



Le Mans, Saturday 9th May 2009



31 cars at the start!

The initial aim of 30 entries minimum has already been exceeded for the first two Asian Le Mans Series meetings in Okayama and Shanghai. The ACO is delighted about this, and the club is harvesting the fruits of its painstaking preparation.

By setting the limit of a minimum of 30 cars the ACO showed proof of rigour, as it wanted to have a field worthy of the circuits hosting the first Asian Le Mans Series events in Japan and then in China.

The list of 31 entrants unveiled today is a very promising one. Twenty-four teams representing 8 different nations and 10 Asian squads is a sign to the world that Asia is opening up to endurance.

Among the 8 LM P1s, a 6-sided battle looks on the cards between the Sora-Racing Pescarolo Sport Peugeot HDi FAP 908, the 2 Courage-Oreca-AIMs entered by the Team ORECA-Matmut-AIM, the 2 Sora Racing Pescarolo-Judds, the Speedy Racing Team Sebah's Lola-Aston Martin without forgetting the Signature Plus Courage-Judd and the Tokai University Courage-Oreca YGH Power, which will seize any opportunity that comes their way.

Top-class cars for top-class teams that are out to win the first Asian Le Mans Series. Because there's a big prize at stake: **an automatic selection for the 2010 Le Mans 24 Hours** for the winners of the LM P1, LM P2, LM GT1 and LM GT2 categories.

In LM P2, the Japanese Navi Team Goh squad will be on home turf in Okayama with a Porsche Spyder RS. It will be up against the 2 Oak Racing Pescarolo-Mazdas, the KSM team's Lola-Mazda coupe and the Speedy Racing Team Sebah's Lola-Judd.

In LM GT1, 2 Japanese outfits Nova and JLOPC will be faced with tough opposition in the form of the Luc Alphand Adventures and Larbre Competition teams from France.

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There are no fewer than 12 entries in LM GT2 proof of the category's diversity, two of which are entered in the Japanese GT 300 Championship all the year round (the Daishin team's Ferrari F430 GT and the Hankook-KTR squad's Porsche 911 plus 1 Ford, 2 Aston Martins, 5 more Porsches and 2 additional Ferraris).

While it's still a bit early to give a list of drivers, there will be a fair number of Asians racing as European teams in both LM P1 and LM P2 are in advanced negotiations with top-class Japanese and Chinese drivers.

To get this far, the ACO has armed itself with the resources to convince the teams by offering them the transport of the car and equipment by boat from Europe, or by plane from the USA.

This represents a big investment in Asia rounded off by 2 entrants from the **Formula Le Mans Cup!** The first two in the overall classification of this season's Formula Le Mans Cup will be given the entry and transport to start the Okayama and Shanghai races. This novel initiative will enable the fledgling Formula Le Mans Championship, dear to Oreca and the ACO, to make its mark far away from its European base.

What you need to know about the 2009 Asian Le Mans Series

- The 2009 Asian Le Mans Series is open to LM P1, LM P2, LM GT1 and LM GT2 cars complying with the Le Mans 24 Hours, American Le Mans Series and Le Mans Series regulations.
- First event: 30th October/1st November on the Okayama circuit at the Japanese round of the WTCC.
- Second event: China on 7th/8th November on the Shanghai circuit.
- The teams will have a total of 12 hours' racing split up into four 3-hour events.

Information, entry list on www.lemans.org

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