



#### "LM" P1

1. N° 8, Team Peugeot Total, Peugeot 908 Hdi-FAP	1m30.359
2. N° 7, Team Peugeot Total, Peugeot 908 Hdi-FAP	1m30.370
3. N° 1, Audi Sport Team Joest, Audi R10 TDI	1m31.020

#### "LM" P2

1. N° 34, Van Merksteijn, Porsche RS Spyder	1m34.212
2. N° 32, Barazi Epsilon, Zytek 07S Zytek	1m35.378
3. N° 33, Speedy Racing Team Sebah, Lola B08/80	1m35.907

#### "LM" GT1

1. N°55, IPB Spartak Racing, Lamborghini Murcielago	1m45.327
2. N° 59, Aston Martin Racing, Aston Martin DBR9	1m45.899
3. N° 72, Luc Alphand Aventures, Corvette C6.R	1m45.987

#### "LM" GT2

1. N°96, Virgo Motorsport, Ferrari 430 GT	1m48.960
2. N°76, IMSA Performance Matmut, Porsche 997 RSR	1m49.852
3. N°91, Farnbacher Racing, Porsche 997 RSR	1m50.493

Prior to qualifying, the ACO presented an outline of the regulations which will govern prototype endurance racing at Le Mans, and in the Le Mans Series. Working in conjunction with Gordon Murray on the chassis rules, and with Bernard Dudot on the engines, the ACO will take steps to reduce the performance of the cars. For 2009:

- The "LM" P1 diesel cars will have their air restrictors cut by 10 per cent, and their supercharger pressure reduced by 6.5 per cent. The total reduction in performance is an estimated 10.5%.
- "LM" P1 production engine air restrictors will be cut by three per cent, while engines in "LM" P2 will be reduced by 10 per cent, creating a larger gap between the classes.
- The size of the rear wing in both classes will be reduced in a bid to slow the cars, but the new generation cars will not be compulsory until 2011 to allow more time for the FIA to conduct its study into accidents seen in the Le Mans Series and Le Mans this year.
- In the "LM" GT classes there are also reductions in performance.
- The "LM" GT1 class will carry an extra 25kg, and will have a two per cent reduction in air restrictor size.
- For the "LM" GT2 class, cars will carry an extra 20kg, have a five per cent reduction in air restrictor size and will have its ground clearance raised by 5mm.
- The ACO will ban tyre warmers and will have only one air gun and two mechanics to change all four tyres.
- Noise for the cars will be reduced from 113db to 110db over the next three years.

Peugeot offered a glimpse of the future when it unveiled its hybrid 908 Hdi FAP prototype at Silverstone. French driver Nicolas Minassian fired up the 5.5 litre, V12 diesel engine in the pits using the electric motor before taking to the British track for a lap under diesel power. Minassian, who will start tomorrow's race from the front row of the grid in his title-leading 908 Hdi FAP, passed through the pits using the electric motor before completing a flying lap. He returned to the pits, again using the electric motor through the pit lane, and stopped by the waiting journalists, team managers and members of the public. The ACO has yet to write the regulation for the hybrid, but will do so before it presents the final set of regulations for 2009 in November this year. The car will not be eligible for points or be classified in 2009.

Race, 1000kms (195 laps) or six hours.  
Race start 1120 local time.



## Peugeot front row for title decider as Audi gives chase

Peugeot locked out the front row of the grid for the fifth and final race of the 2008 Le Mans Series at Silverstone. Stephane Sarrazin set a new qualifying record of 1m30.359s to beat his team-mate Nicolas Minassian by one hundredth of a second. Minassian recovered from a collision with Xavier Pompidou's Speedy Racing Lola which damaged the rear of the 908 Hdi FAP in which he, and co-driver Marc Gene, have won twice to lead the series. However, Audi is expecting to challenge strongly after Allan McNish set third fastest time, just 0.661s from Stephane Sarrazin's pole position time and his team-mate Alexandre Premat was fourth fastest. "In qualifying we are closer than before and our race pace is closer," said the Scottish driver. "Victory here would be sweet." Dutchman Jos Verstappen set pole position time for the "LM" P2 category in the van Merksteijn Porsche RS Spyder. His time of 1m34.173 was good enough for eighth position overall and completes a remarkable season of qualifying for the ex-Grand Prix driver. Not only has he a 100 per cent record in the Le Mans Series, but he also set pole position at Le Mans in June. The team had a difficult preparation for the qualifying session after Verstappen,

who shares with Peter van Merksteijn, crashed during the wet practice session on Friday afternoon, damaging the rear of the car.

For the first time, Lamborghini was fastest in the "LM" GT1 category, Peter Kox making a stunning lap to beat the Aston Martin of Tomas Enge to the class pole. It was a surprise for the team, as Kox commented: "The Lamborghini does not like the English weather," Enge, with Spaniard Antonio Garcia, must win the race with the Luc Alphand Aventures Corvette failing to score to win the title. However, Guillaume Moreau was third fastest, ahead of Darren Turner's Aston Martin.

In the "LM" GT2 category, Rob Bell again set pole position time in the title-challenging Virgo Motorsport Ferrari 430 GT. The British driver set a time of 1m48.960s, eight-tenths of a second clear of the second-placed IMSA Performance Matmut Porsche of Richard Lietz, while Dirk Werner was third in the Farnbacher Racing Porsche. Bell, this weekend sharing with Brazilian Jaime Melo, leads the drivers' title by just three points from the Felbermayr Porsche of Marc Lieb and Alex Davison heading into this final race. Davison set fourth fastest time.