)
Le Mans 24 Hours (Venturi)
- 1995: GT World Championship (Harrods McLaren) (3 wins).
5th, Le Mans 24 Hours
- 1996: GT World Championship (McLaren) (2 wins)
6th, Le Mans 24 Hours
- 1997: International endurance programme, including the Le Mans 24 Hours (Courage, with Andretti Senior and Junior)
- 1998: 7th, Le Mans 24 Hours (*La Filière Courage C36*, with Henri Pescarolo and Franck Montagny)
- 1999: Purchased a business (development of a new automobile bodywork concept)



EMMANUEL CLERICO

Born December 30th 1969

1989: Winner, ACO-Gitanes motor racing scholarship

1990: Formula Renault

1991: Formula Renault

After winning the ACO-Gitanes scholarship, Emmanuel went straight into Formula Renault and beat the top two finishers from the 1990 Elf scholarship scheme. He was contacted by *La Filière* when he took the lead in the 1992 French F3 Championship.

1992: French Formula 3 Championship (Promatecme Dallara-Opel)

1994: International F3000 Championship (Apomatox Reynard-Cosworth)

1995: 1st, French F3000 Championship
Le Mans 24 Hours debut (BBA Compétition Venturi 600LM GT1)

1996: German F3 Championship (Shannon Dallara-Opel)

1997: Mini-programme (3 races) with the *La Filière* Courage C36
7th, Le Mans 24 Hours (*La Filière* Courage, with Henri Pescarolo and Jean-Philippe Belloc)

1998: Andros Trophy (Rover Metro)
Lamborghini Trophy and FIA GT Championship

1999: FFSA GT Championship (Belmondo, 1 win)
FIA GT Championship (1 win)
Lamborghini Trophy (2 wins)
5th in GTS, Le Mans 24 Hours (Belmondo Viper GTS, with Jean-Claude Lagniez and Guy Martinolle)
3rd, Petit Le Mans (Oreca Dodge Viper, with Justin Bell and Ni Amorim)

2000: Andros Trophy and Chamonix 24 Hours (Renault Sport Clio Trophy)



SEBASTIEN BOURDAIS

Born February 28th 1979

Sebastien is a pure product of the ELF *La Filière* young driver grooming scheme and already stands out as one of France's brightest hopes for the future. Ever since the beginning of his career, he has benefited from the advice and coaching of Elf *La Filière*'s Sporting Delegate, Henri Pescarolo.

Karting:

1996: 1st, Le Mans 24 Hours

Single-seaters:

1997: 2nd, French Formula Renault Championship (4 wins, 11 podiums, 5 pole positions)

1999: 1st, French Formula 3 Championship (8 wins, 11 podiums, 3 pole positions)

Le Mans 24 Hours (Larbre Compétition Porsche GT2, with J-P. Jarier)

The 2000 season represents a twin challenge for Sébastien Bourdais: in addition to his F3000 programme with Junior Team Alain Prost, he will also share the PESCAROLO SPORT C52-Peugeot in the Le Mans 24 Hours.



HENRI PESCAROLO (GENERAL MANAGER, PESCAROLO SPORT)

Born September 25th 1942

Married to Madie

Four-times winner of the Le Mans 24 Hours
from 33 starts (all-time record)

One victory in the Daytona 24 Hours

22 race wins in the World Endurance Championship

56 Formula 1 Grand Prix starts

SIX QUESTIONS TO HENRI PESCAROLO:

Henri, what prompted you to form your own team?

It's an idea I've had for a number of years now. During the past four years, I have been responsible for the La Filière ELF Courage in the Le Mans 24 Hours. I decided to take the plunge and start my own team because all the ingredients were in place for the project to come to fruition. It was after a review of all the human, technical and financial resources I was able to unite that I finally formed PESCAROLO SPORT.

Can you describe your set-up?

PESCAROLO SPORT is a French team based in the Technoparc des 24 Heures du Mans within the perimeter of the circuit itself. The factory itself is under completion and has been built with the support of the local authorities (La Sarthe Regional Council, Loire Region Regional Council, SEM du Mans).



Why did you choose to run an open-top sport-prototype rather than a GT car?

I have raced sport-prototypes ever since my debut in the Le Mans 24 Hours back in 1965. Today, this type of car is in the process of retrieving the place in endurance racing it should never have lost. So you see, I really had no other choice! On top of that, I have total confidence in the prototypes built by Yves Courage.

Why will you not be driving the C52-Peugeot yourself this year at Le Mans?

I didn't want to give the impression I was forming a team just to be able to continue driving. This is a project that is geared very much towards the future. My commitment is total and victory is my objective. Given that, I believe I will be more valuable managing the team than sitting in the car. Also, I see my team as a privileged career-furthering opportunity for the La Filière ELF young driver-grooming scheme, and that is why there are three ELF drivers at the wheel of the C52-Peugeot this year.

Does this signify the end of your active career?

I still see myself as a driver! I will continue to race cars and perhaps even in the Le Mans 24 Hours in the future!

What are your ambitions for the team?

Given the high quality of PESCAROLO SPORT's partners, we can clearly only have equally high ambitions. It shouldn't however be forgotten that this will be the Peugeot V6's debut in the Le Mans 24 Hours. Having said that, given the combination of the engine's performance on the bench and the recognised potential of the Courage C52, we would like to be in a position to fight for a podium



this year and to aim for outright victory before very long. The important thing is to patiently accumulate experience in order to tackle forthcoming seasons with serenity. Over the coming months, we will be looking to continue building up, and then reinforcing our technical and human infrastructure. I want to be in a position to regularly improve our potential year after year. If we can achieve that, top results will follow.



THE PESCAROLO SPORT WORKSHOP

Henri Pescarolo has chosen to establish his factory within the perimeter of the Le Mans circuit itself. The company is based in a 'business villa' built by "Société d'Equipement du Mans" with backing from the "Conseil Général de La Sarthe" and "Conseil Regional des Pays de la Loire".

The new team will be based in the Technoparc des 24 Heures close to the existing premises of *La Filière* ELF and Courage Compétition.

Located on a 2,500 sq. metres site, total surface area of the factory is 600 sq. metres, of which 100 sq. metres have been given over to office space.

Building began on January 14th 2000 and is expected to be completed during April in time for the 2000 Le Mans 24 Hours practice day.



PRIORITY NUMBER ONE: THE LE MANS 24 HOURS

Two international endurance championships exist in parallel to the Le Mans 24 Hours and both represent interesting challenges from the sporting point of view.

SRWC (SPORT RACING WORLD CUP, ex-ISRS)

The 2000 calendar includes eleven races in nine countries and PESCAROLO SPORT plans to compete in selected rounds both in Europe and the USA.

ALMS (AMERICAN LE MANS SERIES)

A number of races in the USA are planned, including the Petit Le Mans, as well as two rounds in Europe (Silverstone 1000 km, Nürburgring 1000 km).

Both these series - the technical regulations of which are either identical to or very similar to those of Le Mans - represent ideal complements to an entry in the Le Mans 24 Hours...



www.pescarolo.com

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PESCAROLO SPORT TEAM STRUCTURE

TEAM MANAGER : HENRI PESCAROLO
TECHNICAL DIRECTOR : JEROME BABARIT
PIT-CREW MANAGER : PIERRE DAVEAU
RACE ENGINEER : SERGE GHEZZI
CHIEF MECHANIC : THIERRY DEMAZEAU/JACKY PETIT
TIMEKEEPER : S.CHOPLAIN
CHIEF ENGINE SPECIALIST : PHILIPPE BOUILLLOT
REFUELLER : G. CERVellini
REFUELLING ASSISTANT : P.POULARD
PIT BOARD : M. GARY
ENGINE MECHANIC : JL.CAILLON
RIGHT-HAND WHEELS : O.BILGER
LEFT-HAND WHEELS : TH.TURGIS
DATA ACQUISITION : D.PERES
GARAGE SUPERVISOR : A.POUILLARDE
JACKS : S.GEHAN
GEARBOX : JEAN PIERRE
TYRES MANAGER : PHILIPPE BERENDSE
TYRE FITTERS : L.FRIAUD/O.CHAVET
FIRE EXTINGUISHER : N.BERTOUD



AUTOMOBILES PEUGEOT

LA FILIÈRE

MICHELIN

LEASE PLAN

NEXX ASSURANCE

CONSEIL GÉNÉRAL DE LA SARTHE

CONSEIL RÉGIONAL DES PAYS DE LA LOIRE

LYCÉE PROFESSIONNEL LE MANS SUD

AUTO LIVE

KENT

GANDINI SPORT

LATITUDES PUBLICITÉ

ITF



PESCAROLO SPORT: PRESS INFORMATION, APRIL 30th 2000

3,570 kilometres of testing since March 9th

Henri, how much testing has the Pescarolo Sport Courage-Peugeot done since its track debut on March 9th 2000?

Henri Pescarolo: Our car has covered 3,570 km of intensive testing, first of all at Magny-Cours, then at Le Mans and Monza. And when the car itself hasn't been on the track, the twin-turbo V6 engine has been put through its paces solo on the test bench at SODEMO. Out of the car, it has run without the slightest problem for 112 hours.

How do you view the global picture after all this test work?

Henri Pescarolo: From the human angle, we have bedded ourselves in, bonded as a team and got to know the car. The technicians now know the C52-Peugeot inside out and are capable of intervening on the car extremely quickly, even though they have had precious little emergency work to do apart from setting it up!

As for the drivers, Sébastien Bourdais, Emmanuel Clerico and Olivier Grouillard have got to know each other. That is absolutely essential since they are going to share the same car in the most difficult race in the world... the Le Mans 24 Hours. They have learnt to work together, to appreciate and share their individual skills and to compensate for the gaps in their respective experience. Sébastien is the archetypal racing driver of the 21st Century. He is thorough and a good analyst. A pure product of La Filière Elf's driver grooming scheme. Olivier meanwhile has tens of thousands of kilometres of racing experience under his belt and good knowledge of working with a top class development team. Emmanuel is one of the rare drivers who combine all the qualities required for long distance racing. Not only is he quick, but he is also perfectly capable of going the distance. He knows what it means to pace himself for difficult races, to save his strength and take care of the car. That's something you don't just pick up in books. It can only come with experience.



Technically, I am very pleased with all the work we have accomplished in such a short time. The chassis-engine package is very balanced, and the engineers from both SODEMO and Peugeot have worked exceptionally hard. The car is already well sorted even though it continues to evolve.

How do you compare with your rivals?

Henri Pescarolo: That's difficult to say. We know what the C52-Peugeot can do. We also know that it is as reliable as it possibly can be and that its potential in terms of outright performance is particularly strong given how young it is. But the race itself is the only true judge. Until then, we intend to keep methodically to our programme without seeking to set the world alight.

When all the teams were together at Monza recently for private testing, we were able to evaluate where we stood in comparison with our competitors and saw that we were perfectly competitive.

What is the team's programme between the preliminary practice day at Le Mans on April 30th and the Le Mans 24 Hours?

Henri Pescarolo: We will compete in the American Le Mans Series race at Silverstone on May 14th. We won't especially be looking for a result. Our entry will be more geared to bedding in both the team and our equipment in real race conditions.