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Le Mans Series – Silverstone 1000 kms

Showdown at Silverstone between Hope PoleVision Racing and DAMS!

DAMS has a slender 6-point lead over Hope Pole Vision Racing going into the final round of the 2010 Le Mans Series, the Silverstone 1000 kms. Six Formula Le Mans will find themselves in the thick of the Peugeot 908-Audi R15 Plus battle for the third time this season. This race, which also marks the start of the new international endurance trophy, the Intercontinental Le Mans Cup, will determine the outcome of what has been a very successful, closely-fought first Formula Le Mans Cup in the Le Mans Series.



On Friday, 46 cars will take to the track for their first taste of the new 2010 Silverstone layout. Last year, the Oreca-Matmut team won on the British circuit in what has become the race that usually decides the outcome of the Le Mans Series

Championships. The Formula Le Mans Cup contenders will contest their first final in the Silverstone 1000 kms. Hope PoleVision Racing's chances of winning the title with Moro and Zacchia backed up by Frenchman, Olivier Lombard are still intact, while Barlesi-Chalandon-Cicognani will do their best to hold on to their lead, which they increased by winning the FLM category in the Hungaroring 1000 kms.

The no. 47 HPVR and the no. 43 DAMS will be scrapping for the title, and there will be a no-holds-barred battle between the French and Swiss teams, which have each entered two cars. Nico Verdonck, Christophe Pillon (no. 48 HPVR Oreca-flm09) and Jody Firth and



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Warren Hughes (no. 44 DAMS Oreca-flm09) will be going flat out for victory and may cause an upset in the title battle. The strategy adopted by each team will play a crucial role in deciding which camp comes out on top.

Boutsen Energy Racing, JMB and Applewood Seven are running neck and neck in the championship with 33, 33 and 32 points respectively. Unfortunately, Applewood Seven will not be at Silverstone. The French team, which has left its mark on the 2010 FLM season, has had to withdraw (partly for budgetary reasons). It won the first round and shone in qualifying but ran into bad luck in the races. Mathias Beche, taken on during the year, will not be able to score his hat trick of poles after Portimao and Budapest. Before the Hungarian round, Damien Toulemonde was in the running for the title.

Boutsen Energy Racing and JMB can still bag second place. The FLM drivers will have to avoid being caught up in the 3-way manufacturer battle in LM GT2, and keep out of the way of the duelling Peugeot 908s and Audi R15 Pluses going for overall victory in the event.

On Sunday evening the curtain will fall on the FLM's first season in endurance, which has given the teams that discovered this branch of the sport via the Formula Le Mans Cup, a lot of valuable information. Two really talented endurance drivers will be crowned the FLM 2010 Cup Champions. Then it will be time to analyse the season.

It was a big step up for the teams coming from the 2009 FLM Cup, as they had to adapt to endurance after sprint races. They soon discovered, occasionally to their cost, all the pitfalls awaiting them, the level of preparation necessary and the challenge posed by 1000-km races. In reality, their sporting and technical intensity often went beyond what the spectators saw from the outside. Several people are already preparing for

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the 2011 season to toughen up drivers and teams through contact with the endurance professionals.

Hope PoleVision Racing, Boutsen Energy Racing and JMB Racing have all confirmed their intention to continue in FLM in 2011. This is also the case for DAMS, which is thinking about its future orientation between LM P1, LM P2 or Formula Le Mans. The 2010 cars will be accepted thanks to a waiver in the new regulations.

This week, Hugues de Chaunac, Oreca's president, stated: "Given the success that the FLMs have enjoyed in 2010, an interesting announcement will be made to the teams entered this year at the Silverstone 1000 kms."

Event Schedule :

Friday 09/10 : Free Practice 13h25-14h25 et 17h-18h

Saturday 09/11 : Free Practice 9h-10h, Qualifying 13h40-14h

Sunday 09/12 : Warm-up 9h-9h20, Race 11h55-17h55 or 170 tours

Broadcasting on Eurosport and Eurosport2

12H30-13H45 : Eurosport, 13H45-17H30 : Eurosport 2, 17H45-19H00 : Eurosport

Pre-race quotes :

Benoit Morand (HPVR Team Manager): "We finished preparing the cars on Monday just before the transporter set off for Silverstone. I'd like to thank the Boutsen Energy Racing team, which has given us its help and a monocoque to repair car no. 48 damaged during the warm-up in Budapest. We're going to do everything we can to put Luca Moro and Steve Zacchia, who are sharing no. 47 with Olivier Lombard, among the front-runners to take the battle for the title to DAMS. We'll have a new driver in no. 48, Charlie Hollings who knows the Le Mans Series as he raced in the 2008 Silverstone 1000 kms in an LM P1 prototype."

Loïc David (DAMS Team Manager): "We're heading for Silverstone with the aim of winning the race and the championship, and we're in a better

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position than ever to go for both. We've meticulously stripped down and reassembled the cars that are going to England with the best possible advantages; we've checked each component not once but twice! We've done everything possible so that our drivers will have cars capable of fighting for the win in the first round of the ILMC. I'll be at Monza on Saturday and at Silverstone on Sunday with the hope of reaping success in both Italy and England!"

Bruno Toulemonde (Team Manager, Applewood Seven) : "We took the decision to withdraw on Thursday. Ross Zampatti who provided part of the budget had to stop mid-season for health reasons. An agreement with another driver didn't materialize in time to go to England in the right conditions. We've really enjoyed this year in the Le Mans Series and the great ambience between the teams entered in Formula Le Mans. We weren't quite so keen on the bad luck and race incidents, which led to our three retirements when we were in a position to win. For the future, we'll have to see what happens. We may continue in Formula Le Mans in 2011 or maybe think about entering an LM P2 Oreca."

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