

# ORECA LE MANS 2020



MEDIA KIT



00. SOMMAIRE

		MEDIA CONTACTS	HUGUES DE CHAUNAC'S EDITORIAL	24H LE MANS PROGRAMME	ENTRY LIST	LMP1
		03	04	06	07	19
R13 TECHNICAL SHEET	LMP2	07 TECHNICAL SHEET	KEY FIGURES	A.MEGEVAND INTERVIEW	CUSTOMER RACING SERVICE TEAM	ORECA MAGNY-COURS
20	21	22	23	24	26	29
D.FLOURY INTERVIEW	ORECA GROUP	ORECA	ORECA EVENTS	ORECA STORE	ORECA DIGITAL RETAIL	KEY ORECA GROUP DATES
30	32	33	34	35	36	37

# 01. MEDIA CONTACTS

## LAURIE GAUTIER

Communications Director

Telephone : +33 (0)4 94 88 98 21

Mobile : + 33 (0)6 87 51 99 37

Email : lgautier@oreca.fr

## FLORA FORNASARI

Communications Manager

Telephone : +33 (0)4 94 88 57 96

Mobile : + 33 (0)6 25 75 18 97

Email : ffornasari@oreca.fr



@oreca.fr



@oreca



@orecagroup



oreca

Photos : ©DPPI | ©Alexis GOURE | ©Eric FABRE





## 02. HUGUES DE CHAUNAC'S EDITORIAL



“ The upcoming 88<sup>th</sup> running of the 24 Hours of Le Mans, to be held in September and behind closed doors this year, is shaping up to be a special one for ORECA. Our teams and I are particularly proud to see 20 ORECA 07 chassis entered in the LMP2 class. This record makes us the most represented constructor on the starting grid of the most iconic endurance race in the world!

Two Rebellion R-13 are expected in LMP1 as well. The Rebellion Racing team's stunning victory and double podium finish at the first-ever 24 Hours of Le Mans Virtual has inspired us to raise the bar even higher for the actual race.

Since 2012, we have made available to TOYOTA GAZOO Racing the breadth of our experience and client services through operational support, and our mechanics and engineers. Therefore, we are hoping to share a third consecutive win with the team. All of our teams are extremely motivated and are looking to repeat the outstanding performances of previous years. As endurance racing is part of our DNA, our goal above and beyond winning will be to see each one of our cars cross the finish line, without exception.

As uncertain as 2020 has been, it has also marked the beginning of a new chapter in motorsport thanks to the new LMH and LMDh prototypes. In the wake of the ACO and IMSA announcement concerning the establishment of a global platform to allow LMDhs to take the start in the IMSA and WEC, ORECA has expressed keen interest in the project. This new agreement between the ACO, the FIA and the IMSA opens up exciting opportunities for marques, constructors, teams, drivers and fans alike. Given its success in LMP1, LMP2 and LMP3, the ORECA Group is greatly looking forward to applying its expertise to the new LMDh experience.

Since its first running in 1923, the 24 Hours of Le Mans has become a must-see on the auto racing calendar for fans. Unfortunately, this year spectators will be unable to join us physically at the race, but I have every confidence our teams will still give the world an exceptional show.

”



Hugues de Chaunac,  
President of the ORECA Group





# 03. 24 HOURS OF LE MANS PROGRAMME







## — 04. ENTRY LIST —



REBELLION RACING

LMP1

#1



REBELLION R13  
**REBELLION RACING**  
  
Bruno SENNA  
Norman NATO  
Gustavo MENEZES

LMP1

#3



REBELLION R13  
**REBELLION RACING**  
  
Romain DUMAS  
Nathanaël BERTHON  
Louis DELÉTRAZ





LMP2

#17



ORECA 07  
**IDEC SPORT**

Dwight MERRIMAN  
Kyle TILLEY  
Jonathan KENNARD

LMP2

#28



ORECA 07  
**IDEC SPORT**

Paul LAFARGUE  
Paul-Loup CHATIN  
Richard BRADLEY

## IDEC SPORT

“ We began working together in 2018. Since then, the team has made constant progress, culminating in the ELMS title in 2019. The team is very professional, with a pleasant ambiance thanks to the Lafargue family and other well-known individuals like Nico Minassian, Fred Du Castel and Jean-Claude Ruffier. ”





LMP2

#21



ORECA 07  
**DRAGONSPEED**

Juan Pablo MONTOYA  
Memo ROJAS  
Timothé BURET

LMP2

#27



ORECA 07  
**DRAGONSPEED**

Henrik HEDMAN  
Ben HANLEY  
Renger VAN DER ZANDE

## DRAGONSPEED

“ We share a long history that started with the ORECA-FLM09, then the ORECA 05 and ORECA 07. It is the most “French” of the American teams and quite the motley crew, ready to rise to any occasion in any championship. Its slogan is “One team, one dream,” and along with Elton and Henrik, we share the will to make our dreams come true. ”





LMP2

#22



ORECA 07  
UNITED AUTOSPORTS

Phil HANSON  
Filipe ALBUQUERQUE  
Paul DI RESTA

LMP2

#32



ORECA 07  
UNITED AUTOSPORTS

William OWEN  
Alex BRUNDLE  
Job VAN UITERT

## UNITED AUTOSPORTS

“ United Autosports has been a top contender these past few seasons. We already had a sense of the team’s caliber before it joined ORECA, and it has certainly been confirmed. This is a highly professional and ambitious team that we have gotten to know over the course of more than a year now. ”





LMP2

#16



ORECA 07  
G-DRIVE RACING BY ALGARVE

Ryan CULLEN  
Olivier JARVIS  
Nicholas TANDY

## ALGARVE PRO RACING

“Passionate and hard-working are perfect descriptors for APR overall, and for Stewart and Samantha specifically. This is an engaging team looking to do things well with great motivation and a rare level of involvement. 2020 marks a new chapter with increasingly stronger driver line-ups.”

#25



ORECA 07  
ALGARVE

John FALB  
Simon TRUMMER  
Matthew MCMURRY





LMP2

#26



AURUS 01  
G-DRIVE RACING

Roman RUSINOV  
Jean-Eric VERGNE  
Mikkel JENSEN

## G-DRIVE RACING

“ G-Drive and ORECA have been working together for many years whether via TDS or Roman Rusinov. TDS was the first team to win with the ORECA 03 and the ORECA 05. Roman has limitless determination in his quest for wins and titles every year. All this is materialized by the entry of the Aurus 01, named after the Russian manufacturer. ”



LMP2

#29



ORECA 07  
RACING TEAM NEDERLAND

Frits VAN EERD  
Giedo VAN DER GARDE  
Nyck DE VRIES



## RACING TEAM NEDERLAND

“ TDS Racing is once again at the helm, but with a new undertaking, competing under a Dutch banner. The team's driver line-up has it all: Frits is passionate, hard-working and ambitious; van der Garde is talented and experienced; de Vries represents the future and has been truly outstanding. ”



LMP2

#30



ORECA 07  
DUQUEINE TEAM

Jonathan HIRSCHI  
Konstantin TERESCHENKO  
Tristan GOMMENDY



## DUQUEINE TEAM

“ After Le Mans last year, the team overhauled its driver line-up, combining experience, performance level and ambition. It now enjoys a certain amount of experience mixed with youth. To a certain degree, 2020 has amounted to change within consistency. ”

LMP2

#31



ORECA 07  
PANIS RACING

Nicolas JAMIN  
Julien CANAL  
Matthieu VAXIVIERE

## PANIS RACING

“ Olivier Panis was an ORECA endurance racing driver, so we know him well. We have been getting to know the team led by Sarah and Simon Abadie since the summer of 2019. This is a top-notch team with previous success in single-seaters and it has all it needs to do well in LMP2. ”





LMP2

## HIGH CLASS RACING

“ HCR is a multicultural team with a strong Danish foundation, several Spanish mechanics and a French engineer, as well as a Danish, a South African and a Japanese driver. Continuing the international theme, the team has taken on both the ELMS and WEC in 2020. ”

#33



ORECA 07  
HIGH CLASS RACING

Kenta YAMASHITA  
Mark PATTERSON  
Anders FJORDBACH



LMP2

#36



ALPINE A470  
SIGNATECH ALPINE ELF

Andre NEGRÃO  
Pierre RAGUES  
Thomas LAURENT



## SIGNATECH ALPINE ELF

“ Signatech was already on the scene in 2011 for the first appearance of an ORECA chassis in LMP2 at Le Mans. Since then, the team has earned a string of victories, including Le Mans, in the ELMS and WEC. Philippe Sinault’s “Les Bleus” are once again among the favourites. ”



LMP2

#37



ORECA 07  
JACKIE CHAN DC RACING

Ho Pin TUNG  
Gabriel AUBRY  
Will STEVENS

## JACKIE CHAN DC RACING & JOTA

“ Jota has been a major contender in LMP2 for more than a decade! The team is still looking for a win with an ORECA chassis in this class at Le Mans. We have worked together since 2016 and have shared countless intense moments, including the ORECA 07’s first win ever in 2017 at Silverstone and when the car took the lead in the overall standings at Le Mans ahead of Porsche and Toyota! The team’s commitment parallels that of the Chinese team, translating to success in all four corners of the planet. ”

LMP2

#38



ORECA 07  
JOTA

Anthony DAVIDSON  
Antonio-Felix DA COSTA  
Roberto GONZALEZ





LMP2

#39



ORECA 07  
SO24-HAS BY GRAFF

James ALLEN  
Vincent CAPILLAIRE  
Charles MILES!



SO24-HAS BY GRAFF

“ A team with a long and rich history, SO24-HAS BY GRAFF moved into LMP2 looking to triumph with ORECA: mission accomplished with wins in the ELMS and a podium finish at Le Mans. This is a multi-discipline team involved in several championships. It also boasts engineer Greg Wheeler, known to ORECA as the Australian magician! ”

LMP2

#42



ORECA 07  
COOL RACING

Nicolas LAPIERRE  
Antonin BORGA  
Alexandre COIGNY

COOL RACING

“ Since its participation in the ELMS, then the WEC and Le Mans, Cool Racing has continued to grow after its move from LMP3 to LMP2. A professional team with a family feel, it is particularly special thanks to the presence of Nico Lapierre, a longtime ORECA friend and collaborator who has given us many great triumphs. ”





LMP2

#24



ORECA 07  
NIELSEN RACING

Garret GRIST  
Alex KAPADIA  
Anthony WELLS

## NIELSEN RACING

“ This is a joint venture in discovery for the team and ORECA: first race in the LMP2 class, first start in the 24 Hours of Le Mans, first race together. The team knows how to make an entrance and the future looks promising. ”

LMP2

#50



ORECA 07  
RICHARD MILLE RACING TEAM

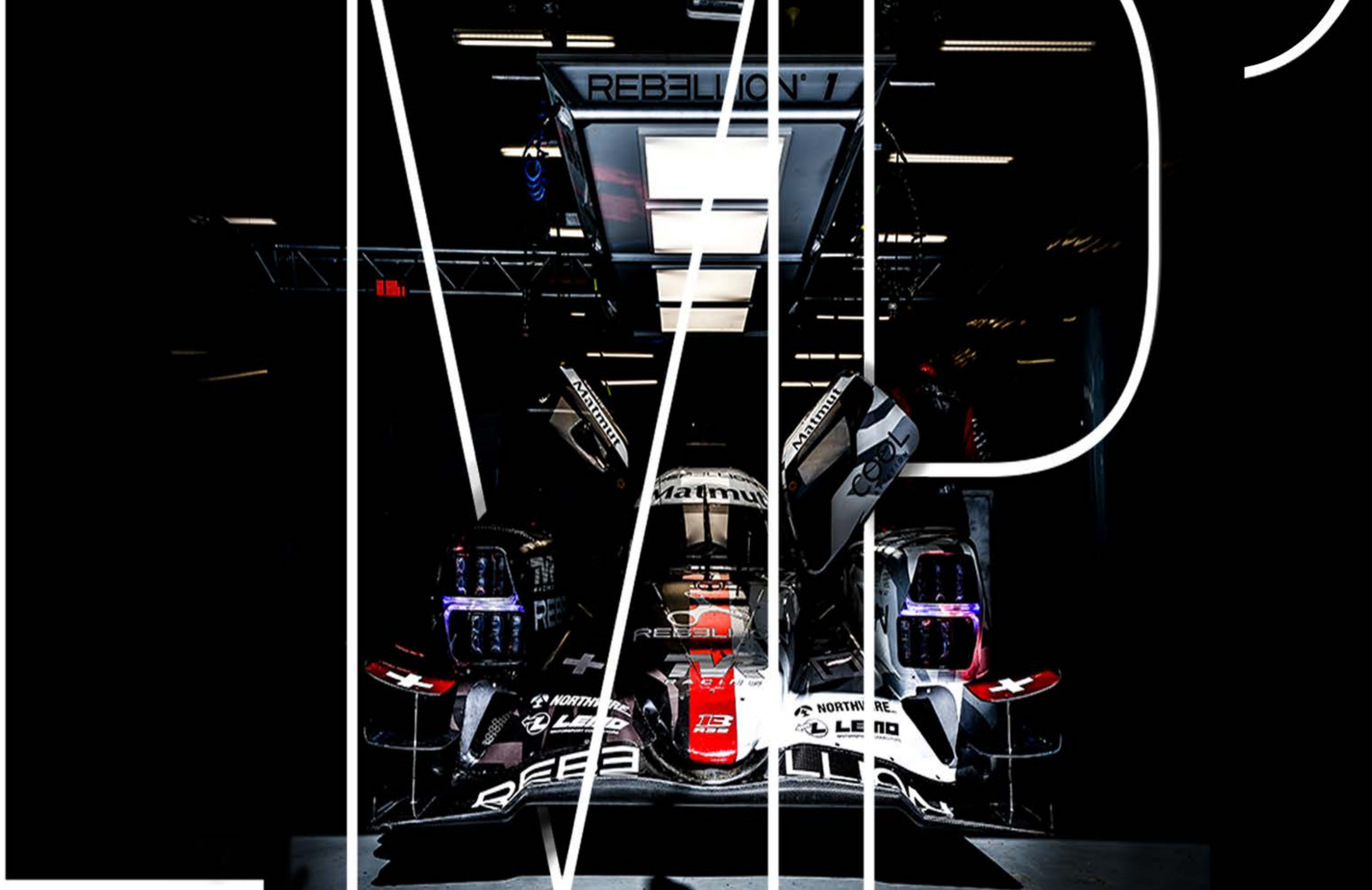
Tatiana CALDERON  
Sophia FLÖRSCH  
Beitske VISSER

## RICHARD MILLE RACING TEAM

“ This team is comprised of three women drivers who all show impressive top speeds. The project is bolstered by the experience of Signatech, who knows ORECA prototypes like the back of its hand. ”

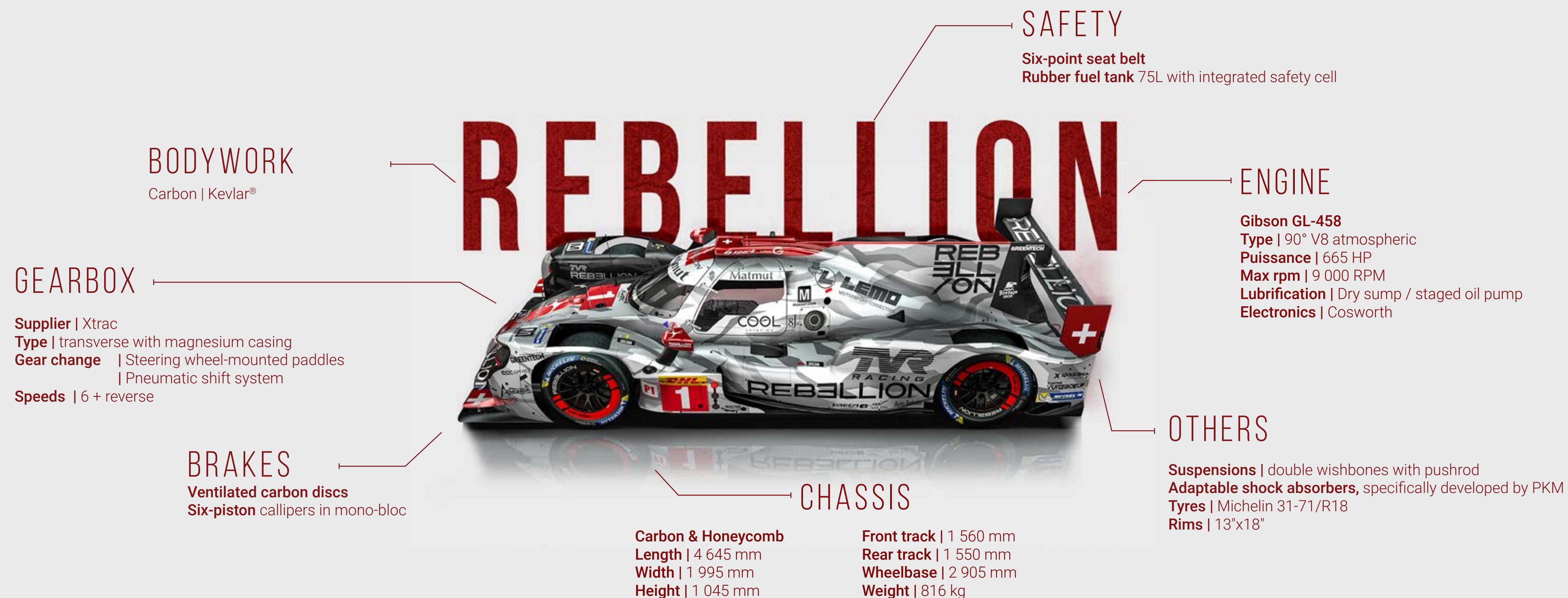








## 06. FICHE TECHNIQUE R-13

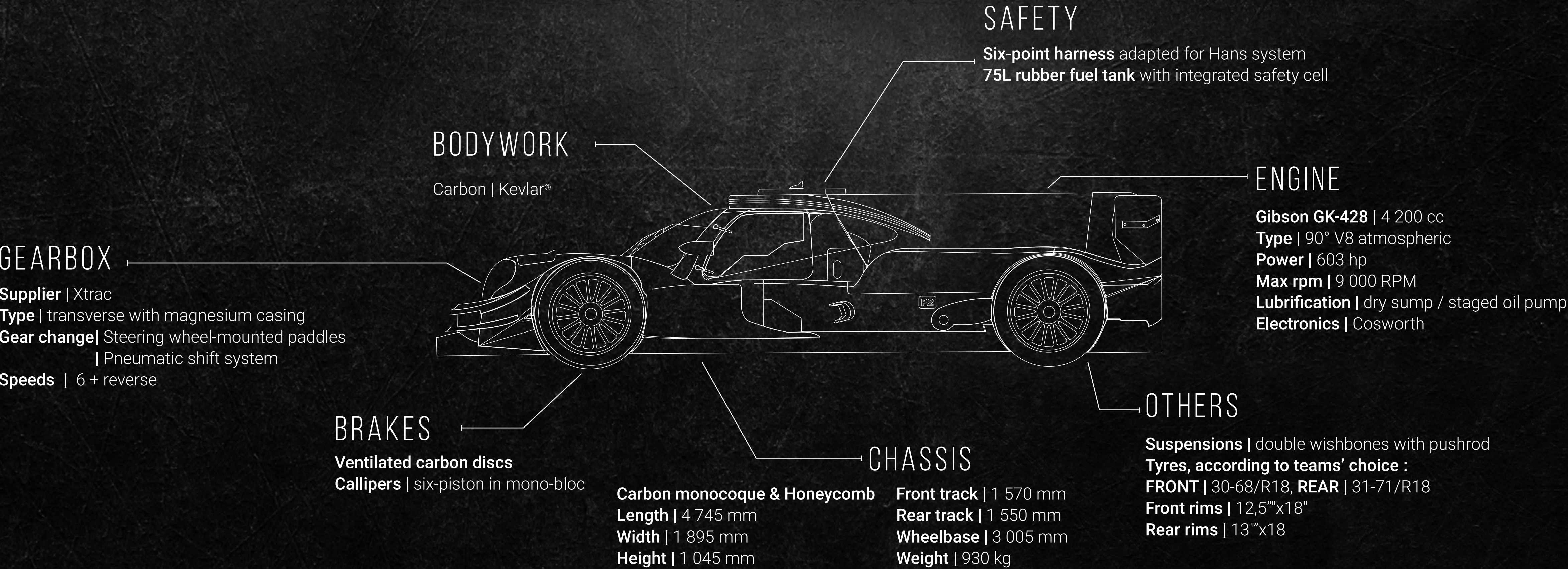








# 07. FICHE TECHNIQUE DE LA 07





08. KEY FIGURES

LMP2

195

LMP2 RACES  
(ALL CHASSIS)

19

WINNING TEAMS  
WITH AN ORECA IN LMP2

107

LMP2 WINS

99

LMP2 POLE  
POSITIONS

AT LE MANS

10<sup>TH</sup>

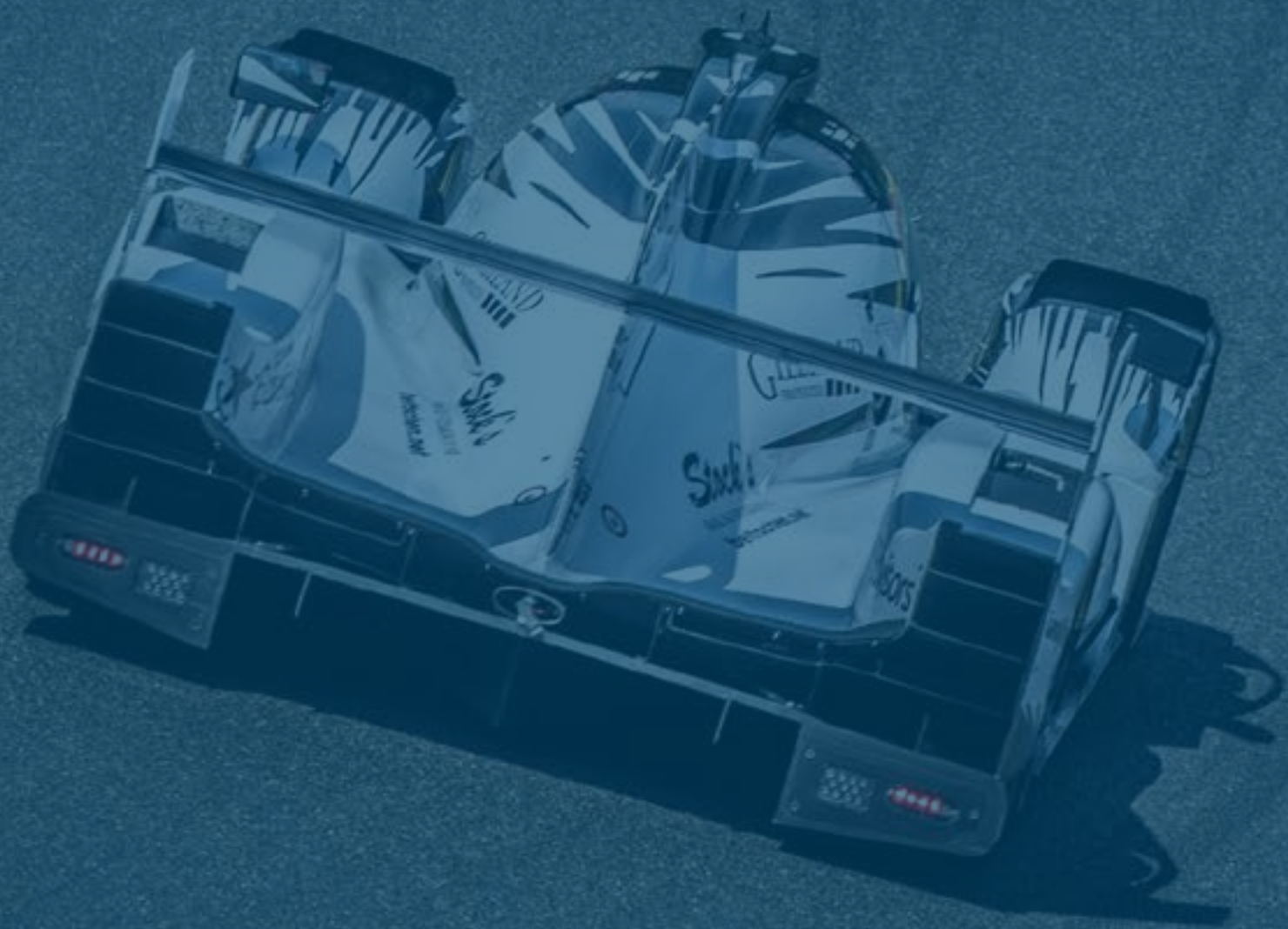
PARTICIPATION  
IN LMP2

4<sup>TH</sup>

PARTICIPATION  
FOR THE ORECA 07

5

WINS  
IN LMP2



REBELLION  
R13

4

POLE POSITIONS IN  
THE WEC

3

WINS IN THE WEC

ORECA  
07

80

RACES

59

POLE POSITIONS

56

WINS

14

TITLES



## 09. LMP2 ACCORDING TO ANTHONY MEGEVAND

CUSTOMER RACING SERVICE MANAGER

“This 2020 running of Le Mans will mark ORECA’s 10th participation in the LMP2 class. Much has changed since 2011 and the ORECA 03. It has been incredible to see the evolution over the course of a decade, it is basically a revolution. In terms of lap times, finishes and aerodynamic efficiency, today an LMP2 matches an official LMP1 back then, despite the cost cap and standards set in 2017!”

### WHAT ARE YOUR THOUGHTS ON THIS YEAR’S RACE?

“The approach is obviously different in 2020 for the ORECA 07’s fourth participation. Nonetheless, there are specific expectations and a certain amount of pressure for a 24-hour race, especially Le Mans. We encounter something new every season. The goal is to fine-tune the smallest of details, to optimise each part and parameter of the car, and to support the teams the best ways possible in the running and understanding of the car.”



### WHAT ARE YOUR GOALS FOR THE 2020 24 HOURS OF LE MANS?

“The ORECA 07 boasts three wins at Le Mans, the ORECA Groupe boasts five over the last five editions: so, we have one major goal, to see an ORECA chassis win the LMP2 class. We are a strong contender, but the other constructors have their own strengths, as we know. Given the caliber of the LMP2 field, we will have to be flawless at every level: constructor, team, drivers, on the track and in pit lane. Another objective is to see all of our cars cross the finish line, and that is one heck of a challenge.”

### YOUR THOUGHTS ON THE 2020 FIELD?

“24 LMP2 in the start is impressive and demonstrates the excitement generated by the class. 20 ORECA chassis, actually 22 if you count the two Rebellion in LMP1. There are no words. I’m not sure we truly realize what that means. It is a huge responsibility and we must rise to the occasion. We often speak of results and performances, but we are fortunate to have a group formed of teams at the top of their game, and when I say that I mean sportingly but in terms of character too.”



**WE ARE DEALING WITH A HIGHLY UNIQUE AND UNEXPECTED SITUATION DUE TO COVID-19. WHAT ARE YOUR THOUGHTS RELATIVE TO THIS RUNNING OF THE RACE?**

"It is a one-of-a-kind situation, so it will be a little different given the context and the date which will have an impact on track conditions and the race itself, as well as the reduced format which will require adapted organisation. Le Mans remains legendary, and we all want to be there and are motivated to do well. It will be a new chapter in history. It's up to us to make it a good one."



**TELL US ABOUT THIS WEEK'S BEHIND THE SCENES... HOW DO YOU EXPERIENCE IT INTERNALLY?**

"The public generally knows how a racing team works. For the customer racing service, it's a little different relative to the organisation, structure and roles. It's also a team, but one that operates on another level with its own know-how and rhythm. It's often what isn't seen at Le Mans that makes it such a remarkable event. Each team brings something special to our group. And in the same way, each team member contributes his or her own character and personality."



# 11. CUSTOMER RACING SERVICE TEAM

## — TECHNICAL DIRECTOR | DAVID FLOURY

David Floury is also the Director of ORECA Technology. As one of the designers of ORECA cars, he and the Head of Research & Development are the point of origin for every programme. He defines the philosophy and DNA of each prototype and serves as the project manager from start to finish on every project, in contact with all teams at every level. As an engineer, he is also the source of various documents (user manuals, homologation forms, etc.) and their updates over the seasons.

## HEAD OF RESEARCH & DEVELOPMENT | CHRISTOPHE GUIBBAL

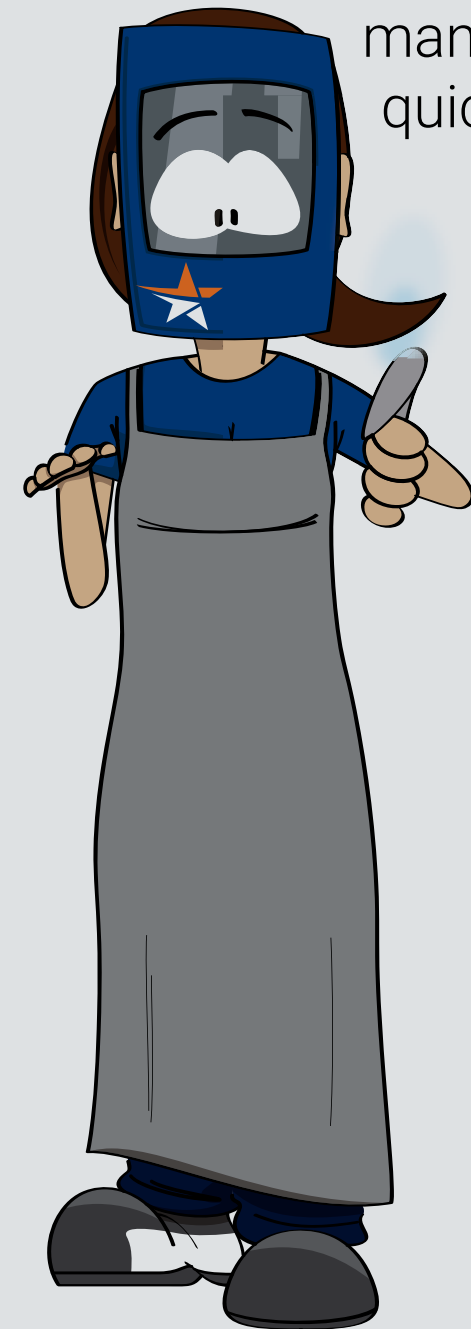
Christophe Guibbal is also one of the designers of ORECA cars. He runs the Research & Development office and its many responsibilities: CFD, CAO, structural calculations, systems, quality control, etc. He outlines the design, but also follows up with the technical teams. His role does not end after a prototype is created. He is somewhat the guarantor of the successful creation of each car, its development, its reliability, and addressing any possible problems of adolescence and the reaching of maturity.





— **TECHNICIANS | DAVID FARRI & DENIS LEMORT**

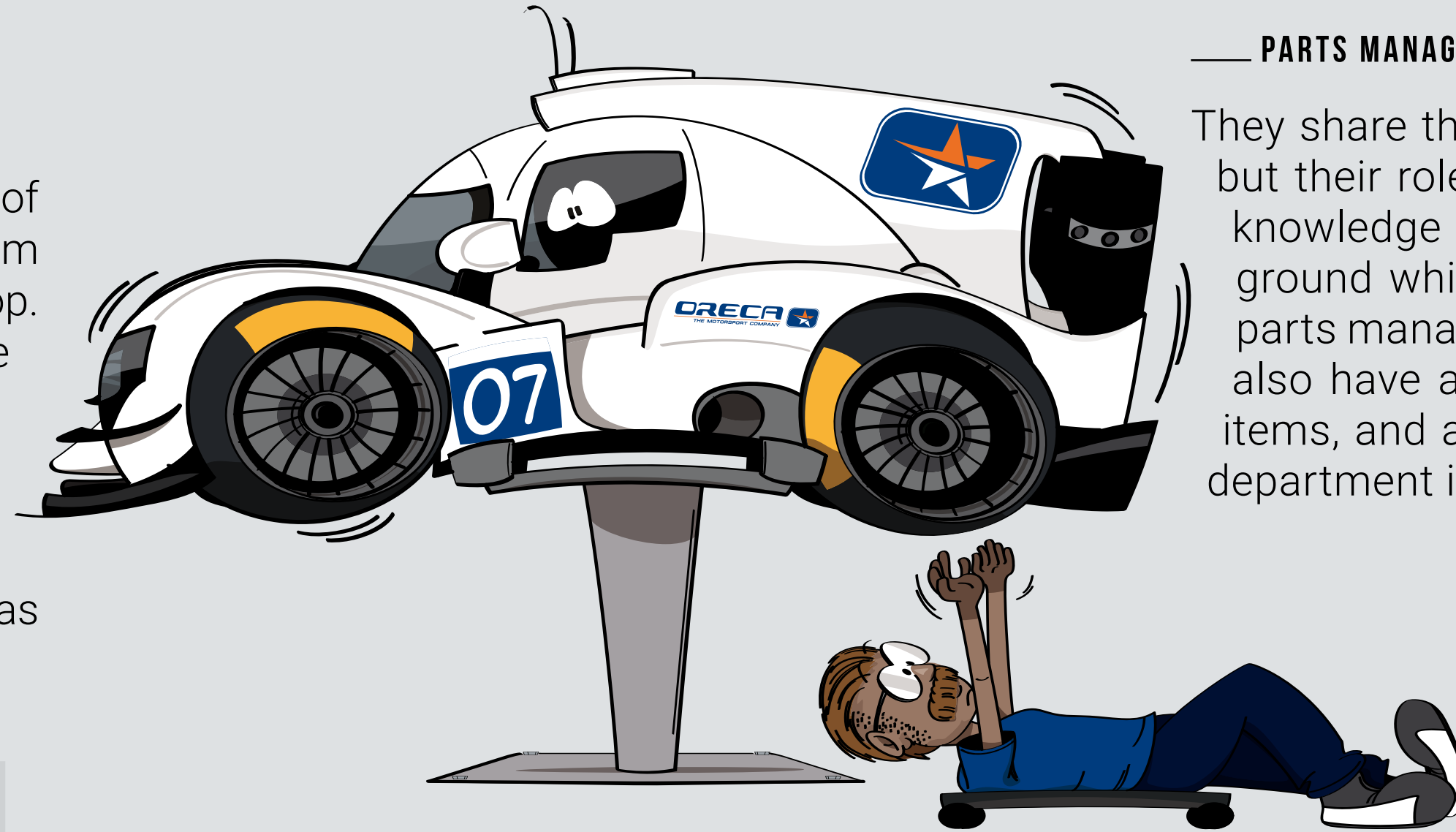
The two technicians, or technical managers, are in charge of the entire LMP2 technical programme! They lead the team of mechanics, one on the ground, the other in the workshop. They have a 360° view of any problems and extensive experience in endurance racing, both on the customer team side and the constructor side. They are in direct contact with the other departments of the programme such as BE, measurements, composites and manufacturing in order to disperse information as quickly as possible.



MECHANICS

**BODYWORK | TRANSMISSION | ASSEMBLY**  
**TEDDY ARMATOLE | DAVID FARRI | JULIEN BARDON | JONATHAN PERRIN**

Every mechanic participates in the manufacturing of all ORECA cars as well as the assembly of parts that can be sold per unit before, during or after a race. They have overall expertise, but also their own specialties which makes each one an expert in his field. They are also in direct contact with the teams on the ground to prevent or to repair as needed. Their goal is to predict a problem before it happens and advise as necessary. They also know plenty of little tricks to make the car as beautiful as it can be.

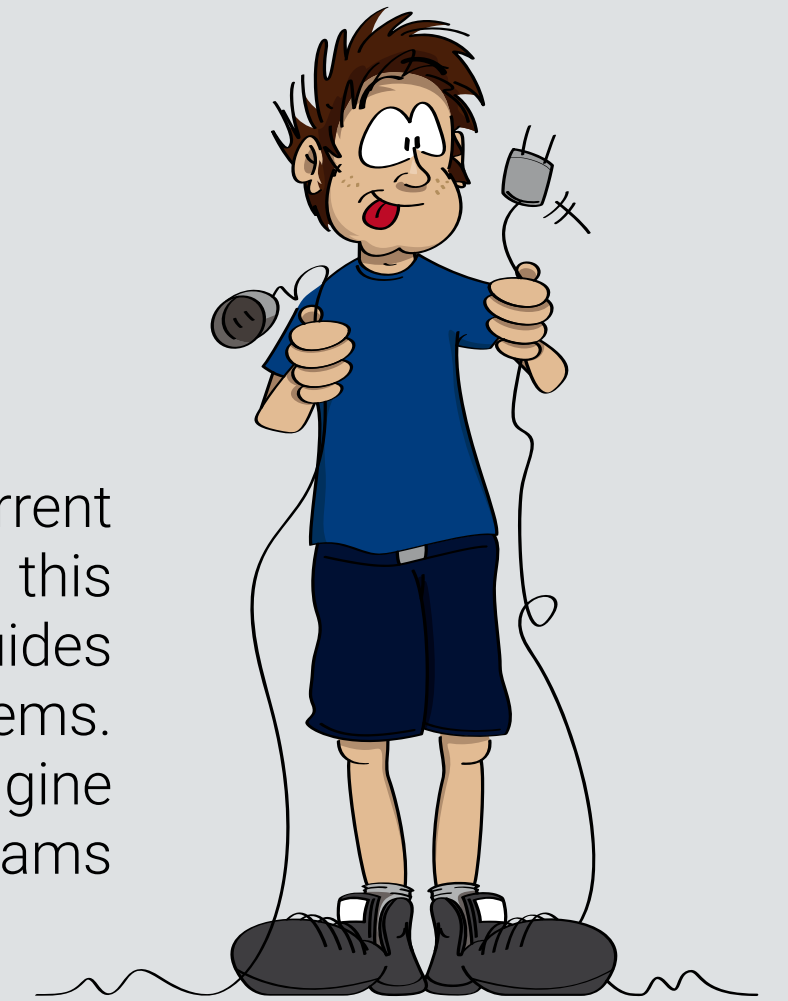


— **PARTS MANAGERS | FRED SECOND & DENIS MICHELIS**

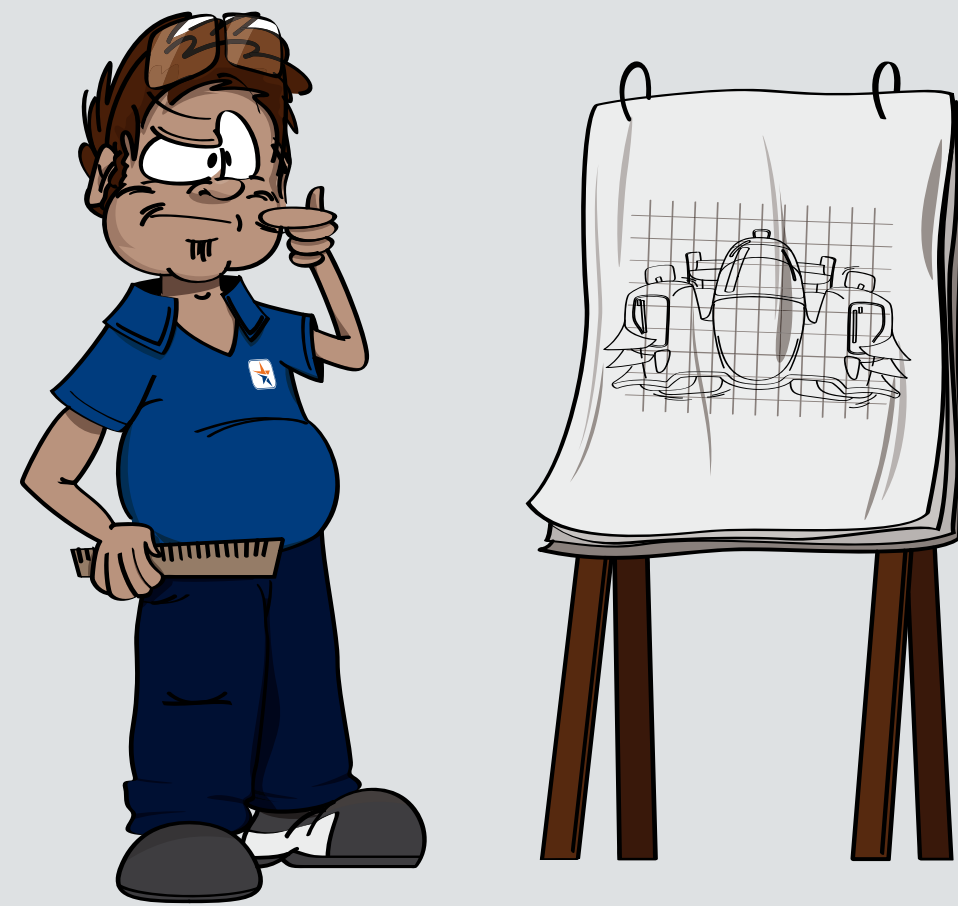
They share the management of orders and deliveries, but their role is more than that. They have excellent knowledge of the car as well as experience on the ground which allows them to serve as advisors on parts management and ordering for the teams. They also have a key role as managers of thousands of items, and are in direct contact with the purchasing department in terms of supply and financial aspects.

— **ELECTRICAL SYSTEM ENGINEER | JÉRÔME ROCHARD**

The electrical system has taken on a pivotal role in current prototypes and the engineer serves as the expert in this domain. Fully involved in the design of the car, he guides the teams in operating the ORECA 07 onboard systems. He also helps to optimise the quality of chassis and engine data collected, and his expertise helps support the teams in their diagnoses and interpretations of said data.







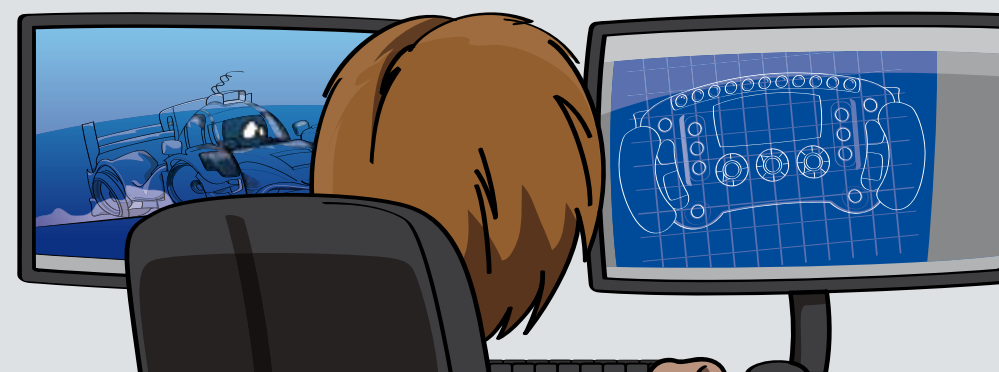
#### — COMPOSITES | ÉRIC FLORIN

The composites service is on the ground during several races, including Le Mans, for urgent repairs, always with a non-negotiable two-fold objective: compliance and safety. The role is fundamental for safety, but also in terms of performance as the quality of the parts has a major impact on results. The composites team is made up of veritable magicians.



#### COMMUNICATION | LAURIE GAUTIER & FLORA FORNASARI

Throughout the year ORECA maintains a high profile, especially on social networks, with the 24 Hours of Le Mans always the high point of the season. The communications department, represented by Laurie Gautier and Flora Fornasari, is present at every round of the ELMS and WEC. The role of our team is to carry out an impactful communications strategy through our various social networks, namely Facebook, Instagram, Twitter and LinkedIn. More so than any previous year, Laurie and Flora will ensure the link between the fans and the race. The goal within the special circumstances of 2020 is certainly to offer auto racing fans behind the scenes content, and to bring them in every possible way the atmosphere of the most legendary race of the season!



#### — CUSTOMER RACING SERVICE MANAGER | ANTHONY MEGEVAND

The role is similar to a multi-tasking coordinator, combining commercial, technical and sporting elements. He can rely on the support of each department with the goal of synthesizing efforts, alerting when necessary and setting guidelines. The most important point is the link with the teams and drivers throughout the season, and even in the off-season, available anywhere and anytime.





## 12. PRÉSENTATION ORECA MAGNY-COURS

In addition to its involvement in LMP1 and LMP2, ORECA Technology is also present in the LMP3 class via the race Road to Le Mans. Since 2015, ORECA has served as the exclusive engine supplier for the four approved constructors in LMP3. This class has been an undeniable success for five years and has once again evolved in 2020, adhering to a five-year cycle, in the form of the LMP3 GEN 2 with a new engine and aerodynamic modifications. With the goals of controlling costs and improving safety and performance, the new LMP3 class is stronger than ever. As four constructors continue the adventure – ADESS, Duqueine Engineering, Ginetta and Ligier Automotive – ORECA remains the powertrain supplier (engine, gearbox, electrical system) with the engine power increased by 35 horses to reach 455 hp. 34 cars LMP3s equipped with a 5.6-liter 455 hp Nissan engine will take the start in the curtain-raiser race to the 24 Hours of Le Mans.

This class guarantees perfect technical fairness between all competitors, and ORECA's four-person technical team provides any and all necessary support (parts, data analysis and interventions). From Europe to the U.S. and Asia, a dozen championships welcome LMP3s. With nearly 200 LMP3s currently participating, a great deal of talent is afforded the opportunity to take part in the European Le Mans Series, Michelin Le Mans Cup, Road to Le Mans, IMSA Prototype Challenge and Asian Le Mans Series.

LE MANS  
CUP



“As has been the case since 2015, the ORECA Magny-Cours LMP3 class technical team will be on the ground at the 24 Hours of Le Mans to provide customer support. This year will be a challenge as the new generation of cars takes its first laps at the legendary circuit for the Road to Le Mans race ahead of the main event. I have full confidence in my team to ensure optimal customer service and honor the responsibility of its crucial role in technical monitoring, data analysis and the supply of parts. As always, if a serious problem arises, we will make available engines for rental or loan to our clients.”

**SERGE MEYER**  
ORECA MAGNY-COURS DIRECTOR



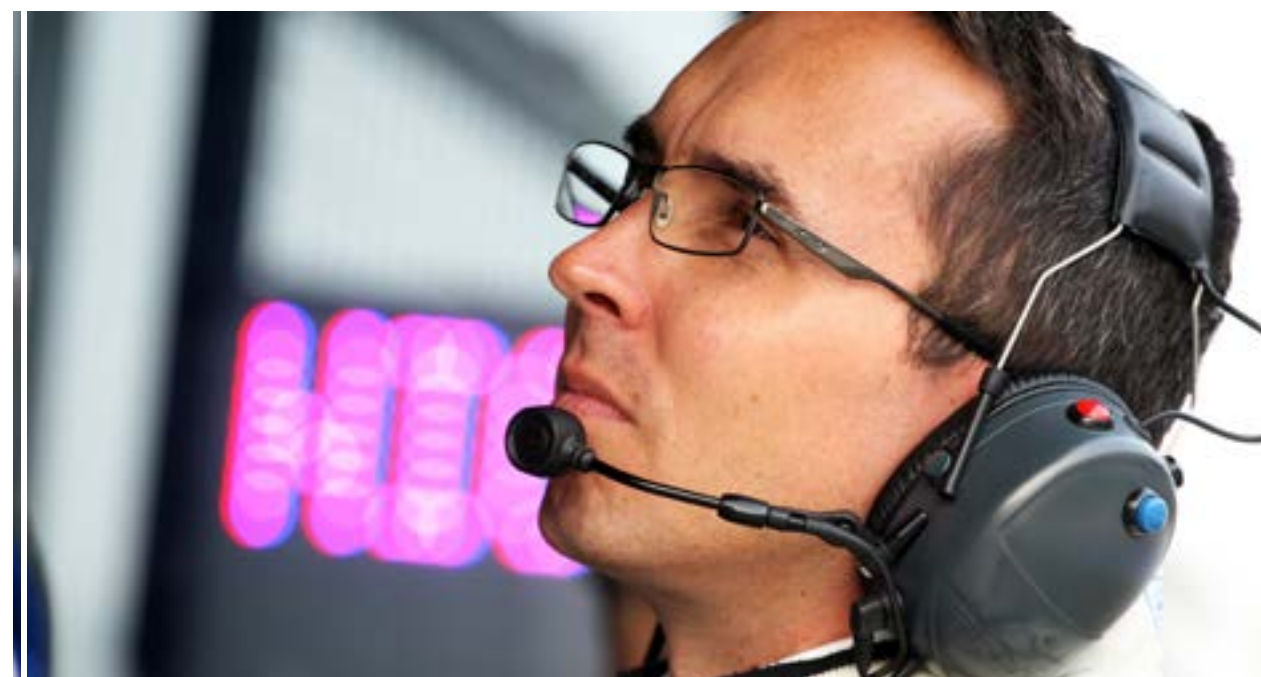
# 13. ORECA TECHNOLOGY

BY  
**DAVID FLOURY**  
TECHNICAL DIRECTOR

**IN THE PAST EIGHT YEARS, YOU HAVE EXPERIENCED WINS AS WELL AS TOUGH MOMENTS. WHAT MEMORIES HAVE MARKED YOU THE MOST?**

“Oh! There are so many. Le Mans is such a personal and technical adventure that every edition is a whirlwind. There is all of the work put into preparation and countless simulations done at the Paul Ricard circuit, and Aragón and Portimão.

As for the race itself, I’d have to say 2013 when the weather was constantly changing, and it was an ongoing challenge to choose the correct tyres. I don’t think we managed to do four stints with the same type of tyres. And of course, let’s not forget 2016 when the car driven by Kazuki stopped one lap away from winning the race. The wins in 2018 and 2019 stand out even though the competition was weaker because they presented their own challenges. To win Le Mans, you have to beat the race itself.”



**WE OFTEN TALK ABOUT THE CAR AND THE TECHNOLOGY, BUT ISN'T IT ALSO ABOUT THE PEOPLE, WITH VARIOUS MULTICULTURAL COLLABORATIONS.**

“Absolutely, and that is part of the magic of endurance racing and Le Mans, and one of the reasons I love this discipline. People are at the heart of it, every member of the team has an important role in the outcome of the race. More than in any other discipline, teamwork is one of the keys to success. Toyota is also very multicultural with as many as 20 nationalities in the team. It’s part of its charm.”

**AT THE BEGINNING OF THE YEAR, THE ACO AND THE IMSA FINALISED AN AGREEMENT FOR A JOINT VENTURE CULMINATING IN THE LMDH CLASS. WHAT DO YOU THINK OF THIS ANNOUNCEMENT OF A NEW PLATFORM?**

“It’s wonderful news for the sport and the fans. The agreement means there is now a global platform that will allow constructors to compete in two major championships (WEC and WeatherTech) with the same car and try for a win in all of the major endurance races. Also, this new platform represents a significant reduction in costs. That is even more important now as a result of COVID-19. Since the announcement, the ACO, the IMSA and the constructors have worked together tirelessly to define an identical operating point between LMH and LMDh, and that is an incredibly good thing.”



**DESPITE THE GLOBAL COVID-19 PANDEMIC, THE ACO AND THE IMSA HAVE PROCEEDED TO WORK ON THE LMDH TECHNICAL REGULATIONS. WHAT ABOUT ORECA? DID THE HEALTH CRISIS LEAD TO A HIATUS OR HAVE YOU CONTINUED EFFORTS ON VARIOUS PROJECTS?**

“We have not stopped working on the project and have made excellent headway. The architecture and design of the car are entirely defined, and we continue to work on every detail. Our clear objective is to move forward in terms of quality and performance, and to be ready for Daytona 2022. Meanwhile, we have also been highly active in the ongoing efforts between the ACO and the IMSA.”

**SEVERAL CONSTRUCTORS HAVE EXPRESSED INTEREST IN THE LMDH CLASS. HAVE ANY ALREADY CONTACTED YOU LOOKING TO WORK WITH ORECA? IS THE LMH CLASS ALSO AN OPPORTUNITY FOR ORECA?**

“We are looking at every opportunity. We’ve had a lot of incredibly positive discussions and endurance racing (LMDh and LMH) continues to attract significant interest, no matter the context.”







# ★ ORECA GROUP ★

& ITS ACTIVITIES





# ORECA

SINCE ITS CREATION,  
COMPETITION HAS BEEN IN ORECA'S DNA.

To go after performance and aim for results are two core values the company has cultivated since its first involvement in competition. It has been at the heart of ORECA since its inception. Hugues de Chaunac's passion for sporting challenges has consistently compelled the company to push its limits and take on challenges on all possible playing fields, with one singular goal: to win. Winning is what drives the men and women at ORECA to give their all.

**From touring sedans to GTs, from single-seaters to prototypes, from circuit to rally raid, ORECA has accumulated multi-discipline experience by developing an operating team expertise at the highest level of excellence. After nearly 50 years in auto racing, ORECA continues to enrich its knowledge base on a daily basis thanks to new projects and new collaborations, and it boasts a tremendous business dynamic based on sustainability in the motorsport industry.**





# EVENTS



**For more than 25 years, the event communication consultancy ORECA Events has been supporting players within the automotive industry with their corporate, brand and business needs.**

The agency creates and organises all sorts of events with the goal of stimulating client performance. Present on three continents – Asia, Europe and North America – the agency currently counts more than 40 permanent collaborators and organises more than 150 events each year.

In 2019, the ORECA Groupe acquired the Parisian agency Facets. This year, Facets has reinvented itself and capitalised on its experience to become a doubly specialized event agency: in corporate and press speeches via Facets Events and in travel and incentives via Facets Meet & Travel.



ORECA Events



oreca\_events



Facets



facetsparis





# STORE

A multi-channel sales presence, the ORECA Store offers more than 40,000 items daily via its website [oreca-store.com](https://oreca-store.com) and its 30,000-copy catalog, as well as through two shops and many national and international events.

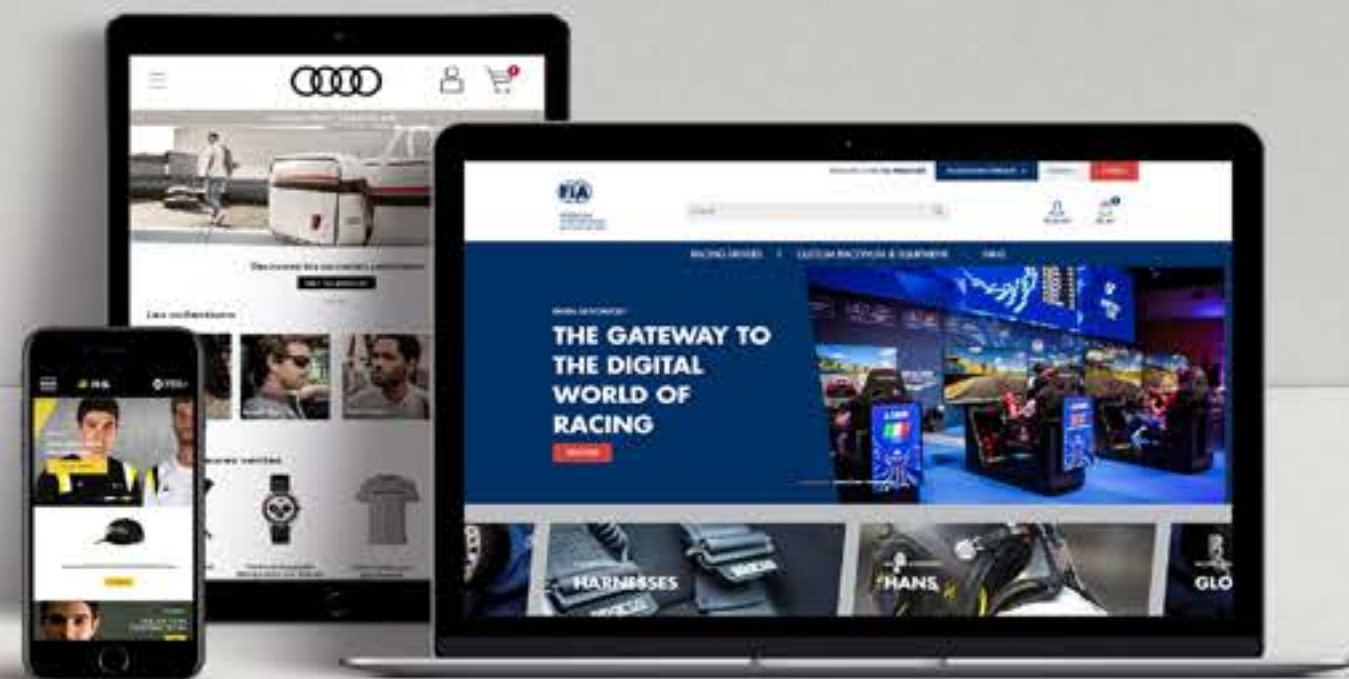
Today more than 60 countries are provided with goods from more than 250 marques every year. A blog also provides enthusiasts with unique access via articles, advice and shared discussions.

**250.**  
MARQUES

**60.**  
COUNTRIES  
ARE PROVIDED



# DIGITAL RETAIL



For more than 10 years, ORECA Digital & Retail has specialised in multi-channel distribution on behalf of advertisers and rights-holders.

Born in auto racing – where the ORECA Groupe's distribution branch has become the French leader and European benchmark particularly online through the ORECA Store ([oreca-store.com](http://oreca-store.com)) – its distribution activities have also developed and diversified into white label products in the automotive sector, becoming the go-to for many brands, including some related to Groupe VGF, Renault DP World F1 Team and the Fédération Internationale de l'Automobile.

**This department is continuing its expansion with a new phase of growth in multisports, building on the values derived from competition which constitute its DNA.**



# 14. DATES CLÉS





