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2010 PEUGEOT 908 -10 HDI FAP

With their sights set on a Le Mans 24 Hr victory, Peugeot began development on the 908 HDi FAP in 2005. First raced in 2007, they would eventually get their victory at Le Sarthe in 2009. Just the second Deisel-engined sports car from a major manufacturer and the first closed cockpit LMP car to compete since the Bentley Speed 8, the 908 HDi FAP proved a highly successful design with wins at every major endurance track.

Chassis 10 was the last chassis built, first appearing for the Works at the 2010 at Petit Le Mans where, piloted by Alexander Wurz, Anthony Davidson and Marc Gené, it came 2nd. The 908 model's last race as a factory-supported team was at 2010 Zhuhai 1000km and chassis 10 brought home the win, a cherry on top of Peugeot's ILMC LMP1 championship win.

For 2011, chassis 10 was run by Team Oreca Matmut and was straight out of the gate with a win at the 12 Hours of Sebring with Loic Duval, Nicolas Lapierre, Olivier Paris. Finishing 6th at the Le Mans Test and 10th at Spa, she finished an impressive 5th at the 24 Hours of Le Mans before claiming another 2nd place finish at Petit Le Mans.

After just 7 races, chassis 10 had achieved 2 wins, 2 podiums and 3 top-ten finishes. Acquired by David Porter through Chamberlain Synergy who bought the cars directly from Peugeot, chassis 10 competed in the 2018 Masters Endurance Legends series and the HSR Classic series in 2019 with notable results including a win overall at the 2019 Sebring 12 Hours and 2nd overall at the 2019 Daytona Classic.

A highly competitive entry for the Masters Endurance Legends grid, chassis 10 now joins an illustrious UK-based race collection.

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