



LARBRE COMPETITION SCORES BEST FINISH OF 2018/19 FIA WEC 'SUPER SEASON' IN 1000 MILES OF SEBRING WITH FOURTH

Larbre Competition recorded its best result of the 2018/19 FIA World Endurance Championship 'Super Season' with fourth in LMP2 and eighth overall at the inaugural 1000 Miles of Sebring.

For the first FIA WEC race of 2019, Gunnar Jeannette made his prototype racing return in the #50 Ligier JS P217 alongside regular drivers Romano Ricci and Erwin Creed, who would get their first experience of the famous Sebring International Raceway.

Having spent several years in the IMSA WeatherTech SportsCar Championship, Jeannette is highly experienced at Sebring. The American driver and Creed were selected to take part in qualifying and the duo put Larbre fifth on the grid.

Creed took the start of the 1000 Miles of Sebring and put in a clean opening stint before handing over to Jeannette for his first race in a prototype since 2014. Ricci then assumed driving duty and consolidated a fifth place spot, putting in a strong performance despite missing out on the pre-event test.

With 30 minutes remaining, rain started falling onto the circuit and began to cause issues for many drivers, including the overall leader. However, Jeannette, tackling the tricky final stint,

was able to keep the car on the road before crossing the line in fourth place.

After scoring its best result of the season, and maintaining its record of finishing every race so far, Larbre has moved up to fifth in the LMP2 Teams' Championship with two rounds remaining.



Erwin Creed: "This is our best result since the beginning of the season on a very demanding circuit so I am very happy. This is a great track, very bumpy but the layout is amazing, with corners where you are very close to the wall and the American atmosphere is also fantastic. Congratulations to all the team, the car was not perfect during qualifying but the guys continued to work hard and it felt really good during the race."

Romano Ricci: "It was looking like a challenging weekend for me as I could not test on Saturday and Sunday. I arrived here and I had to learn the track, which is not easy as it is an old circuit that has not changed much and is very bumpy. It's also very technical and you need to do some laps before you can really attack. As I did not test, I was given more laps by the team in second and third free practice, which allowed me to get into a rhythm. I had good pace during my first stint but I left without my seat insert and had cramps in my back in the second part of my double stint. My pace was still good and I really want to return to Sebring, it does not have the same place in my mind as Le Mans but it still represents something. I love this circus and atmosphere - this is not a sterilised track with run-off areas everywhere. You need to be brave and have good technique. I love this type of layout."

Gunnar Jeannette: "I've known Jack for a very long time and Larbre Classic have prepared our car for the Le Mans Classic and Tour Auto in the last couple of years, which we have always done very well with. A few weeks ago I got a call from Jack, 'I need a driver and would you be available?' and I said 'Yes, absolutely I would love to join the team'. It was a great weekend, we just ran our own plan, we knew we would not be pushing for victory on pace so we just ran a safe, clean race and ended up fourth. Erwin and Romano did a fantastic job and

it was great being in this team.”

Jack Leconte: “Our objectives were to get started with the second part of the season and continue the progression of Erwin and Romano, especially for their second Le Mans 24 Hours. We had the opportunity to attend a very good practice session on Saturday and Sunday with Gunnar, who knows Sebring extremely well and helped us with the test, communicating well with our two drivers.

“Michelin did a fantastic job in providing us with tyres that worked for 40 laps at a high performance level with very little drop-off. It is also worth noting that when you have a homogenous crew you make fewer errors, and all pit stops were impeccable. I told the team to be cautious throughout the race, which they did even during the last laps when we went onto full wet tyres and one of our direct competitors only put on intermediates. They could not keep the car on the track and we gained a position. We finished just outside of the LMP2 podium and in eighth overall, our best result of the season. We also gained one position in the championship and are delighted with this. We are now going to prepare for Spa and Le Mans very carefully and our objective will be to have a strong result at La Sarthe this year.

“The Sebring circuit is unique and part of the motorsport history. It is nevertheless difficult to work there and track conditions are very hard on the mechanical side. Romano and Erwin had never raced on this track, which is also challenging for our drivers who came out with flying colours. They showed a strong level of performance which confirms their progress since the Asian races.”

Next up for Larbre is the penultimate round of the 2018/19 FIA World Endurance Championship ‘Super Season’, the 6 Hours of Spa-Francorchamps (4 May 2019) in Belgium.



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