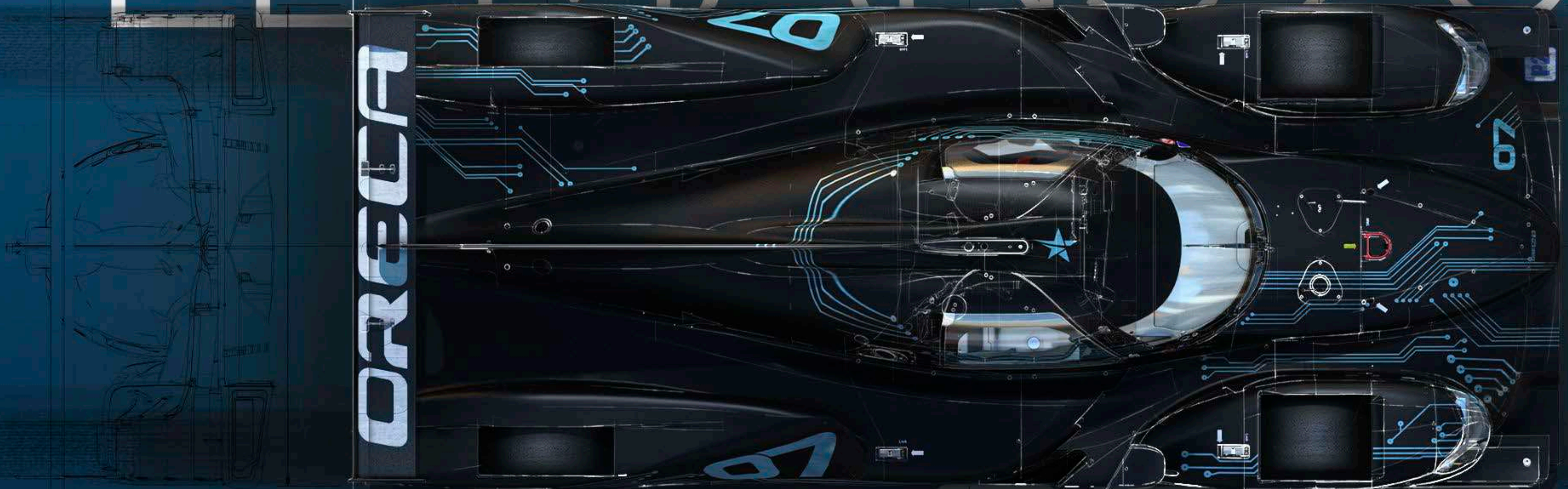


NEW

IFEMANIS 2021



ORFEO

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TIMETABLE

f @oreca.fr

t @oreca

in @oreca

o @orecagroup



A WORD FROM HUGUES DE CHAUNAC



24 ORECA 07 chassis are entered in the LMP2 class this year in the 89th 24 Hours of Le Mans. Our collaborators and I are enormously proud to field this many chassis. Once again, ORECA will be the most represented constructor on the starting grid of the race.

In the Innovative Car class, we are extremely pleased to support Frédéric Sausset and SRT41's project. This is an exciting adventure on every level, both humanly and technically, to allow two drivers with disabilities to take part in the 24 Hours of Le Mans.

In Hypercar and through the technical support we provide Philippe Sinault's team Signatech, we are also very happy to be able to participate in this new endeavor with the Alpine Elf Matmut Endurance Team.

Since 2012, we have put the entirety of our experience at the service of TOYOTA GAZOO Racing via operational support and are certain the battle will be as fierce as always in the top class!

As the most legendary endurance race in the world nears, I would like to thank our teams for their tireless work for our racing customers and in various support programs, particularly during these difficult times. In all, no less than 50 people from ORECA's Technology division will be involved in race week to provide optimal support to the various teams. Our common goal is to see all of our cars cross the finish line.

This year will finally allow the return of spectators at the circuit. This will be the opportunity for ORECA Events to offer motorsports enthusiasts immersive and unique experiences, set up specifically under the auspices of Matmut. In addition, our agency will launch an experiential online app that will give fans the ability to enjoy the atmosphere of the 24 Hours of Le Mans.

Lastly, on behalf of Groupe ORECA, I would like to thank the Automobile Club de l'Ouest and its teams for their unfailing drive to make sure we all have a thrilling experience during this upcoming intense and exciting week!



Hugues de Chaunac,
ORECA Group President



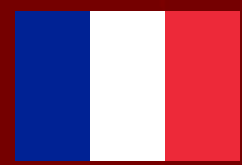
TESTS





André NEGRÃO 
Nicolas LAPIERRE 
Matthieu VAXIVIERE 

#36 ALPINE ELF MATMUT





Tatiana CALDERON **S**
Sophia FLOERSCH **S**
Beitske VISSER **S**

#1 RICHARD MILLE RACING TEAM

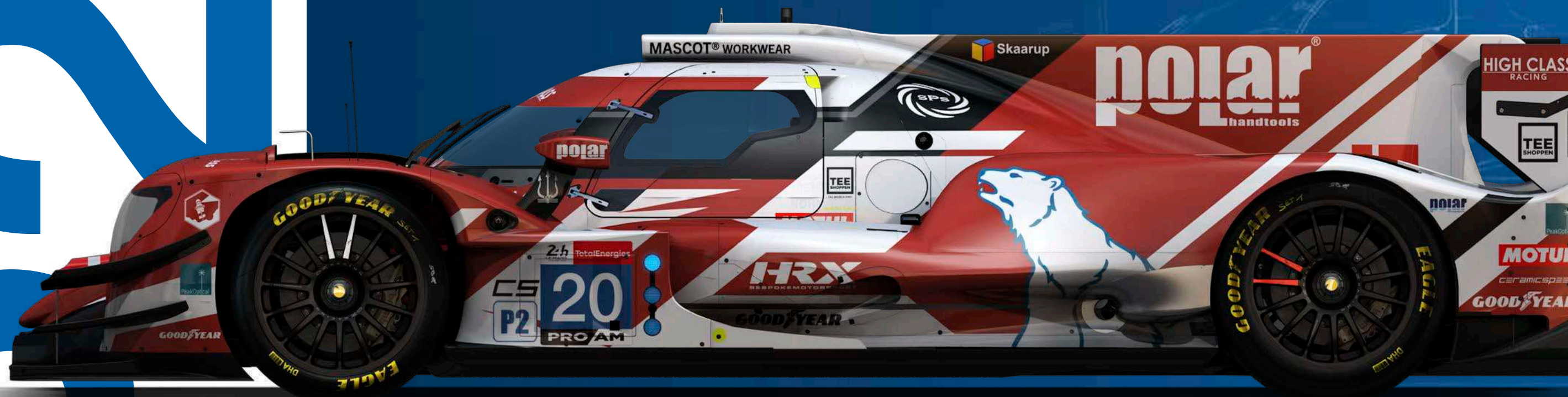


Dwight MERRIMAN **B**
Kyle TILLEY **S**
Ryan DALZIEL **G**

#17 IDEC SPORT



PRO/AM

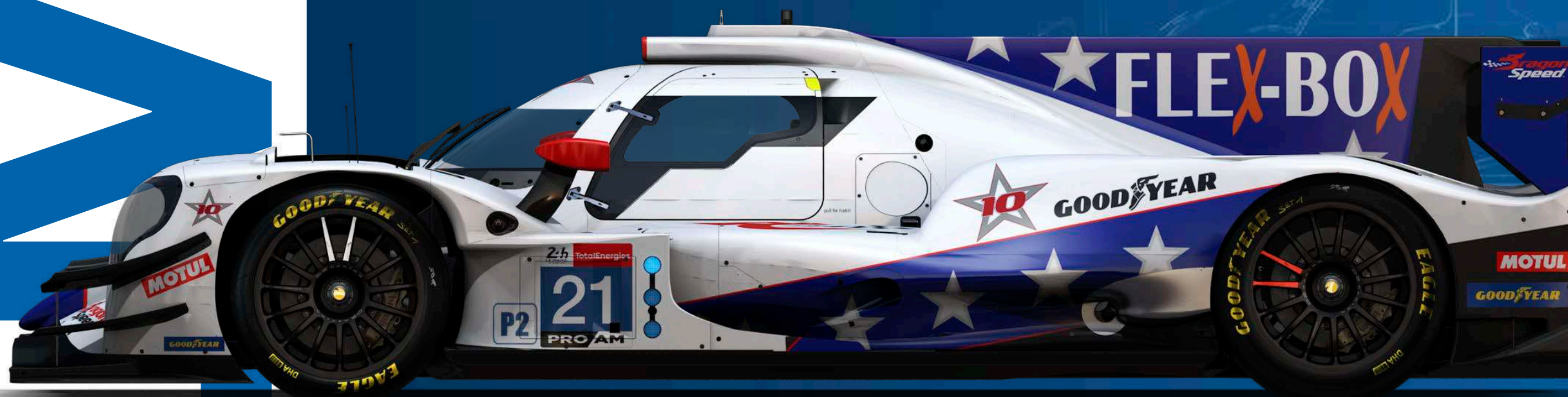


Dennis ANDERSEN **B**
Ricky TAYLOR **P**
Marco SØRENSEN **P**

#20 HIGH CLASS RACING

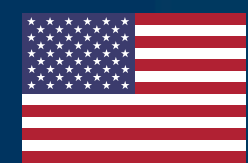


PRO/AM

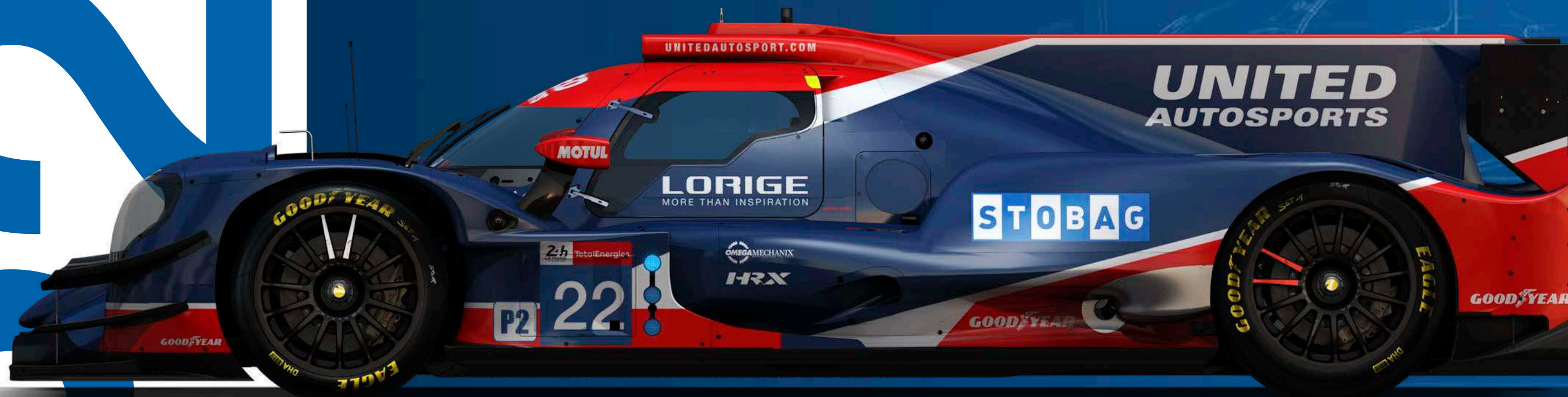


Henrik Hedman **B**
Ben HANLEY **G**
Juan Pablo MONTTOYA **P**

#21 DRAGONSPEED USA



PRO/AM



Philip HANSON **G**
Fabio SCHERER **S**
Filipe ALBUQUERQUE **P**

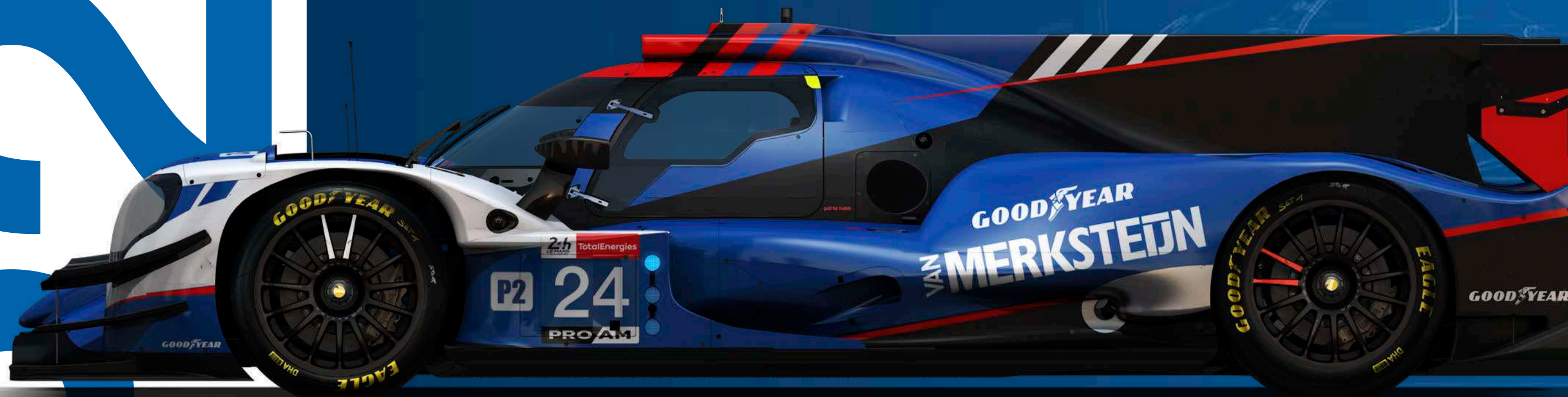
#22 UNITED AUTOSPORTS USA



Paul DI RESTA **P**
Alex LYNN **P**
Wayne BOYD **S**

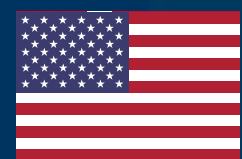
#23 UNITED AUTOSPORTS





Patrick KELLY **B**
Gabriel AUBRY **G**
Simon TRUMMER **G**

#24 PRO AM MOTORSports MATHIASSEN



PRO AM



John FALB **B**
Roberto MERHI **P**
Rui ANDRADE **S**

#25 G-DRIVE RACING



PRO AM



Roman RUSINOV **G**
Franco COLAPINTO **S**
Nyck DE VRIES **P**

#26 G-DRIVE RACING



Sean GELAE **S**
Stoffel VANDOORNE **P**
Tom BLOMQVIST **P**

#28 JOTA





Frits VAN EERD **B**
Giedo VAN DER GARDE **P**
Job VAN UITERT **G**

#29 RACING TEAM NEDERLAND



PRO/AM



René BINDER **S**
Memo ROJAS **G**
Tristan GOMMENDY **P**

#30 DUQUEINE TEAM





#31 TEAM WRT



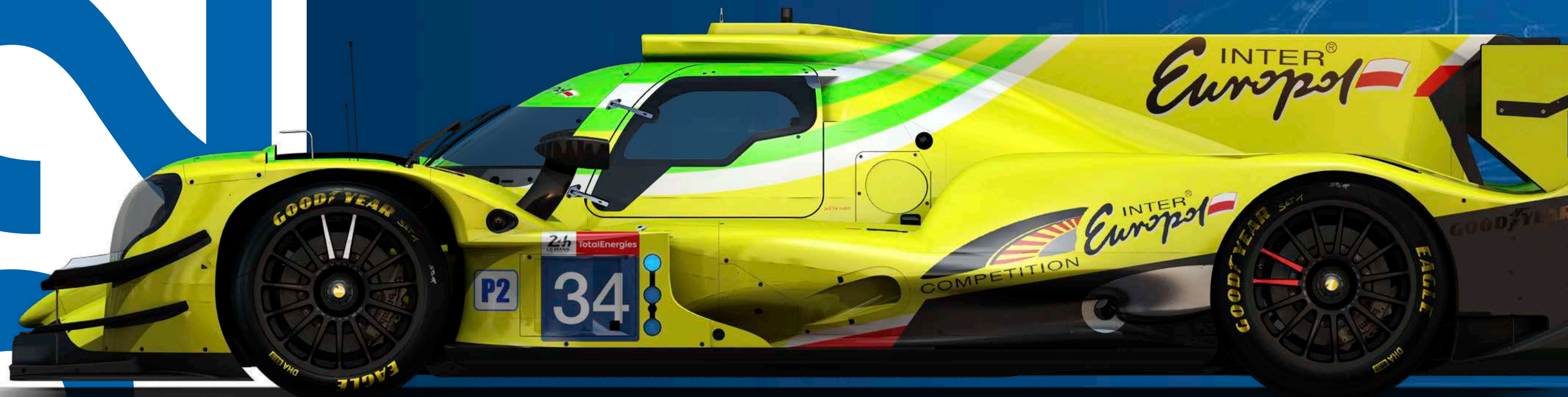
Robin FRIJNS P
Ferdinand HABSBURG G
Charles MILESI S



#32 UNITED AUTOSPORTS



Nicolas JAMIN G
Jonathan ABERDEIN G
Manuel MALDONADO S



Jakub SMIECHOWSKI **S**
Renger VAN DEZ ZANDE **G**
ALEX BRUNDLE **G**

#34 INTER EUROPOL COMPETITION



Roberto GONZALEZ **S**
Antonio Felix DA COSTA **P**
Anthony DAVIDSON **P**

#38 JOTA





Vincent CAPILLAIRE **S**
Arnold ROBIN **B**
Maxime ROBIN **S**

#39 SO24-DIROB BY GRAFF



PRO/AM



Robert KUBICA **P**
Louis DELÉTRAZ **G**
YIFEI YE **S**

#41 TEAM WRT





Miroslav KONOPKA **B**
Oliver WEBB **G**
Matej KONOPKA **S**

#44 ARC BRATISLAVA



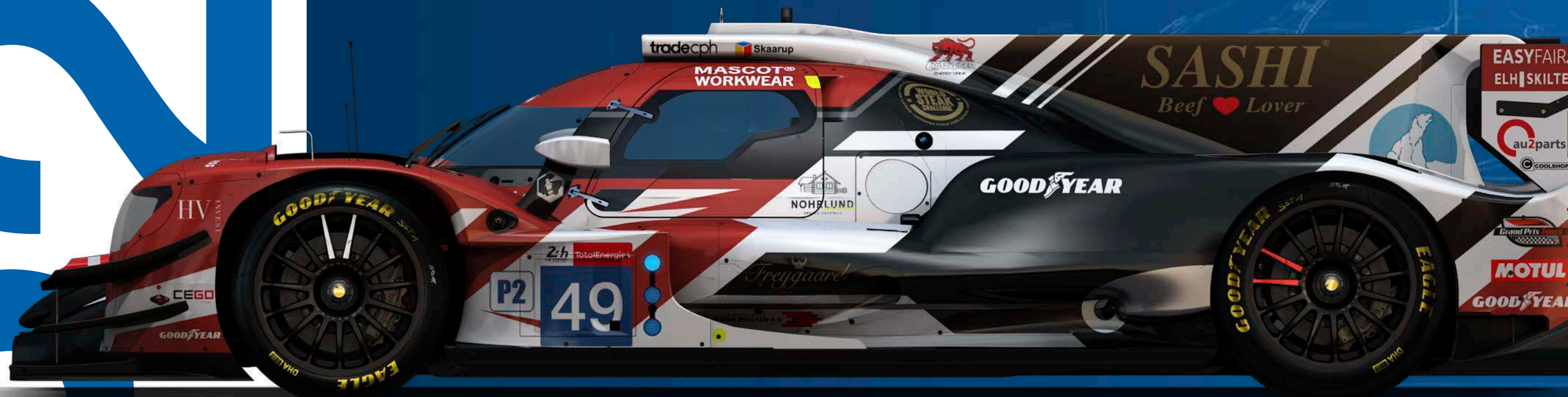
PRO/AM



Paul LAFARGUE **S**
Paul-Loup CHATIN **G**
Patrick PILET **P**

#48 IDEC SPORT





Anders FJORDBACH **S**
Jan MAGNUSSEN **P**
Kevin MAGNUSSEN **P**

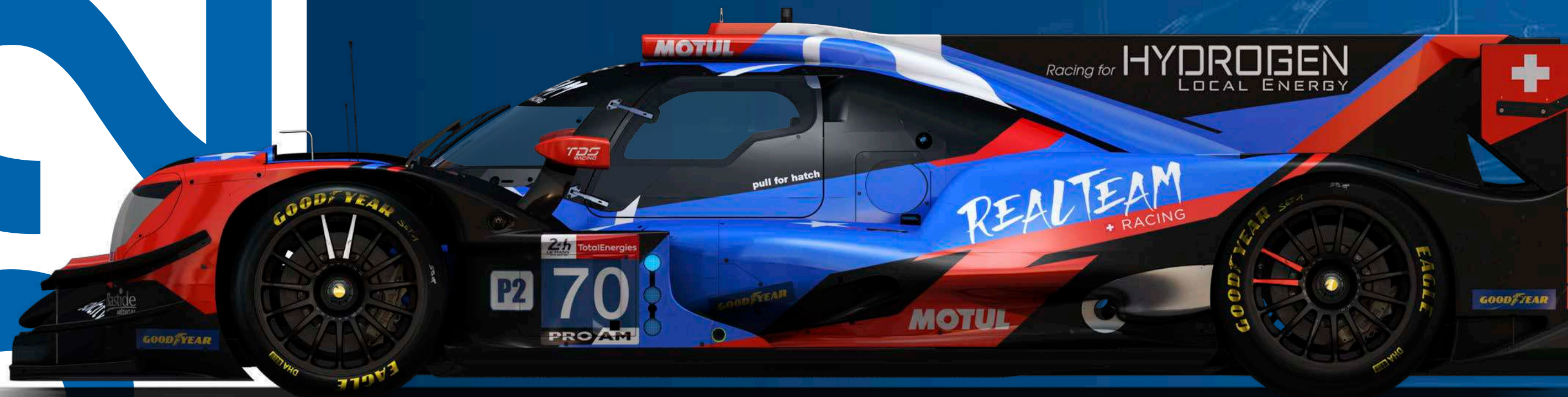
#49 HIGH CLASS RACING



Julien CANAL **S**
Will STEVENS **P**
James ALLEN **G**

#65 PANIS RACING





Esteban GARCIA **B**
Loic DUVAL **P**
Norman NATO **G**

#70 REALTEAM RACING

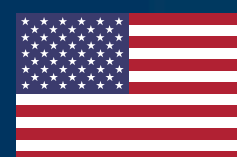


PRO-AM






Ryan CULLEN **S**
Oliver JARVIS **P**
Felipe NASR **P**

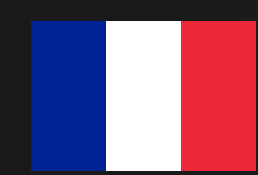
#82 RISI COMPETIZIONE



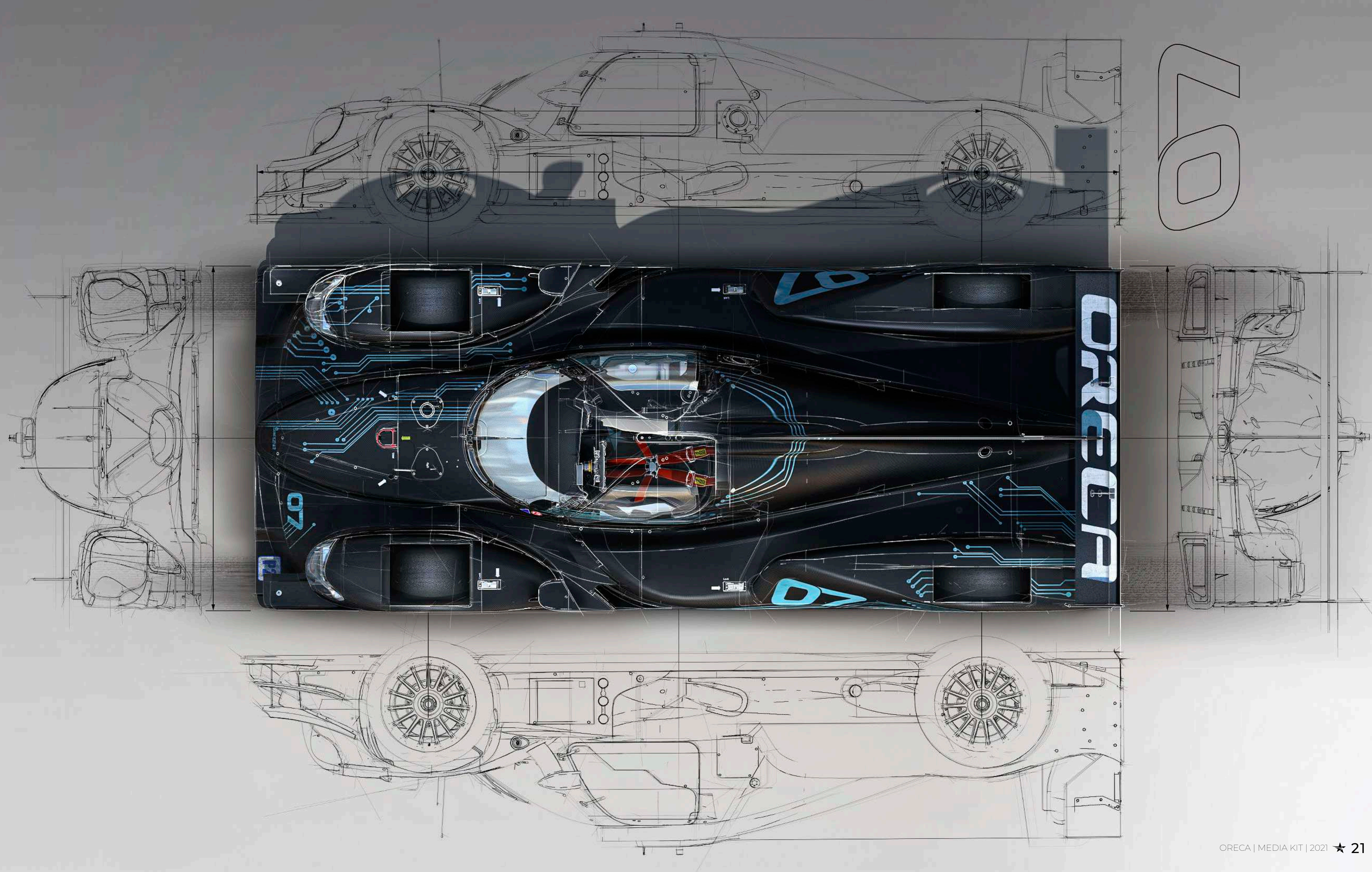


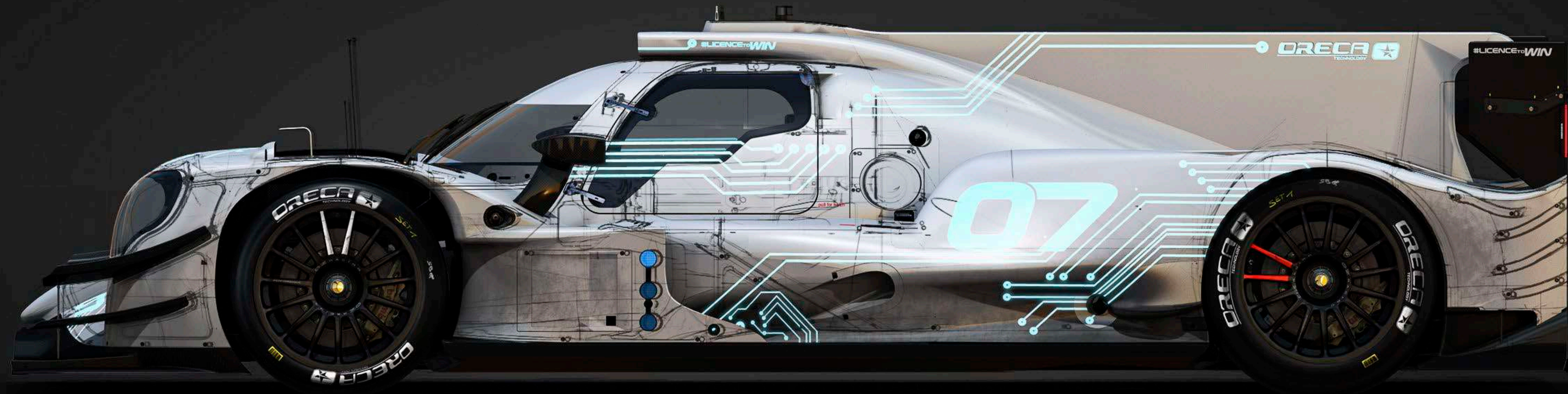
Takuma AOKI 
Nigel BAILLY 
Matthieu LAHAYE 

#84 ASSOCIATION SRT41



ORECA 07 TECHNICAL SPECS





CHASSIS

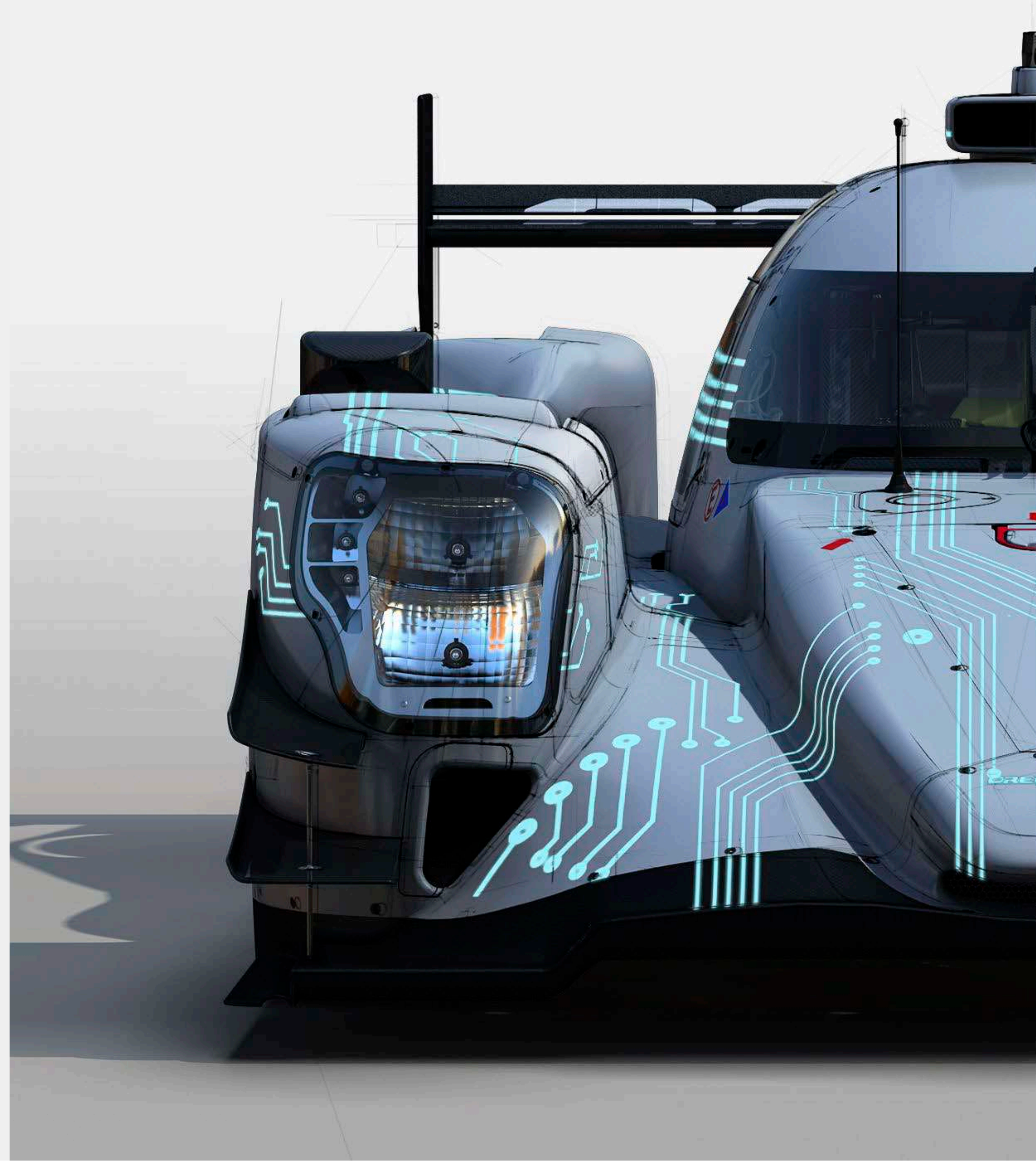
Composition	Carbon fibre & Honeycomb
Length:	4,745 mm
Width:	1,895 mm
Height:	1,045 mm
Weight:	950 kg
Front track:	1,570 mm
Rear track:	1,550 mm
Wheelbase:	3,005 mm

ENGINE

Gibson GK-428 :	4,200 cc
Type :	90° normally aspirated V8
Maximum speed:	9,000 RPM
Lubrication:	dry sump / staged oil pump
Electronic management:	Cosworth

MISCELLANEOUS

Suspensions:	double wishbones with pushrod
Adjustable shock absorbers:	specifically developed by PKM
Tires of the teams' choice:	Front: 30-68 / R18, Rear: 31-71 / R18
Front rims:	12,5"x18"
Rear rims:	13"x18"



GEARBOX

Brand:

Xtrac

Type:

transverse magnesium housing

Gear change:

paddles on the steering wheel / pneumatic control

Gears:

6 + reverse

BRAKES

Type:

Ventilated carbon discs

Calipers:

monobloc 6 pistons

SAFETY

Six-point harness adapted for the Hans® system

75 L flexible secure fuel tank with integrated fuel reserve system

BODY

Type :

Carbon/Kevlar

NEW CLASSES



LMH, LMDh, LMP2 Pro/Am | New classes in Season 9 of the FIA WEC

As of the kickoff of Season 9 of the FIA WEC, the new top class in endurance racing, Hypercar, includes two types of cars:

- LMH (Le Mans Hypercar)
- LMDh (Le Mans Daytona h) starting in 2023

The ultimate goal of these two types of cars is to race together in the FIA WEC as well as the American series IMSA WeatherTech SportsCar Championship, and to compete in the 24 Hours of Le Mans, the Rolex 24 at Daytona and the 12 Hours of Sebring.

LMDh (Le Mans Daytona h | as of 2023)

standardized chassis from an LMP2 prototype as well as a standard, mandatory hybrid system. On the other hand, constructors will have the freedom to choose the thermal aspect of the engine. The minimum weight is set at 1,030 kg. Future LMDh prototypes will have a combined total power (combustion engine + hybrid system) of 500 kW.

At the start of the year, Goodyear became the new exclusive tire supplier in the LMP2 class. However, Hypercars will be fitted with tires from the French manufacturer Michelin.

LMH (Le Mans Hypercar | as of 2021)

In 2021, Hypercar is the new top class in the FIA WEC, effectively replacing LMP1. This class allows special prototypes and cars based on road models to take part in the FIA World Endurance Championship. Constructors now have the choice of chassis, bodywork and power.

The engine can be atmospheric or turbocharged and the presence of a hybrid system is not required. On the chassis side, constructors can develop a «muscular» version of a Hypercar designed for the road.

This is the case with Toyota whose GR010 Hybrid is based on the concept car GR Super Sport Concept. Beginning in 2023, LMH prototypes will be eligible for the IMSA WeatherTech SportsCar Championship (subject to conditions).

LMP2 Pro/AM

Another new feature this year, LMP2 will be divided into two classes. Though the rules for driver line-up composition remain the same as in 2020, a new classification has been put in place for gentleman drivers called LMP2 Pro/Am.

They will have a podium ceremony after each race, and a trophy will be awarded to the best team and its drivers at the end of the season.

10TH OF CUSTOMER RACING PROGRAM ANNIVERSARY

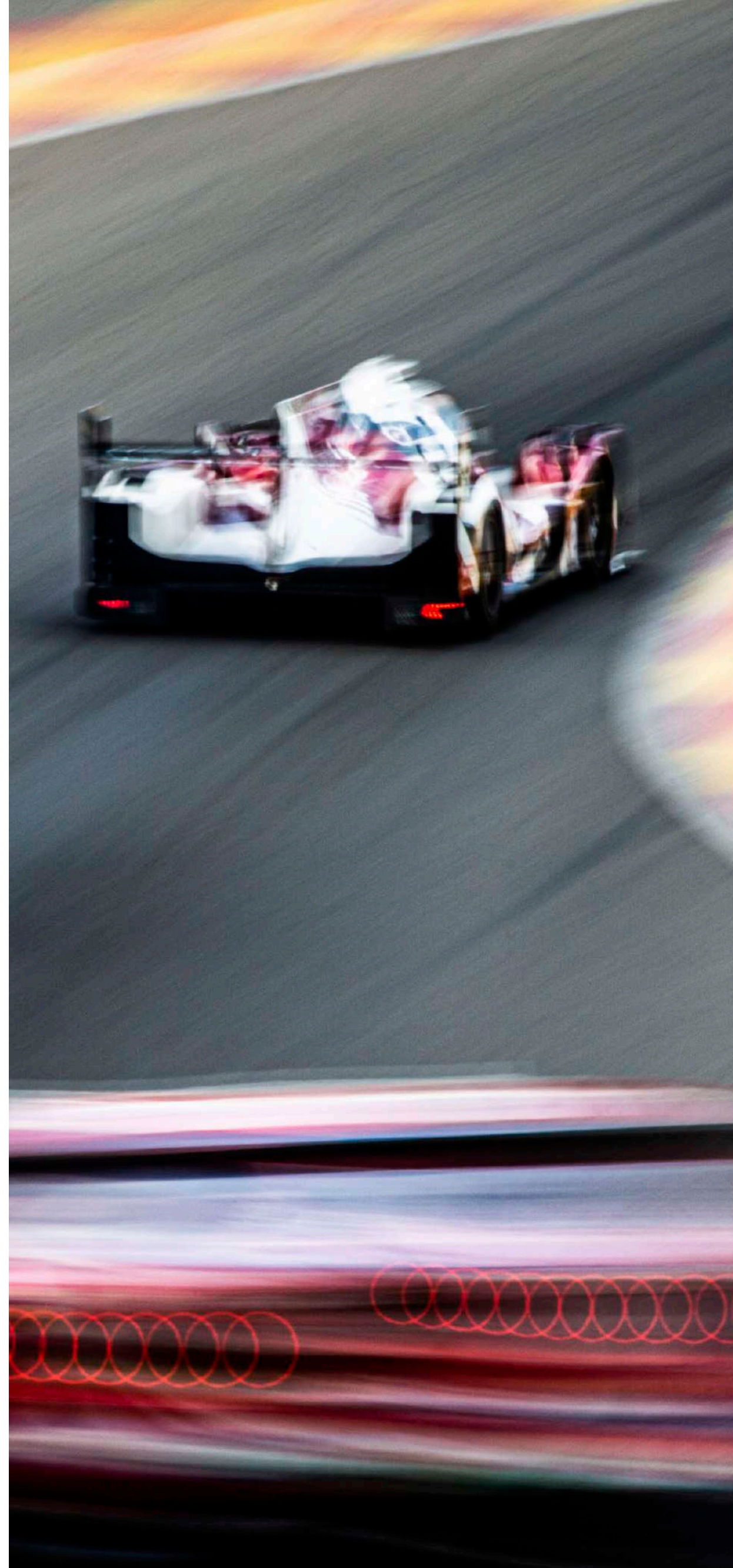


The ORECA Customer Racing Program is celebrating its 10th anniversary!

Twenty-four chassis in LMP2, one in LMP1 and one Innovative Car built by ORECA Technology will hit the track at the 2021 24 Hours of Le Mans, a new record. For ORECA, its relationship with teams does not end when the car is delivered. The support of ORECA's staff is fundamental, before, during and after a race.

Thanks to the creation of the Customer Racing Program in 2011, each team benefits from constant communication and total responsiveness from ORECA's technicians. A close collaboration from the first moments of a project is essential relative to all technical and sporting aspects.

In 2011, only three ORECA 03s participated in the 24 Hours of Le Mans. Ten years later, the ORECA delegation has greatly expanded. This translates into a better organization, a stronger staff at all levels and reinforced logistics.



On the occasion of the 10-year anniversary, Customer Racing Program Manager Anthony Megevand shares more about the evolution of this customized service.

When did Groupe ORECA develop its Customer Racing Program activities in endurance?

The Customer Racing Program already existed at ORECA, namely during the Viper project, but not as a constructor. ORECA made that move in 2008 after the acquisition of Courage Compétition, and a new step forward was taken the following year with the ORECA 01. Even though there had been the ORECA-FLM09 destined for a one-design class, things clearly changed with the baptism of the ORECA 03 intended for LMP2 and private teams. 2011 was therefore a year of mixing continuity with discovery. Our philosophy had evolved: ORECA Technology knew how to build a prototype, but it was time for other teams to race it and see if that could be a success. It's a very different approach.

When a team obtains a chassis, how does the acquisition take place? Is there training?

We have defined a core philosophy, but we adapt to every team. The goal is to create a bond with each. They all have their particularities. So, we learn together: the team with the support of our technicians and mechanics, and us through the members of the teams who always bring a fresh eye. It's a give and take. Building the car is a collaboration before it ever hits the track. The follow-up is then modeled according to the wishes of the team, according to its experience, its program, etc.

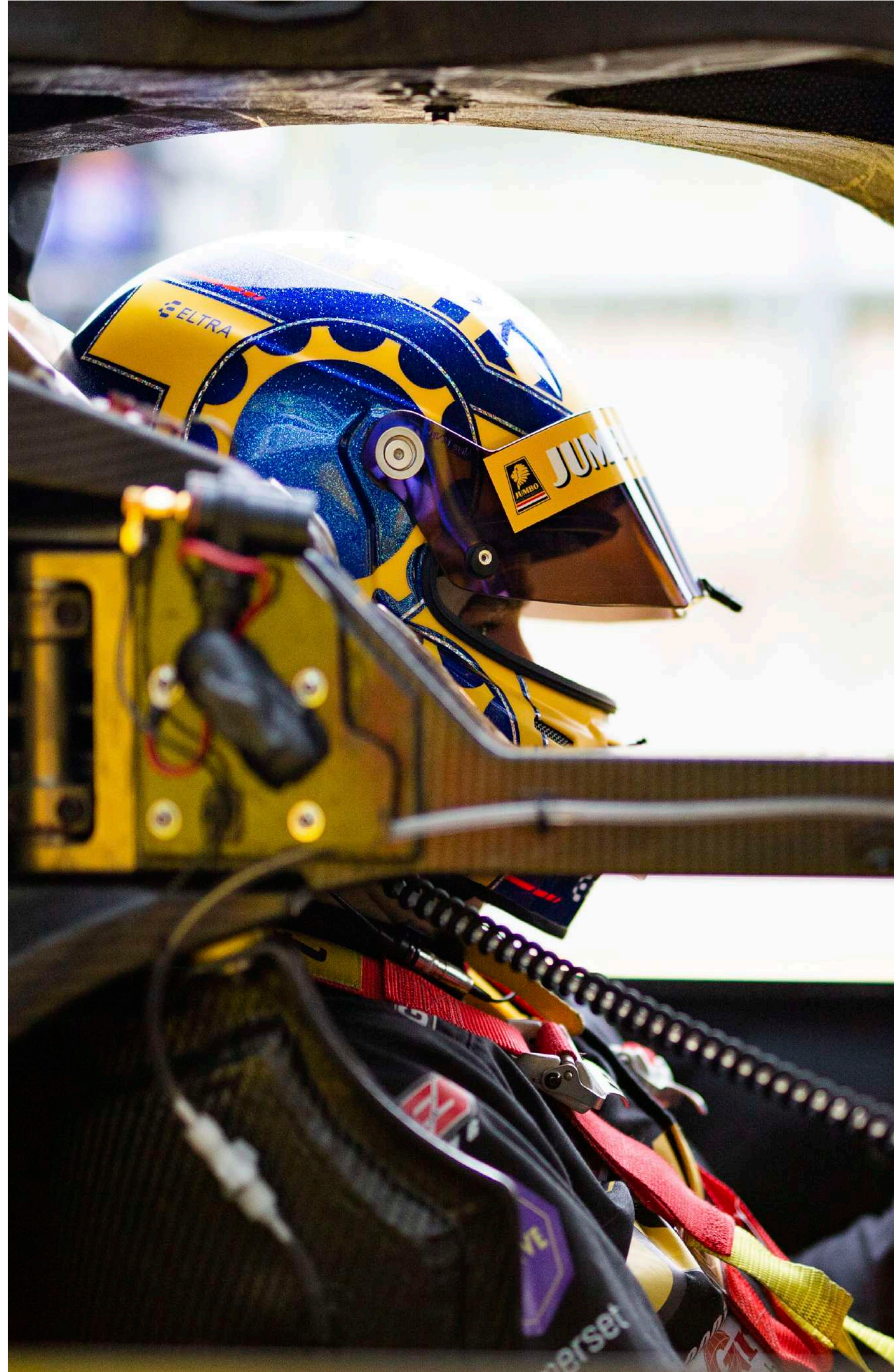
In 2011, you optimized your services as a constructor and as an operating team to launch the ORECA 03. Was that a turning point for ORECA, particularly in customer support?

The ORECA 03 opened the door. With the ORECA-FLM09, it was customer racing support but in a one-design series. That's always different. The ORECA 03 arrived in an LMP2 class with different constructors, some of whom already had a lot of experience, and there was the 24 Hours of Le Mans as the main event. The level is not the same, the responsibility either. The whole framework changes. At the time, the challenge was significant. It wasn't just the car to build, there was an organization to put in place.

In 2011, three chassis competed at the 24 Hours of Le Mans. This year, 25 chassis will take the start in the race. What does that imply?

Twenty-five cars at Le Mans is something else! The technical support from our technicians and mechanics, the output of our composite service, the logistics of parts, the organization in general with everything behind the scenes. It's incredible to say that in 10 years ORECA went from three to 25 cars. It's both wonderful and a huge responsibility. It is not easy to explain succinctly everything this implies because all ORECA departments are involved across the board. It is the result of constant evolution, step by step.





What are the keys to the success of the Customer Racing Program?

First, it is all about the design of the car. The ORECA 07 is a fantastic prototype and honestly, I think that is an understatement. It is a descendent of the 01, 03 and 05 obviously, but mainly I think it demonstrates a level in design and implementation reached by the ORECA Technology teams. It involves not only the Design Office, but also other departments such as composite and general production. It's a project that required everyone at ORECA, all of the groups not just technical. Then there's the follow-up to the project through support. We always try to do our absolute best. We aren't perfect and will never be, but the goal is to be as close as possible. It is both problem-solving and listening. I believe that with the 07 program, ORECA has both built a car and a story. Something special has taken place.

Did you imagine at ORECA that this is how the journey would unfold?

I would say no. Everyone worked to make this program a success, but...who would have envisioned so many cars built and on the track? With competitors from all over the world, more than 15 countries represented...Today, we're talking about more than 70 ORECA 07 chassis, nearly 30 different teams that have fielded an ORECA 07, with more than 20 winning teams!

What has changed in the last 10 years?

A little bit of everything, but not as a whole. Project management has evolved, like certain working methods since we are in a constantly changing state at every level. New team members have joined ORECA Technology, including young talents. It is important to share all of that, the savoir-faire, the experience. Everyone has grown into their own over the last 10 seasons. The Customer Racing Program is still about our people, with daily exchanges of information. That aspect, no technology could ever replace.

10 years in LMP2 with three different cars. What do you remember most?

They've all followed their own paths. The ORECA 03 was the first LMP2, so it is necessarily special. It won everything, except Le Mans. That will always be a regret. With the ORECA 05, it's a different story. It had the win at Le Mans just a few weeks after first hitting the track, but there is a sense of unfinished business in the ELMS for example. The ORECA 07 is a bit of a combination. We couldn't have hoped for more: Le Mans, ELMS, FIA WEC, IMSA, Asian LMS, even overall victories in the U.S. But you always want more. We could have clinched the overall win at the 24 Hours in 2017 in the lead ahead of Porsche two hours from the finish. It may seem surprising, but it was not easy to digest because at one point, even though it was unrealistic, we started to believe it could happen. We could have had Daytona in 2018 when the ORECA 07 led the race against the Cadillac DPis. There too, it was hard to take, but that's motivation for the future. We always want more and that is what fosters progress.





Are there things that people don't see that set this program apart?

I would say the work behind the scenes. It may be a cliché, but it is so true. People's contribution in such a program outside of the races is generally underestimated.

I would add the ongoing discussions in the Design Office, the long days the mechanics in the workshop persevere to meet deadlines for a new car or for the assembly of parts, the production of parts in an emergency with corrective measures to be made sometimes in record time, the composite department who works miracles in terms of construction and repairs, the people who manage the follow-up of all this, and therefore the logistics... this many cars means there is an enormous amount of activity, and that doesn't really express it.

But there remains a craftsmanship element which gives an even nobler feel to projects. What people don't see is the composition of such a team. We all have our personality, our visions, our good and bad qualities, but we all work together to reach common goals.

ORECA

ADVENTURE

42

4

21

15

73

8

3

3

1

FLM - 09

ORECA 01

ORECA 03

ORECA 05

ORECA 07

ACURA ARX-05 DPI

REBELLION R-ONE

REBELLION R13

ALPINE A480

350 wins
in competition

49
titles

4 overall wins

at the
**24H of
le Mans**

+3
GT wins

22

PARTICIPATIONS in the
**24H of
le Mans**

11

world
champion
titles

Endurance
Touring Car
Junior Rally

10

DPI

WINS

+14

pole positions / 36 races

218

LMP2 races :

79x **ORECA 03**

36x **ORECA 05**

103x **ORECA 07**

23

LMP1

WINS

(including class wins)

4

LMP1

WINS

(overall only)

130

LMP2 wins :

31x **ORECA 03**

20x **ORECA 05**

79x **ORECA 07**

122

LMP2 pole positions :

22x **ORECA 03**

18x **ORECA 05**

82x **ORECA 07**

6

consecutive LMP2

WINS

At the
24 Hours of le Mans

36

LMP2

titles

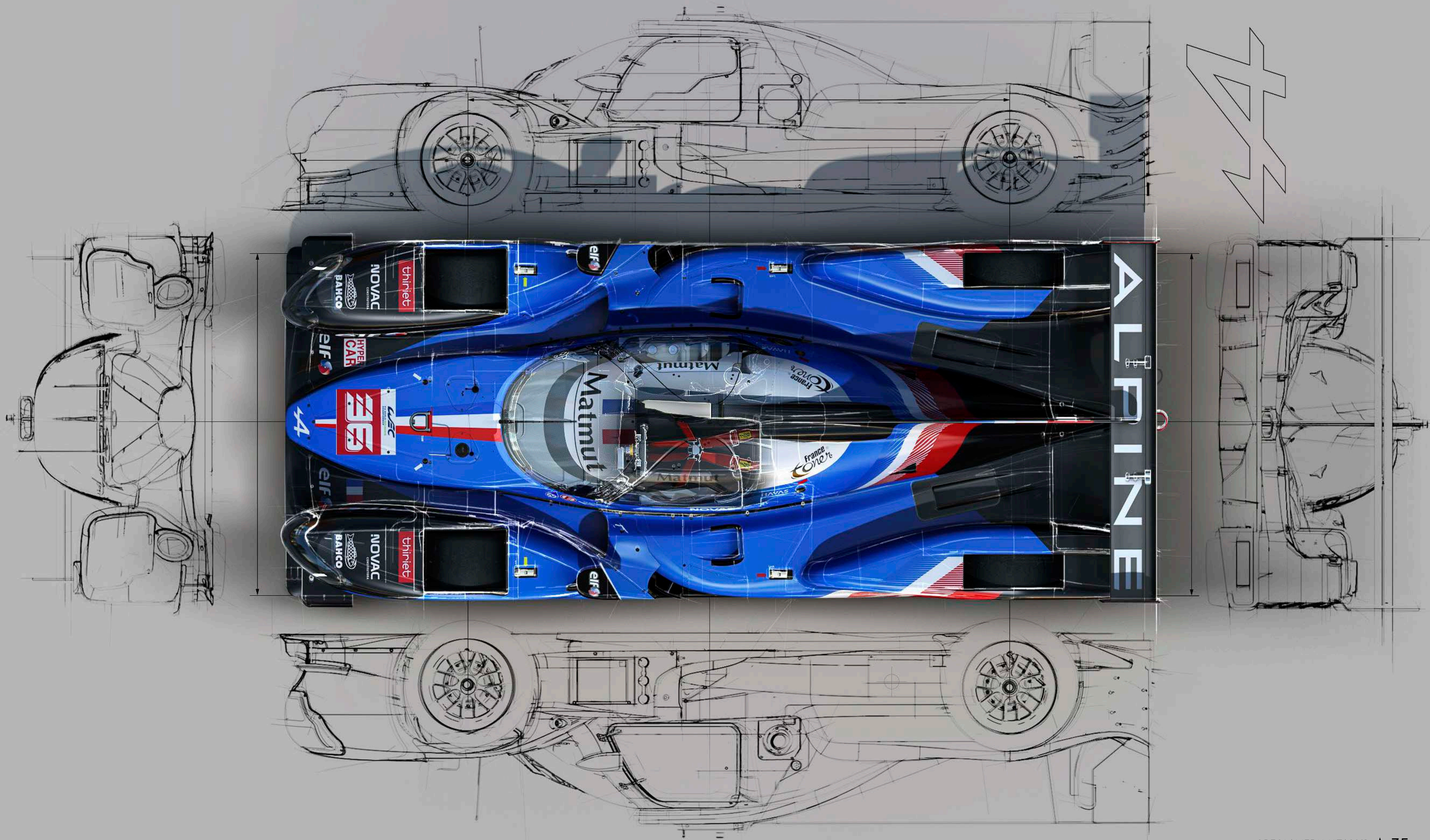
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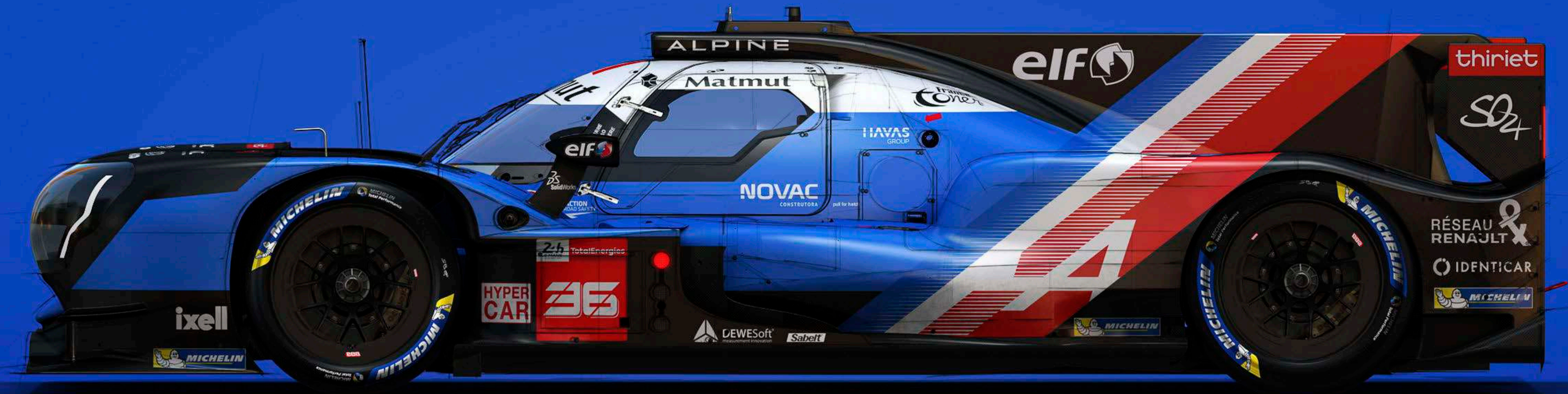
DPI

titles

The first private LMP1 constructor to win
a FIA WEC race

ALPINE A480 TECHNICAL SPECS





CHASSIS

Composition

Carbon fibre & Honeycomb

Length:

4,645 mm

Width:

1,995 mm

Height:

1,045 mm

Weight:

900 kg according to BoP

Front track:

1,560 mm

Rear track:

1,550 mm

Wheelbase:

2,905 mm

ENGINE

Gibson GL-458:

4,500 cc

Type:

90° normally aspirated V8

Maximum speed:

8,400 RPM

Lubrication:

dry sump / staged oil pump

Electronic management:

Cosworth

Power:

625 HP

MISCELLANEOUS

Suspensions:

double wishbones with pushrod

Adjustable shock absorbers:

specific 4-way
PKM - ORECA shock absorbers

Tires of the teams' choice:

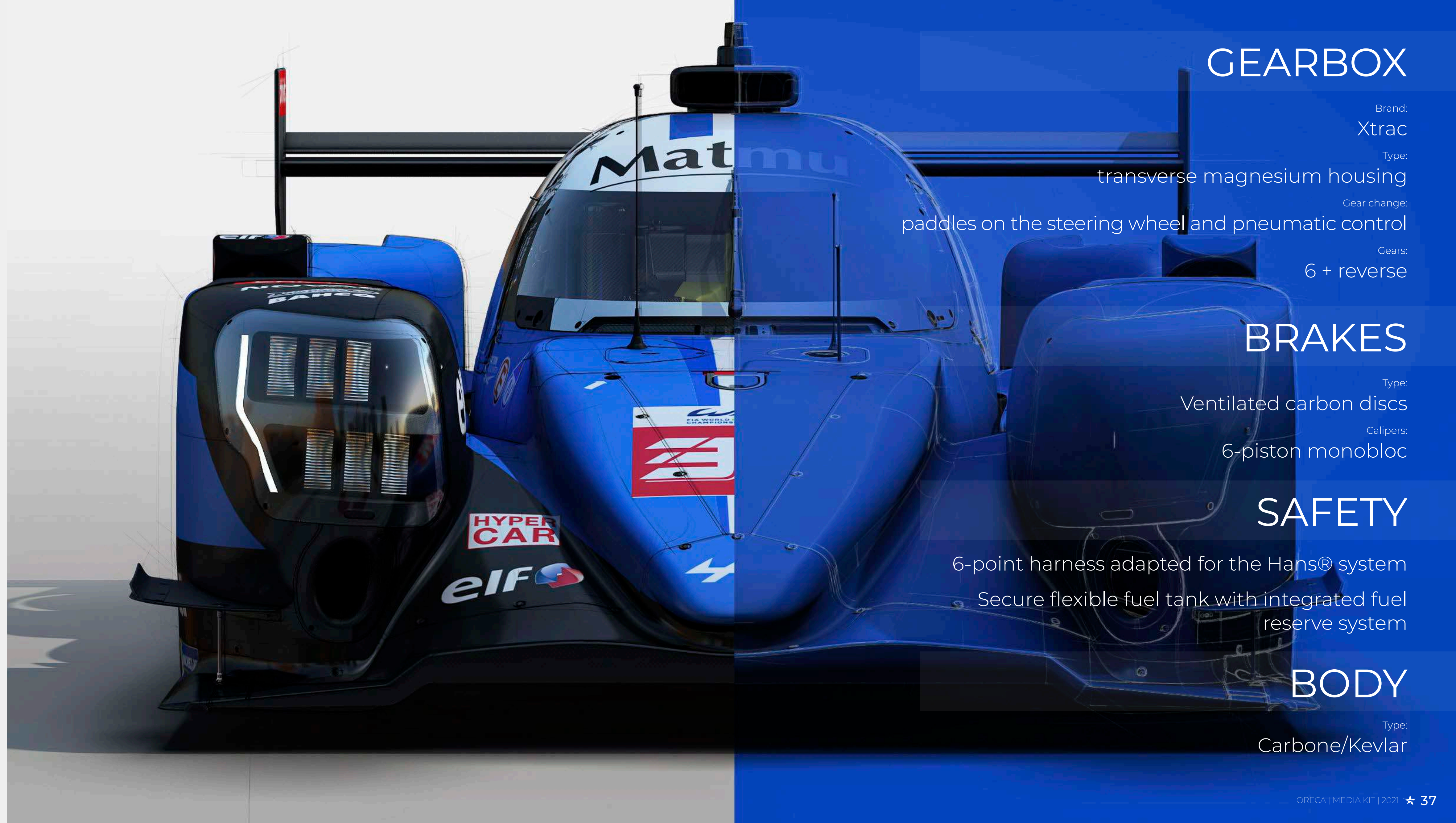
Michelin 31-71 / R18

Front rims / Rear:

13"x18" magnesium foundry BBS'

Steering:

electric power assisted



GEARBOX

Brand:
Xtrac

Type:
transverse magnesium housing

Gear change:
paddles on the steering wheel and pneumatic control

Gears:
6 + reverse

BRAKES

Type:
Ventilated carbon discs

Calipers:
6-piston monobloc

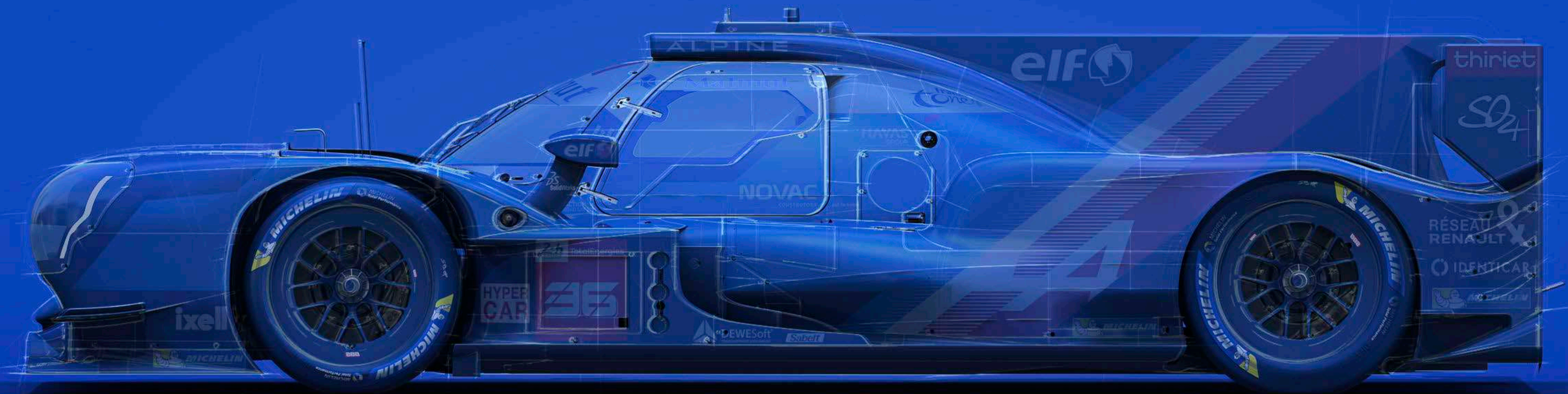
SAFETY

6-point harness adapted for the Hans® system

Secure flexible fuel tank with integrated fuel
reserve system

BODY

Type:
Carbone/Kevlar

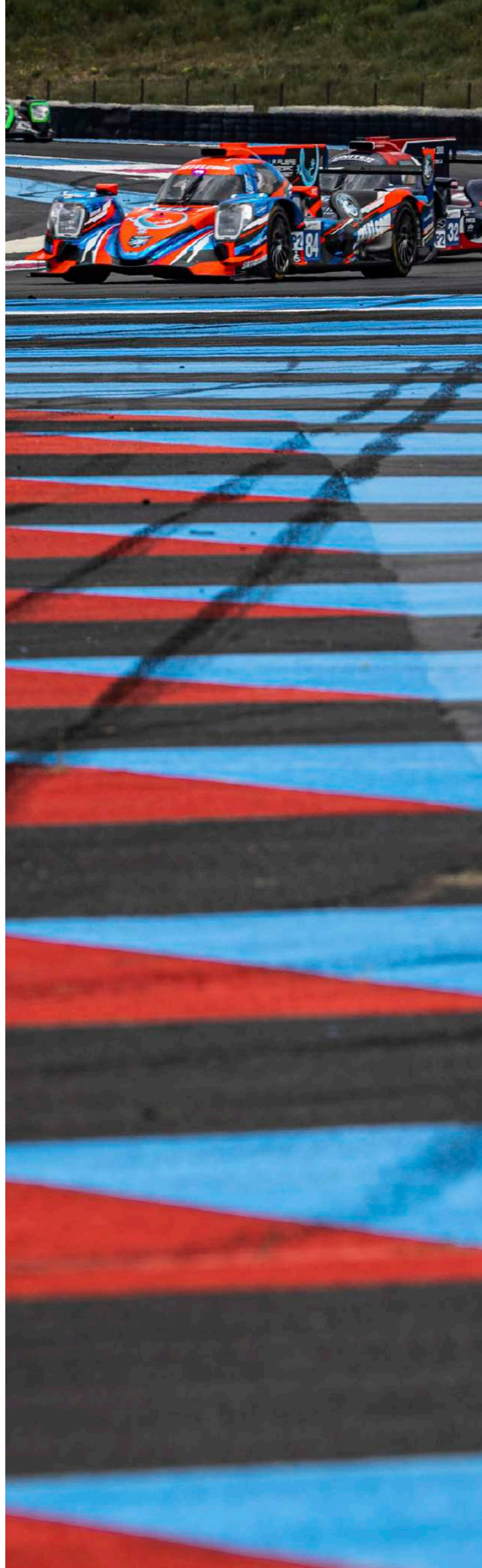


“ ORECA has forged a substantial bond with Alpine and Signatech. Don't forget, Team ORECA's first participation in the 24 Hours of Le Mans was in 1977 with an Alpine! Our long relationship with Philippe Sinault evolved in 2009 with the arrival of Signatech in endurance racing. Since 2013, Alpine, Signatech and ORECA have taken on many challenges together...until now in the LMP2 class, with wins at Le Mans and a number of titles, and currently moving forward in the top class with the A480. To see this car decorated in this particular blue is undeniably special. We are proud and happy to provide our technical know-how with a delegation of ORECA team members who offer their expertise in every aspect of the car. We continue this work side by side with a high caliber group that has established itself as a benchmark in the discipline. ”

Hugues de Chaunac,
Group ORECA President

SRT41 THAT RECORDS





A passion, a challenge, a consecration

On Sunday 19 June 2016 at 15:04, SRT41 crossed the finish line at the greatest endurance race in the world, the 24 Hours of Le Mans. At the wheel, Frédéric Sausset, a quad amputee driver, made auto racing history along with Christophe Tinseau and Jean-Bernard Bouvet. It was an extraordinary adventure that called for more.

In 2018, this feat gave birth to Filière Frédéric Sausset by SRT41, the first professional racing ladder exclusively based on disability, allowing drivers from all over the world to join a training course in the World Endurance Championship. The initiative was supported namely by FIA President Jean Todt, ACO President Pierre Fillon and FFSA President Nicolas Deschaux.

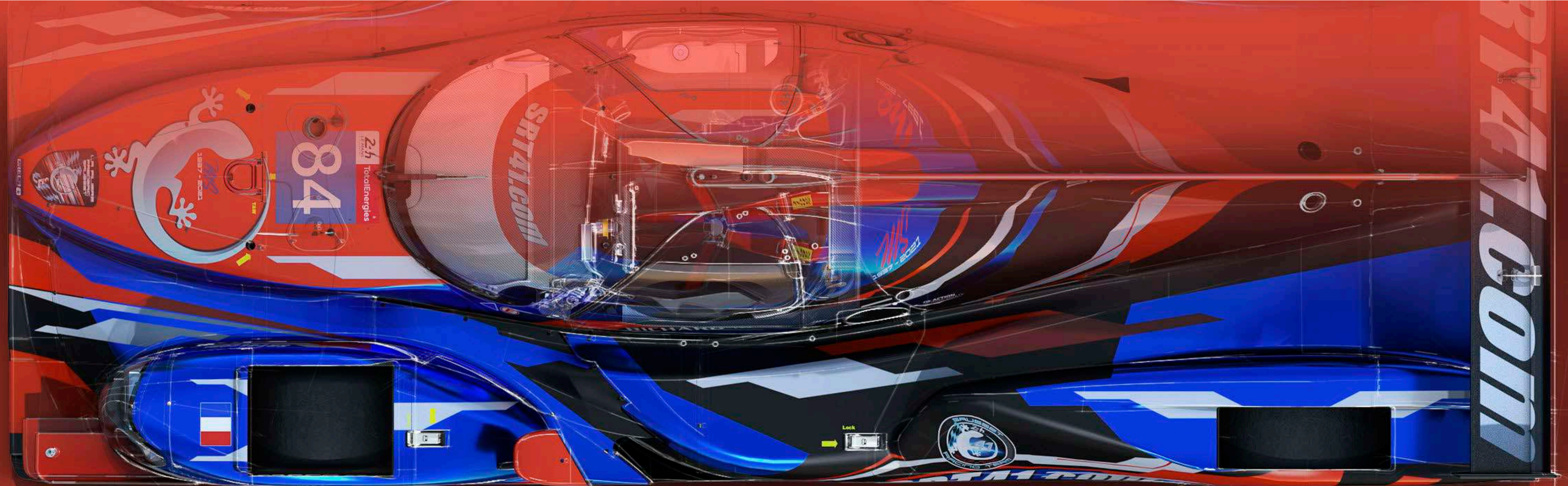
In the wake of such remarkable success at the 24 Hours, the team returned to Le Mans, once again in Garage 56 dedicated to technologically innovative prototypes. The challenge was to design a car allowing drivers with reduced mobility to compete. The #84 ORECA 07 was specially adapted to the needs of drivers with different disabilities.

Kicking off in 2019 with a first race, the adventure continued in 2020 with testing and then again in 2021 due to COVID-19. The team officially debuted in competition on 17-18 April at the opening ELMS round in Barcelona. It went on to compete at Le Castellet on 5-6 June – a final rehearsal before Le Mans – and the driver line-up of Nigel Bailly (Belgium), Takuma Aoki (Japan) and Pierre Sancinena (France) ended up giving the team its second finish in as many starts. At the 24 Hours of Le Mans, Nigel and Takuma will be joined by Matthieu Lahaye (France).



“ This project created by SRT41 is passionate on a human level as well as technically. We relied on the experience of established programs, in LMP1 and LMP2, but there were a certain number of new hurdles. The biggest challenge was to set the car in a configuration that suited each driver, and this particularly concerned the management of the accelerator. We had to double the controls while knowing that we had to inhibit them depending upon the driver. The controls must be efficient of course, but priority is given to safety and reliability. From the first tests, the drivers were able to share their feedback at the wheel and it was positive. That was one of the satisfactions: the car and this new system were effective from the first laps on the track. ”

Jérôme Rochard
ORECA Technology systems engineer in charge of the MRC-2020 program



OVERALL CONCEPT

- Adaptation of the ORECA 07 for drivers with reduced mobility
- Two different disabilities to manage at the start of the program: two paraplegic drivers and one driver with a left-hand amputation
- Apart from the MRC-2020 kit, the car is identical to ORECA 07

THE MAIN MODIFICATIONS CONCERN THE ADAPTATION OF THE DRIVER INTERFACE WITH THE CAR:

Steering Wheel:

- Two-way paddle at the top right side for upshifting (pulling and downshifting (pushing) on a single paddle
- Pallet at the bottom right side for clutch
- Pallet on the left for accelerator

Pedals:

- Two pedals (brakes and accelerator)

Brakes:

- Hand brakes
- Trigger for downshifting while braking
- Lever for clutch



The driver can control the accelerator and brakes either at the steering wheel or with the pedals. The type of control, pedal or steering wheel, is done by a switch on the switch panel. This selection can only be made with the engine stopped and the car can only be restarted after checking that the driver is able to apply brake pressure.

To achieve this, an improvement in the on-board electronics was required.

Electronics

The development of a specific electronic box was necessary to manage two different accelerators, one linked to the accelerator pedal and the other to the accelerator paddle on the steering wheel.

- Solenoid valve for brake control
- LMP1-type electronic clutch actuator



Autumn 2019:

Visit of the drivers at ORECA for discussions about the base ORECA 07, to understand their needs and concerns, the driver environment, the definition of the controls and cockpit ergonomics.

Autumn/Winter 2019:

Design Office.

March 2020:

First test on the track with a non-disabled driver, two paraplegic drivers and an amputee driver. Debriefing, minor modifications to the system, definition of modifications for driver comfort and optimization of the car environment.

March 2020:

COVID-19 pushes the project one year.

March 2021:

Resumption of tests and optimization of the driver environment (safety including leg restraint system + comfort).

March/April 2021:

Homologation

April 2021:

First race, first finish!

“The MRC20 project with SRT41 is a labor of love at every level. I was immediately won over by the idea submitted by Frédéric Sausset. He brings such an energy and has so much passion! It is a special program because of Frédéric as well as his drivers who are just as motivated. To witness their smiles and satisfaction after the first two races was a huge reward. The project is a very interesting challenge technically for our teams to facilitate the drivers being able to compete with the ORECA 07. There were many discussions, and we all learned a great deal. We are proud to see this car on the track after creating this system. Now we must follow through at the 24 Hours of Le Mans.”

Hugues de Chaunac
Group ORECA President

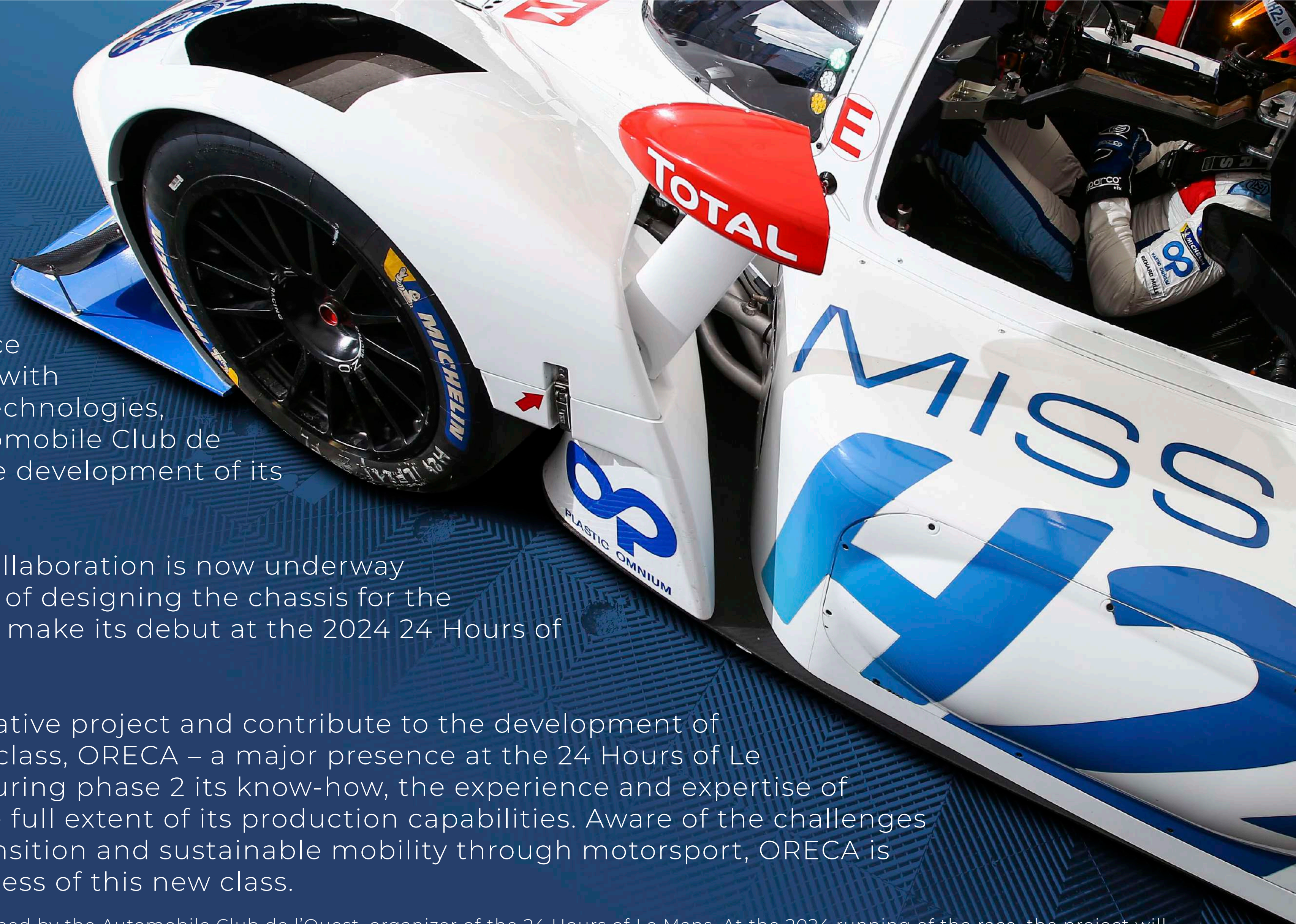
MISSION H24

Thanks to the caliber of its Design Office and expertise in endurance racing, ORECA along with Red Bull Advanced Technologies, was hired by the Automobile Club de l'Ouest to assist in the development of its Mission H24* project.

An unprecedented collaboration is now underway with the express goal of designing the chassis for the Hydrogen class set to make its debut at the 2024 24 Hours of Le Mans.

To support this innovative project and contribute to the development of the future Hydrogen class, ORECA – a major presence at the 24 Hours of Le Mans – will provide during phase 2 its know-how, the experience and expertise of its engineers, and the full extent of its production capabilities. Aware of the challenges relative to energy transition and sustainable mobility through motorsport, ORECA is dedicated to the success of this new class.

**Mission H24 is a project developed by the Automobile Club de l'Ouest, organizer of the 24 Hours of Le Mans. At the 2024 running of the race, the project will introduce a new class reserved for emissions-free electric-hydrogen prototypes.





“ On behalf of Groupe ORECA, I wish to thank the Automobile Club de l'Ouest for the trust placed in our teams to carry out this innovative project. This mission gives us the opportunity to begin a new sporting and technical chapter that is as exciting as it is unprecedented. In the spirit of endurance racing wherein teamwork is essential to success, we will seek to optimize our collaboration with Red Bull Advanced Technologies, Plastic Omnium and GreenGT in order to contribute substantially to the development and success of zero-emissions competition. ”

Hugues de Chaunac
Group ORECA President

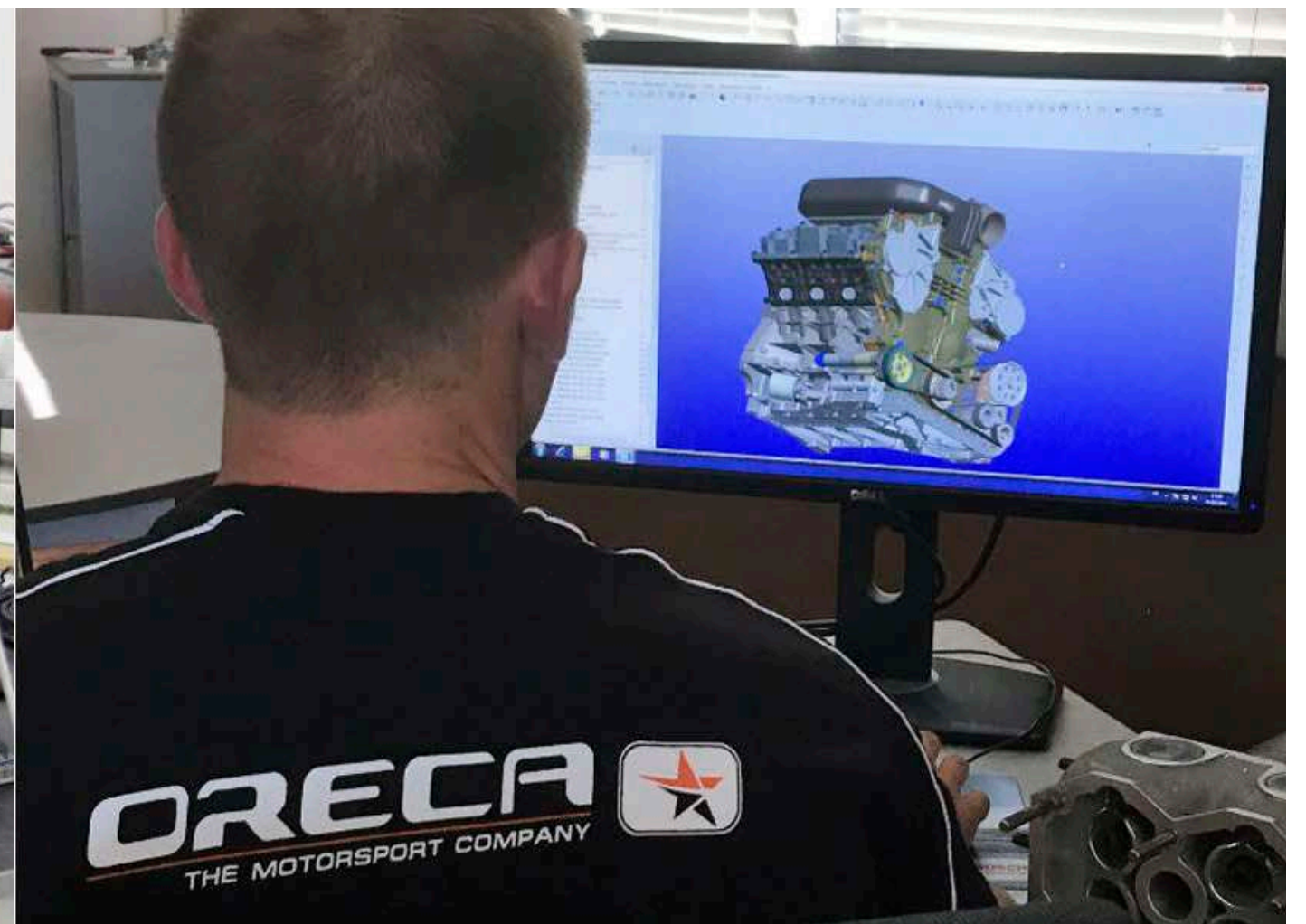
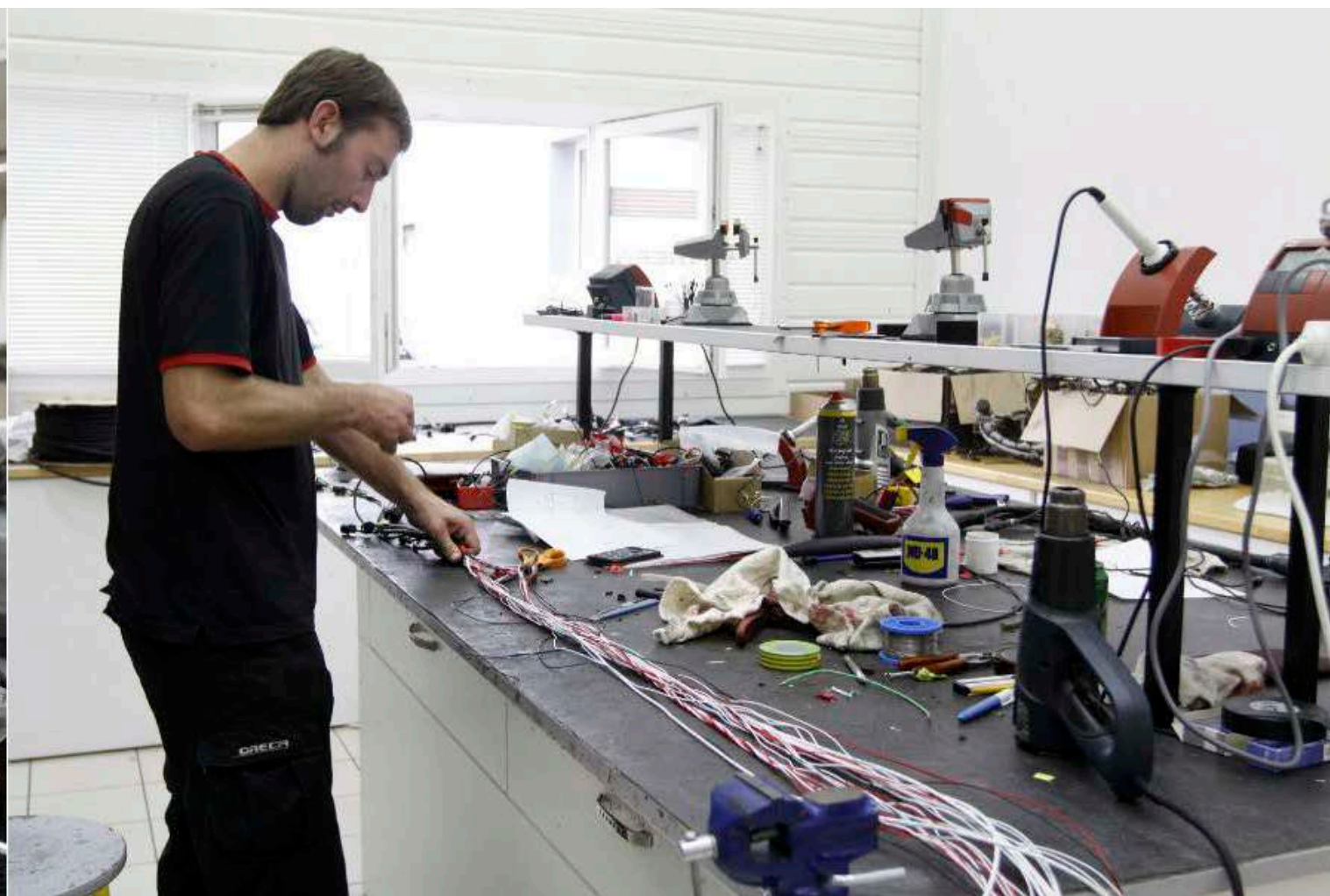
ORECA MAGNY-COURS LMP3



In addition to competing in Hypercar and LMP2, ORECA Technology also participates in the LMP3 class via its headquarters located in Magny-Cours which specializes in the preparation of racing engines.

The exclusive engine supplier in LMP3, ORECA will be well-represented at the 89th 24 Hours of Le Mans with 35 LMP3s equipped with 5-liter 455 hp Nissan engines set to take the start in Road to Le Mans.

To ensure total fairness and the best operating conditions for teams and drivers, Serge Meyer, ORECA Magny-Cours Director, and his staff attach great importance to the support service put in place in conjunction with the Automobile Club de l'Ouest. Like every year, several collaborators will be available on-site for the various teams.



Created in 2015, the class has been a proven success, evolving in 2020 into LMP3 2.0 with a new engine and modifications to each car. ORECA remains the powertrain supplier (engine, gearbox, electronics) and the engine power has been increased by 35 horses to reach 455 hp. In 2021, ORECA Magny-Cours delivered the 100th second-generation engine, evidence of the series' popularity with teams and drivers!

In Europe, the U.S. and Asia, a dozen championships host the LMP3 class. With more than 170 LMP3s currently hitting the circuits, many talented competitors have the opportunity to perform in the European Le Mans Series, Michelin Le Mans Cup, Road to Le Mans, IMSA Prototype Challenge and Asian Le Mans Series.

“ Since 2015, ORECA Magny-Cours LMP3 class technical services have worked at the 24 Hours of Le Mans to ensure customer support for the opening race, Road to Le Mans. Four collaborators are on-site throughout race week to provide optimal customer service, particularly in terms of parts supply, technical monitoring, data analysis and spare parts. As always, in the event of a major problem, we also offer engine rentals or loans to our customers. ”

Serge Meyer
Directeur ORECA Magny-Cours



ORECA Magny-Cours Hybrid Projects in 2021

Last July, the Fédération Française de l'Automobile unveiled the second-generation Formula 4 single-seater with major safety and technology updates. For this new model, ORECA, Tiamat, Valeo and Mygale have joined forces to present a hybrid version of the latest F4 single-seater. ORECA has bench-tested its new hybrid engine using electric machines supplied by Valeo and a 48V power battery pack developed by Tiamat.

The objective is to allow drivers to use a «push to pass» feature, which gives them additional electrical power when overtaking. This component, available as of September 2021, will be integrated into the new Formula 4 Mygale Generation 2 single-seater which already meets the regulations of the Fédération Internationale de l'Automobile and those relating to hybridization. The prototype will allow the establishment of French regulations for next season. The entire project is funded by ORECA, Mygale and France Relance..

ALPINE

elf  Matmut

ENDURANCE TEAM



#FANZONE36

Live, Gaming, Augmented Reality

Experience the race
with the Team at home!

Opening August 18th



ORECA Events and Alpine Elf Matmut Endurance Team launch Fanzone36, the first all-motorsport virtual fanzone

For this year's 24 Hours of Le Mans, Alpine Elf Matmut Endurance Team has called upon ORECA Events to launch the first all-motorsport virtual fanzone – with entertainment, brand content and social interaction – the first of its kind in the auto racing world.

Named Fanzone36, for the racing number of its car, this online app allows enthusiasts or simply the curious to experience the atmosphere of the 24 Hours of Le Mans thanks to a multi-faceted adventure within the team. It is available for PCs, smartphones and tablets without downloading.

Various types of content and a custom-developed virtual world allow fans to discover the race from a new angle. Among the activities:

- Live:** watch the race via on-board camera in the A480
- Selfie AR:** an animation that lets you take a photo with the team's drivers
- A480 AR:** a tool for the A480 to appear in augmented reality, at home or wherever you want

Elf Endurance Challenge: a game of tempo where you have to get the A480 to the finish

Matmut Batak Challenge: an animation based on the famous driver reactivity test

This innovative app now allows ORECA Events to reinforce its expertise in digitization and expand its offerings, in particular with the activation design focusing on gaming as well as augmented reality.

Available at www.fanzone36.com, the launch of the platform is scheduled for Wednesday 18 August during the first day of track time prior to the 24 Hours of Le Mans. This immersive app will run throughout race week and will continue after the checkered flag.

Finally, a physical booth in the colors of the team and its partners will also be set up in the 24 Hours of Le Mans Village. Its purpose is to link with digital activation and to engage with fans who were able to come to the circuit.



ORECA Events

For more than 25 years, ORECA Events has designed and produced live and online experiences for the world of auto racing. With the goal of stimulating success, it focuses on five key points:

Train: face-to-face and remote training of automotive networks

Promote: business-oriented automotive testing

Share: community gatherings and festivals

Amplify: physical fan zones and digital activations

Compete: competitions, logistics and sporting events

Today ORECA Events counts more than 40 permanent collaborators and stages more than 150 event experiences every year.

In 2019, Groupe ORECA acquired the Parisian agency Facets with two-fold specialization in corporate and press speeches via Facets Events, as well as in travel and incentives via Facets Meet & Travel.



ORECA

Since its creation, competition has been in ORECA's DNA. To go after performance and aim for excellent 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 cars 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.

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.

ORECA-STORE

A multi-channel sales presence, the ORECA Store offers more than 40,000 items daily via its website www.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 brands every year.

The ORECA Store blog also provides enthusiasts with unique access via articles, advice and shared discussions.

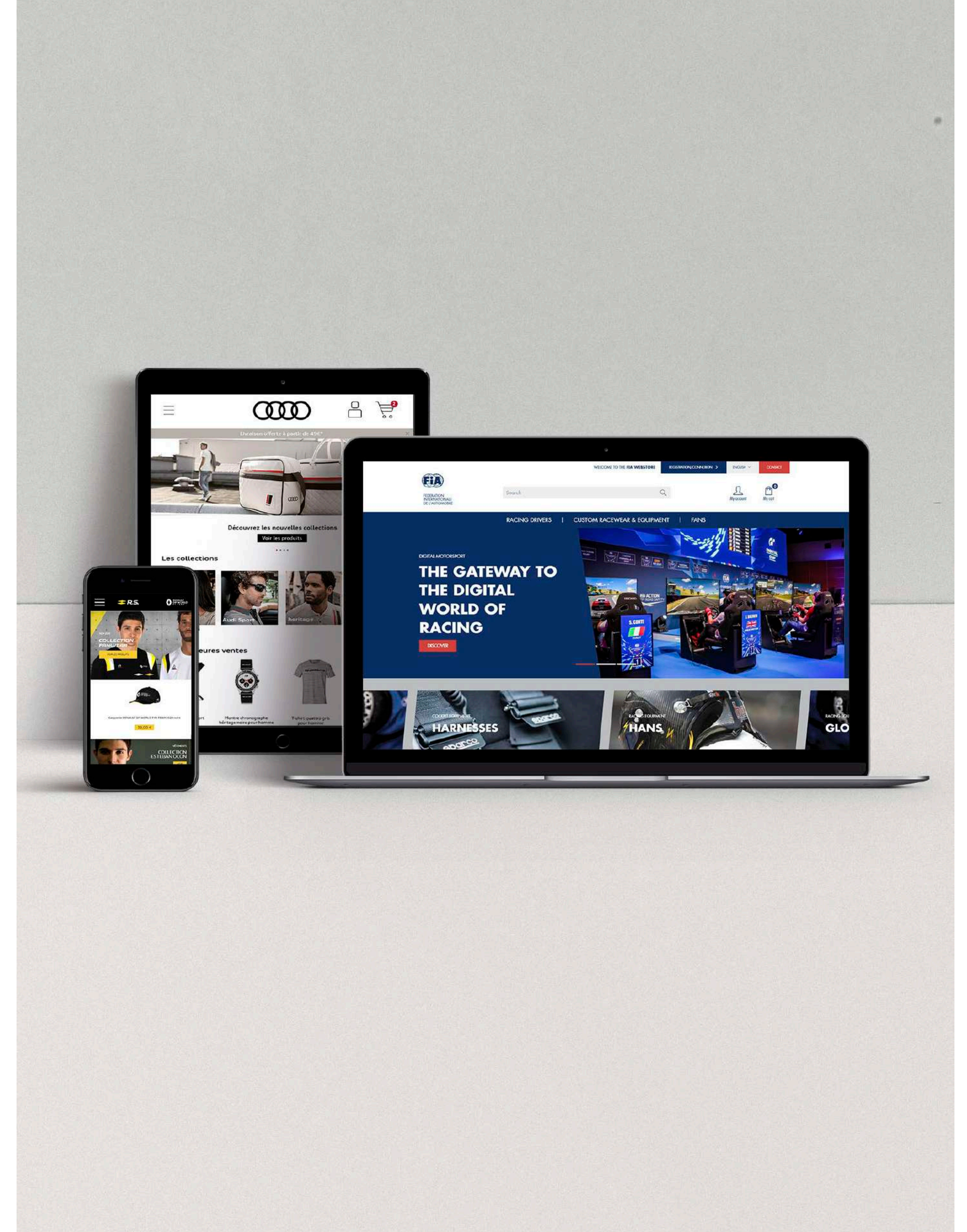


ORECA DIGITAL & RETAIL

Born in the world of motorsport, ORECA draws its DNA from the values of competition: requirements, details, results. It is a culture specific to the Groupe and experience that has earned it an expert position in the automotive world, in all its dimensions, from products to technology to competition.

It is through this passion for motorsport and competition that the Groupe is now developing sustainable projects in collaboration with several major players. Audi, Volkswagen, Cupra, the Fédération Internationale de l'Automobile, the Fédération Française du Sport Automobile and Alpine. These are pillars of the automotive industry united around one common objective: the constant search for performance, innovation and technical excellence.

Through its history and partnerships with emblematic brands, ORECA has developed unique know-how in motorsport and continues to diversify through new projects. These ongoing ambitions reflect an ever-greater commitment to sports, on and off the circuits. It is a shift that began more than 10 years ago, particularly by way of its Digital & Retail branch dedicated to supporting and promoting brands in the spectrum of their activities



In 2020, ORECA began further expanding its diversification and field of expertise by taking on the role of e-commerce operator for the Fédération Française de Rugby, as well as becoming the new global merchandising manager and exclusive licensing agent for Stade Français Paris as of July 2021.

Lastly, at a time when new generations are changing how we do things and the global health crisis is changing how we live, ORECA has forged a strategic partnership with the digital creative studio La Phase 5. This merger will allow Groupe ORECA, and more particularly its event agencies ORECA Events and Facets, to benefit from additional know-how in the production of event experiences, thus broadening their scope of involvement, from fully live to fully digital.

All of these projects are part of a strategic dynamic for Groupe ORECA and allow it to enter a new realm: from a major player in the automotive world to a multisport benchmark.





Saturday 14 August

Scrutineering at the circuit (behind closed doors) + Group Photo

Sunday 15 August

Test Day | Two Sessions - 9:00 to 13:00 and 14:00 to 19:00 (behind closed doors)

Wednesday 18 August

Road to Le Mans: Free Practice 1 - 10:30 to 11:30

24 Hours of Le Mans | Free Practice 1 - 14:00 to 17:00

24 Hours of Le Mans | Qualifying - 19:00 to 20:00

Road to Le Mans | Free Practice 2 - 20:30 to 21:30

24 Hours of Le Mans | Free Practice 2 - 22:00 to 00:00

Thursday 19 August

Road to Le Mans | Qualifying 1 - 10:40 to 11:00

Road to Le Mans | Qualifying 2 - 11:15 to 11:35

24 Hours of Le Mans | Free Practice 3 - 14:00 to 17:00

Road to Le Mans | Race 1 - 19:30 to 20:25

24 Hours of Le Mans | Hyperpole - 21:00 to 21:30

24 Hours of Le Mans | Free Practice 4 - 22:00 to 00:00

Saturday 21 August

24 Hours of Le Mans | Warm-up - 11:30 to 11:45

Road to Le Mans | Race 2 - 12:15 to 13:10

24 Hours of Le Mans | Start - 16:00

Sunday 22 August

24 Hours of Le Mans | Checkered flag - 16:00

