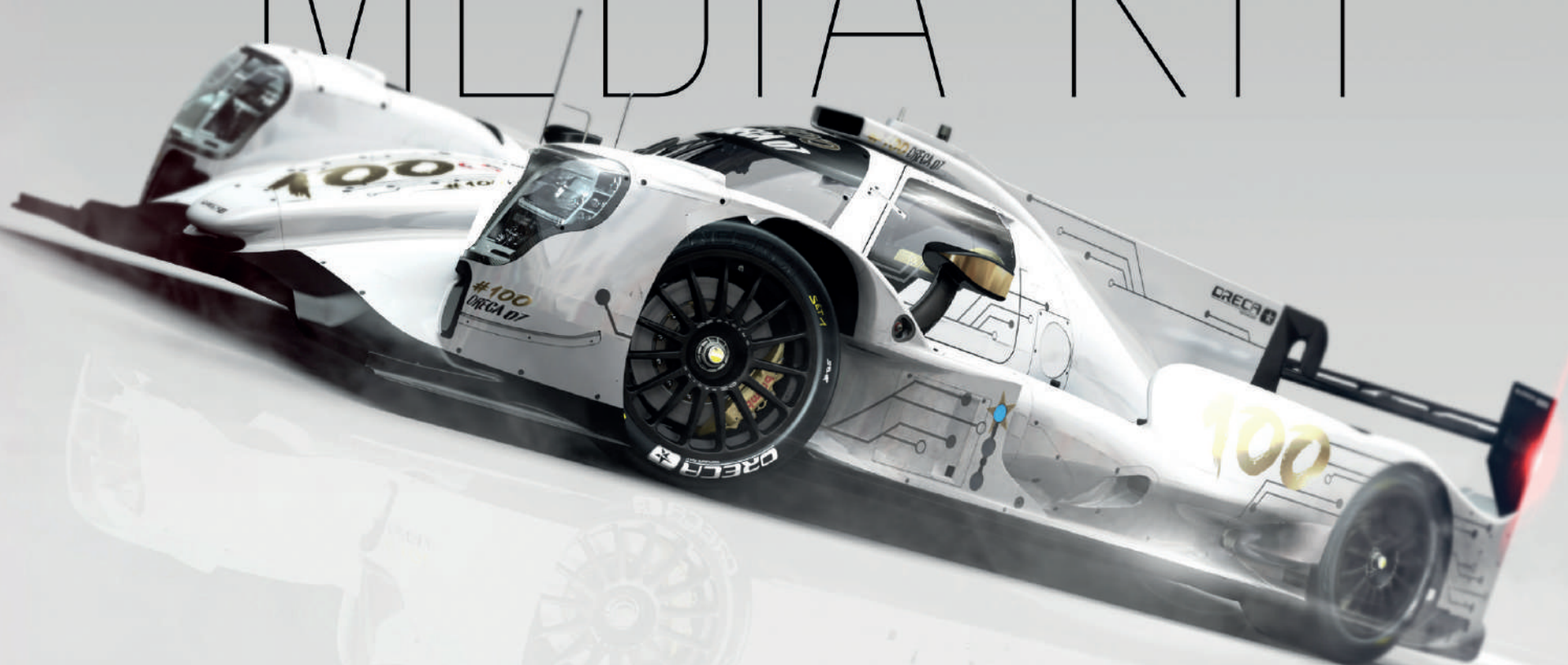


2022 24 HOURS OF LE MANS

# MEDIA KIT



**ORECA**   
THE MOTORSPORT COMPANY





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OPTICA  
07

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**EDITO**

## **Hugues de Chaunac**

With 26 ORECA 07 chassis and an Alpine A480 at the start of the most popular and iconic endurance race in the world, ORECA Group is now more than ever at the heart of a pivotal moment in the history of the discipline.

On the eve of the 100th anniversary of the 24 Hours of Le Mans – which will mark both the grand return of manufacturers who have helped write the history of the race, but also the arrival of prestigious contenders in the competition – we are excited to take part in the 90th running of the 24 Hours of Le Mans. It is an event that will undoubtedly usher in a new golden age of the discipline.

Before entering this new era, ORECA Group, on the cusp of celebrating its 50th anniversary in 2023, is more focused than ever on the present in order to prepare for what is sure to be an outstanding future to come. Several upcoming joint projects between ORECA and legendary constructors will mark a turning point in the life of the company.

These include the assembly of the new Ferrari 296 GT3 designed in Maranello which will hit the track in 2023, the design of the Acura ARX-06 LMDh to take its first laps next year in the IMSA WeatherTech SportsCar Championship and the construction of the future Alpine LMDh chassis expected in 2024. These projects push ORECA forward in its perpetual and daring quest for performance and innovation!



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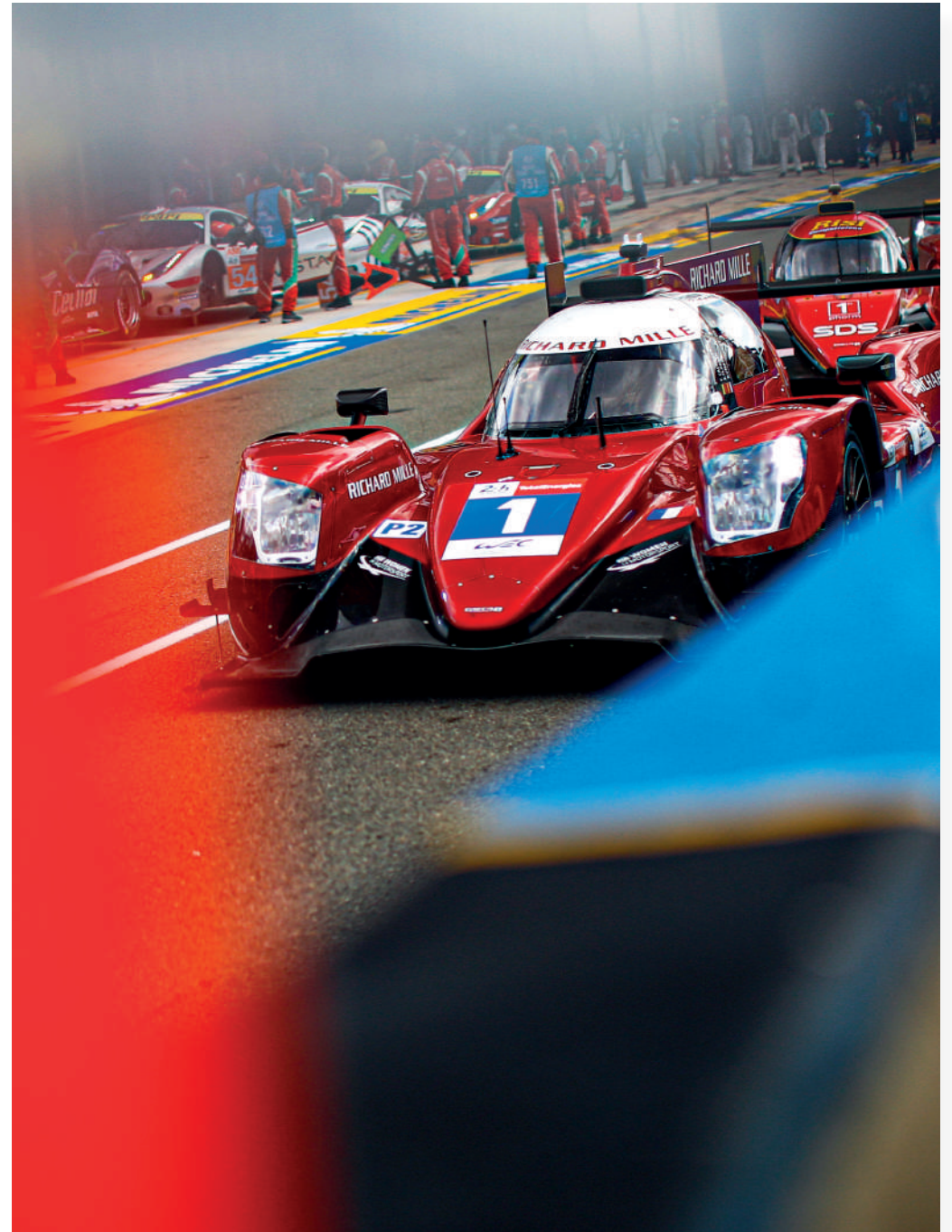
The new Techno Centre currently under construction is also a vital element in ORECA's future. As of mid-2023, this new state-of-the-art motorsport production facility will enable our employees to ensure the completion of current and future ORECA Technology projects. It serves as another strong indicator of our growth in the industry.

Now it is time to take full advantage of the extraordinary and intense experience of race week. This year as always, I have every confidence in our teams to offer the public, who will finally be back in full force, a sensational show on the track!

Lastly, on behalf of ORECA Group, I wish to thank the Automobile Club de l'Ouest and its teams for their dedication and motivation in preparing this exceptional event. Their efforts to put together a thrilling entertainment program will immerse us all in a magnificent celebration of auto racing.



Hugues de Chaunac, ORECA Group President





## 24 HOURS OF LE MANS record week



In 2021, the 89<sup>th</sup> 24 Hours of Le Mans proved highly successful for ORECA, including 24 ORECA 07 chassis fielded, the LMP2 class culminating in an all-ORECA podium, an Innovative Car that made it to the chequered flag and third place overall for the Alpine A480.

That level of success has motivated the Group to aim high once again in 2022.

ORECA is setting a new record this year as the most-represented constructor with 26 ORECA 07 chassis entered in LMP2 as well as one Alpine A480 in Hypercar.

2022 is also an important milestone year for ORECA with the construction of the 100<sup>th</sup> ORECA 07 chassis.





“

**ORECA Group President Hugues de Chaunac:**

*Since its launch in 2017, the ORECA 07 has provided unparalleled feedback in terms of design, technology, performance and track records.*

*It was designed as a competition car intended to exceed all limits and each ORECA 07 that has left our workshops has remained faithful to that philosophy.*

*In all, nearly 45 teams have placed their trust in us, and we sincerely thank them for their contribution to the success of our prototype.*

”

## TIMETABLE

### 90<sup>th</sup> edition of 24 Hours of Le Mans

#### SATURDAY JUNE 4TH

10:00 15:00	Scrutineering & administrative checkings	Centre ville du Mans
17:30 18:15	Official photo of the ORECA 07 chassis	Track

#### SUNDAY, JUNE 5

09:00 13:00	Free practice 1 test day	Track
14:00 18:00	Free practice 2 test day	Track

#### TUESDAY, JUNE 7

18:00	Cars official picture	Track
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#### WEDNESDAY JUNE 8TH

14:00 17:00	Free practice 1	Track
19:00 20:00	Qualifying practice sessions	Track
22:00 00:00	Free practice 2	Track

#### THURSDAY, JUNE 9

15:00 18:00	Free practice 3	Track
20:00 20:30	Hyperpole	Track
22:00 00:00	Free practice 4	Track

#### SATURDAY, JUNE 11

16:00	Start of the 90 <sup>th</sup> edition of 24 Hours of Le Mans	Track
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#### SUNDAY, JUNE 12

16:00	Finish	Track
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# ENTRY LIST

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## ■ ■ **#36** ALPINE ELF TEAM

**HYPER  
CAR**

  G André **NEGRÃO**
  P Nicolas **LAPIERRE**
G Matthieu **VAXIVIÈRE**



## ■ ■ **#1** RICHARD MILLE RACING TEAM

**LMP2**

  S Lilou **WADOUX**
  P Sébastien **OGIER**
G Charles **MILES**



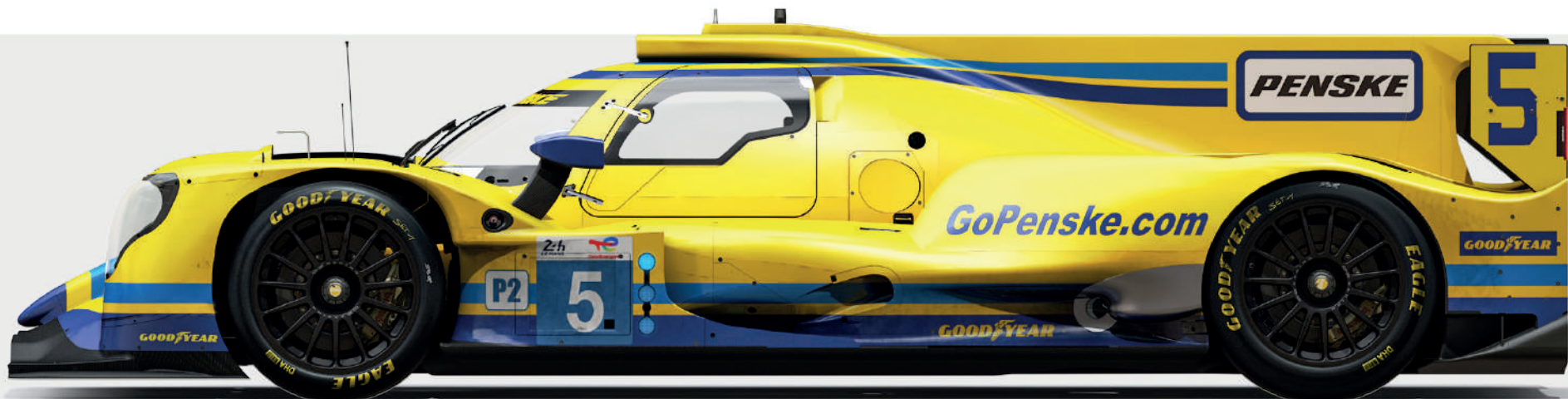


## **#3** DKR ENGINEERING

**LMP2**

 Laurents **HÖRR**  Jean **GLORIEUX**  Alexandre **COUGNAUD**

**PRO/AM**



## **#5** TEAM PENSKE

**LMP2**

 Dane **CAMERON**  Emmanuel **COLLARD**  Felipe **NASR**



 **#9** PREMA ORLEN TEAM

**LMP2**

 Robert **KUBICA**  Louis **DELÉTRAZ**  Lorenzo **COLOMBO**



 **#10** VECTOR SPORT

**LMP2**

 Nico **MÜLLER**  Ryan **CULLEN**  Sébastien **BOURDAIS**





**#13** TDS RACING x VAILLANTE

**LMP2**

**B** Philippe CIMADOMO **G** Mathias BECHE **S** Tijmen VAN DER HELM

**PRO/AM**



**#22** UNITED AUTOSPORTS USA

**LMP2**

**G** Philipp HANSON **P** Filipe ALBUQUERQUE **S** William OWEN



**#23** UNITED AUTOSPORTS USA

**LMP2**

**P** Alexander LYNN   **P** Oliver JARVIS   **S** Joshua PIERSON



**#24** NIELSEN RACING

**LMP2**

**B** Rodrigo SALES   **S** Matt BELL   **G** Ben HANLEY

**PRO/AM**





 **#28** JOTA

**LMP2**

 Oliver **RASMUSSEN**  Edward **JOHNS**  Jonathan **ABERDEIN**



 **#30** DUQUEINE TEAM

**LMP2**

 Richard **BRADLEY**  Guillermo **ROJAS**  Reshad **DE GERUS**





 **#31** WRT

**LMP2**

 Sean **GELAE**

 Robin **FRIJNS**

 René **RAST**



 **#32** WRT

**LMP2**

 Rolf **INEICHEN**

 Mirko **BORTOLOTT**

 Dries **VANTHOOR**



## ■ **#34** INTER EUROPOL COMPETITION LMP2

S Jakub **SMIECHOWSKI**
G Alex **BRUNDLE**
P Esteban **GUTIERREZ**



## ■ ■ **#35** ULTIMATE LMP2

S Jean-Baptiste **LAHAYE**
S Matthieu **LAHAYE**
B François **HERIAU**

**PRO/AM**





**+** **#37** COOL RACING

**LMP2**

**G** Yifei YE

**P** Ricky TAYLOR

**S** Niklas KRUEITEN



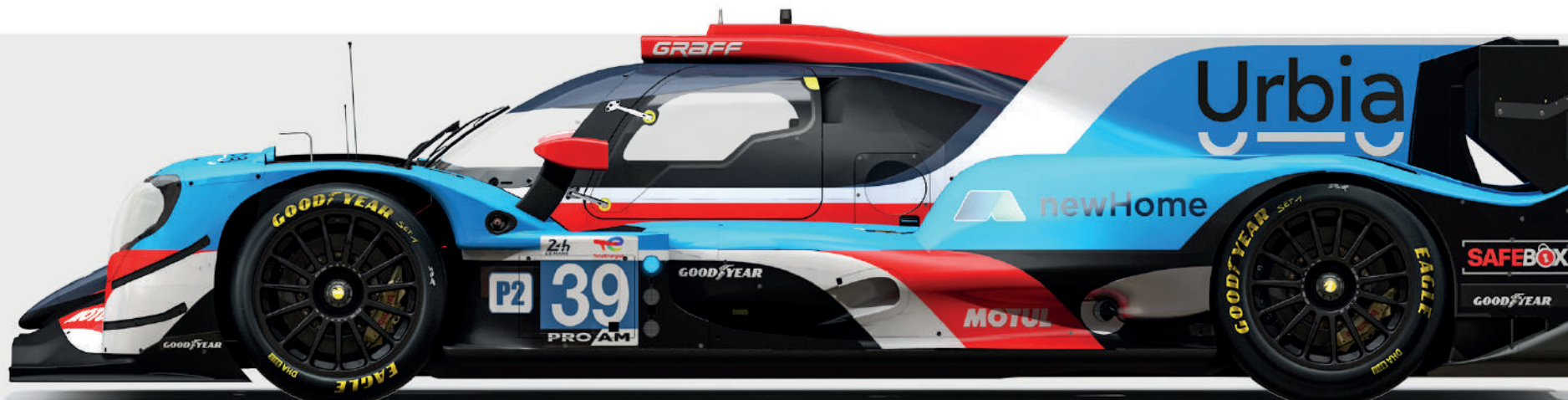
**UK** **#38** JOTA

**LMP2**

**S** Roberto GONZALEZ

**P** Antonio Felix DA COSTA

**P** William STEVENS



**#40** GRAFF RACING

**LMP2**

**B** Éric TROUILLET **B** Sébastien PAGE **G** David DROUX

**PRO/AM**

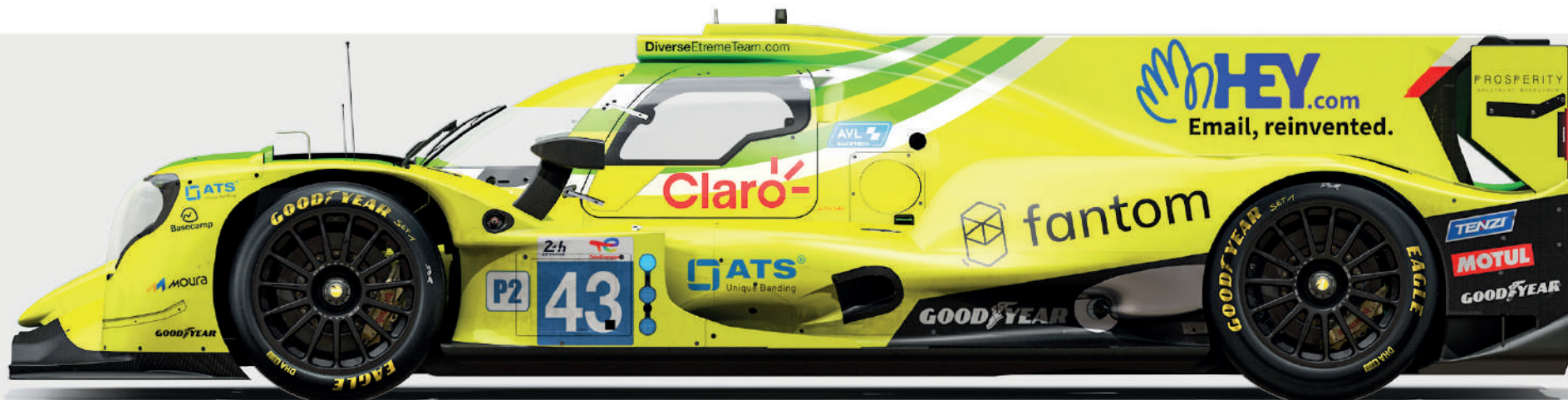


**#41** REALTEAM BY WRT

**LMP2**

**S** Rui ANDRADE **G** Ferdinand HABSBURG-LOTHRINGEN **G** Norman NATO





## ■ **#43** INTER EUROPOL COMPETITION LMP2

S David **HEINEMEIER-HANSSON**
G Fabio **SCHERER**
P Pietro **FITTIPALDI**



## ■ **#44** ARC BRATISLAVA LMP2

B Miroslav **KONOPKA**
S Bent **VISCAAL**
G Tristan **VAUTIER**

**PRO/AM**



 **#45** ALGARVE PRO RACING

**LMP2**

 Steven **THOMAS**  James **ALLEN**  Rene **BINDER**



 **#47** ALGARVE PRO RACING

**LMP2**

 Sophia **FLOERSCH**  John **FALB**  Jack **AITKEN**





**#48 IDEC SPORT**

**LMP2**

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



**#65 PANIS RACING**

**LMP2**

**S** Julien CANAL **G** Nicolas JAMIN **G** Job VAN UITERT



 **#83** AF CORSE

**LMP2**

 **B** François **PERRODO**

 **G** Nicklas **NIELSEN**

 **G** Alessio **ROVERA**

**PRO/AM**



# TECHNICAL SPECS

## ORECA 07

### Brakes

**Types:**  
Ventilated carbon discs  
**Calipers:**  
Monobloc 6 pistons

### Body

**Type:**  
Carbon/Kevlar

### Miscellaneous

**Suspension:**  
Double wishbones with pushrod  
**Adjustable shock absorbers:**  
Specifically developed by PKM  
**Tyres:**  
Goodyear  
**Front & rear rims:**  
12,5"x18" - 13"x18"

### Safety

6-point harness adapted  
for the Hans® system  
  
65L secure flexible fuel tank  
with integrated fuel reserve system

**Engine - GK-428**  
90° atmospheric V8 - 4 200 cc

**Maximum RPM:**  
8,500

**Lubrication:**  
Dry sump/stage oil pump

**Electronic management:**  
Cosworth

### Gearbox - Xtrac

**Type:**  
Transverse magnesium housing

**Gear changes:**  
Steering wheel paddles/pneumatic control

**Rapports:**  
6 + reverse

4,745 mm  
Length

1,895 mm  
Width

1,045 mm  
Height

1,570 mm  
Front track

1,550 mm  
Voie arrière

3 005 mm  
Wheelbase

950kg  
Weight

# TECHNICAL SPECS

## ALPINE A480

### Brakes

**Types:**  
Ventilated carbon discs  
**Calipers:**  
6-piston monobloc

### Body

**Type:**  
Carbon/Kevlar

### Miscellaneous

**Suspension:**  
Steel double wishbone with pushrods  
**Adjustable shock absorbers:**  
Specific 4-way PKM - ORECA shock absorbers  
**Tyres:**  
Michelin 31-71/R18  
**Front & rear rims:**  
13"x18" magnesium foundry BBS'  
**Steering:**  
Electric power assisted

### Safety

6-point harness adapted  
for the Hans® system

Secure flexible fuel tank with integrated  
fuel reserve system according to the BoP

**Engine - Gibson GL- 458**  
90° atmospheric V8

**Displacement:**  
4,500 cm<sup>3</sup>  
**Lubrication:**  
dry sump/stage oil pump  
**Maximum RPM:**  
8,400  
**Power:**  
625 CV  
**Electronic management:**  
Cosworth

### Gearbox - Xtrac

**Type:**  
Transverse magnesium housing  
**Gear change:**  
steering wheel paddles and pneumatic control  
**Gears:**  
6 + reverse

4,645mm  
Length

1,995mm  
Width

1,045mm  
Height

1,560mm  
Front track

1,550mm  
Rear track

2,905mm  
Wheelbase

900kg  
Weight



## ORECA MAGNY-COURS

### Road to Le Mans

In addition to competing in LMP1 and LMP2, ORECA Technology also participates in the LMP3 class via its headquarters in Magny-Cours which specialises in the preparation of racing engines.

The exclusive LMP3 engine-supplier, ORECA will be well-represented in the class at the opening race preceding the 90th 24 Hours of Le Mans with 36 LMP3s equipped with 5-liter 455 hp Nissan engines taking the start in Road To Le Mans.

To ensure total fairness and the best operating conditions for teams and drivers, ORECA Magny-Cours Director Serge Meyer 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 seen remarkable success and has continued to evolve since 2020 in the form of LMP3 2.0 with a new engine and modifications to each car. ORECA remains the powertrain (engine, gearbox, electronics) supplier while the engine power has been increased by 35 hp to reach 455. Last season, ORECA Magny-Cours delivered the 100th second-generation engine, evidence of undeniable enthusiasm for the series on the part of teams and drivers alike.

Across Europe, the U.S. and Asia, approximately a dozen championships host the LMP3 class. With more than 200 LMP3s competing today, countless talent will have the opportunity to achieve success in the European Le Mans Series, Michelin Le Mans Cup, IMSA Prototype Challenge, Asian Le Mans Series and at Road To Le Mans.

LE MANS  
CUP



“Since 2015, ORECA Magny-Cours technical support dedicated to the LMP3 class has been present at the 24 Hours of Le Mans to provide customer support for the opening race, Road To Le Mans.

Four collaborators are on-site throughout race week to ensure optimal customer service, in particular thanks to a supply of spare parts, technical monitoring and data analysis.

As always in the event of a major problem, we will also offer engine loans or rentals to our customers.”

**ORECA MAGNY-COURS DIRECTOR SERGE MEYER**







## INTERVIEW

### Hugues & Raphaël de Chaunac



A few months ago, ORECA began a new chapter in an already lengthy and rich history. On the eve of the Group's 50th anniversary, here are a few words from President Hugues de Chaunac and Vice President Raphaël de Chaunac.

#### **ORECA CONSISTENTLY WORKS WITH LEGENDARY RACING CONSTRUCTORS. THOUGHTS?**

*Hugues:* For the first time in its history, Ferrari has chosen to work with a French company and while that is an enormous source of pride, it is also a huge responsibility. We are both very exacting. I have always lived with a mandate toward results, and I think that reassures the manufacturers with whom we work today. With Ferrari, we are able to plan for the medium term and commit to the future. It's up to us to pull it off!

There is also the project with Acura nearing completion. Across our collaboration with Acura in DPi, we have maintained a relationship built on trust and punctuated with success and wins with the Acura ARX-05. Now an exciting new challenge awaits us in LMdH with the ARX-06. We cannot wait to write a new chapter in 2023.

Also, ORECA has forged an enduring bond with Alpine and Signatech. Team ORECA's first participation in the 24 Hours of Le Mans was with an Alpine in 1977! Since 2013, Alpine, Signatech and ORECA have worked together in LMP2, with victories at Le Mans and various titles as a result. Now we are moving into the top class with the A480, and this will continue with the LMdH.



## INTERVIEW

### Hugues & Raphaël de Chaunac

#### WHEN DID YOU DECIDE TO BUILD THE TECHNO CENTRE?

*Hugues:* The decision was made right before the health crisis. We were ready to start construction in early 2020 but were suddenly forced to halt the work until last summer. We broke ground in August 2021 and the inauguration is scheduled for June 2023.

This Techno Centre represents ORECA's future ambitions. The time had come to acquire industrial means with the highest quality standards to launch and pursue our endeavors.

This is an outstanding commitment to the future of the Group as it encompasses the competitive heart of our activities and our unwavering dedication to auto racing. It also represents the Group's ambition to develop our event and distribution activities for decades to come.



#### WHAT TYPE OF PROJECTS WILL BE DEVELOPED AT THE TECHNO CENTRE?

*Raphaël:* A true flagship of the ORECA Group, the Techno Centre will convey all of the Group's values as well as its core identity. In addition to the search for performance and the motorsport DNA inherent in the very nature of the Techno Centre, it will allow us to share our passion specifically through a museum and showroom retracing the company's sporting challenges and victories.

Dedicated rooms and a roof top space sized for business seminars will also make it possible to organise unique events where visits and speeches will bring together human interest, the search for performance and technological daring.



## INTERVIEW

### Hugues & Raphaël de Chaunac



#### **ORECA IS HUGELY INVESTED IN MOTORSPORT. WHEN DID YOU DECIDE TO COLLABORATE WITHIN OTHER SPORTING SECTORS?**

*Raphaël:* In addition to ORECA Technology, the Group is based on two solid pillars, namely substantial distribution and diversification. The ORECA Store, the French leader and European benchmark in distribution, has developed and diversified into white label in the automotive sector by becoming the e-commerce go-to for several marques.

In 2020, ORECA Digital Retail kicked off a new growth phase in multisport. Based on values related to competition which constitute its DNA, Digital Retail was entrusted with the role of e-commerce operator by the French Rugby Federation, then that of global merchandising operator and exclusive licensing agent for the Stade Français Paris.

These projects are elements of a dynamic strategy for ORECA Group and will allow it to enter a new era, adding to its status as a major player in the automotive world with that as a reference in multisport. Values in sports are generally the same. When you talk to a fan, the sport itself may be different, but the approach and reactions are the same relative to products, the importance of creating experiences and the appreciation of legacy.

#### **HOW IS THE EVENTS BRANCH OF ORECA DOING?**

*Raphaël:* The health crisis completely disrupted the events side of the company. Before, our motorsport DNA was predominant, now we support manufacturers in a broader scope, particularly in product training, press launches and corporate events.

Our agency has a significant singularity: a stated ambition to create powerful emotional experiences. During these two years of uncertainty, we also learned how to conduct remote events such as the Alpine Elf Matmut Endurance Team e-fanzone at the 2021 24 Hours of Le Mans.

We are happy to see that face-to-face is once again becoming the norm. We are also continuing to consider other means of development, especially relative to organising our own events and expanding into the world of multisport.

## INTERVIEW

### Hugues & Raphaël de Chaunac

#### WILL ORECA EVENTS TAKE PART IN THE 24 HOURS OF LE MANS THIS YEAR?

*Raphaël:* Since 2021, the events branch of ORECA has collaborated with Goodyear Europe for the race. The iconic manufacturer has entrusted us with its VIP operations to provide guests with unforgettable experiences and personalised immersion.

This will be facilitated via the Goodyear Racing Club and a Goodyear box located just above the pits as well as following the race from the grandstands and the legendary Indianapolis corner, garage visits for a behind the scenes look at the race, helicopter rides and a bird's eye view of the circuit aboard the famous Goodyear blimp. The VIP experience is the perfect way to enjoy the 24 Hours of Le Mans.

On the logistics side, 25 employees from our agency have created a fully immersive schedule and will manage travel, accommodations, catering and support services for more than 400 privileged guests from all over the world.

#### MORE GENERALLY, HOW DO YOU MANAGE A MULTITUDE OF PROJECTS?

*Hugues:* Thanks to its history, ORECA has become a key player in motorsport solutions. Our ecosystem is coherent and complete, which allows us to build cars, set up sporting programs and even to support advertisers and rights holders.

But above all, on the eve of the company's 50th anniversary celebrating a rich history of wins and successes, ORECA has become a company with a real vocation for diversification and a true strategic vision oriented towards motorsport, automobiles and sports in general. Raphaël and I work in complete cohesion with our Executive Committee: Marketing and Development Director Jean-Philippe Eddaïkra, Technical Director Rémi Taffin, ORECA Magny-Cours Director Serge Meyer, and Administrative and Financial Director David Soulat. Together, we manage complex projects and develop them in such a way that a link exists between them. We are on the horizon of an extremely exciting future. •







UNITED  
AUTOSPORTS

22  
ATS  
Unique Banding

L'ÉCART

MOTUL

DELL  
Technologies

Maria  
Mallaband

DELL  
Technologies

Maria  
Mallaband



## INTERVIEW

### Rémi Taffin



Rémi Taffin joined ORECA at the end of 2021 as Technical Director with the goal of ensuring continuity and ramping up the company's technical departments during a time when the Group is focused on numerous high-caliber sporting and technical projects with distinguished partners.

#### **YOU ARE ABOUT TO EXPERIENCE YOUR FIRST 24 HOURS OF LE MANS. HOW DO YOU FEEL?**

Actually, I have attended the race twice as a spectator. This time I will be there as a participant, and I can't wait to go behind the scenes. The approach is completely different. And this year the public will return and all of the entertainment that makes the 24 Hours of Le Mans an extraordinary event!

I have realised the degree to which this race is the highlight of the season for ORECA and the preparation that entails. It takes nearly six months to get ready for a 24-hour race that happens once a year and that is a thrilling experience!

#### **YOU STEPPED INTO YOUR ROLE IN DECEMBER 2021 AND ENDURANCE RACING IS A NEW DISCIPLINE FOR YOU. HOW ARE YOU SETTLING IN AT ORECA?**

The adjustment to endurance racing is going well since ORECA is a major player. It is a very unique discipline not always easy to understand, but ORECA's role as a manufacturer has allowed me to adapt quickly. The endurance racing world is particularly welcoming and benevolent, so I am enjoying it. Within the company, there is a common philosophy that I would summarise with learning, doing and winning. It's a state of mind that I fully share.

At the same time, ORECA is involved in a multitude projects: new ones such as the Techno Centre, the LMDh, the assembly of Ferraris, etc., while working on the sustainability of those already well-established like LMP2, among others. From the outside, you only see the visible part of the iceberg, but once you walk through the doors, you understand the level of teamwork it takes. Like an orchestra, each individual understands his or her mission and operates to meet the three values inherent to the Group: performance, daring and innovation. The pace is dynamic and intense with no room for boredom!



## INTERVIEW

### Rémi Taffin

**THE SCOPE OF YOUR ACTIVITIES, BOTH RELATIVE TO CHASSIS AT THE SIGNES SITE AND TO ENGINES AT THE GROUP'S SUBSIDIARY IN MAGNY-COURS, IS EXTENSIVE. HOW ARE YOU DEALING WITH THE NEW CHALLENGES YOU HAVE TAKEN ON AT ORECA?**

The truly unique aspect of the scope of my work is its density both in terms of the number of projects and their diversity, as well as the number of customers I serve and the championships in which ORECA participates.

Our activities are even more diversified on the ORECA Magny-Cours side. At Signes, we are working on several projects, but remain focused on endurance racing: LMP2 prototypes, LMDh design, GT assembly, etc. At Magny-Cours, we are concentrated on multiple major customer applications.

However, our investment in the future and new energies is the same at both sites. The development of hybrids and hydrogen, in particular with the support of parties like the Future Vehicle Cluster, is the perfect example of this. These large-scale projects are perfectly integrated into the dynamics of the Group.

**WE OFTEN TALK ABOUT CARS, TECHNOLOGY AND PERFORMANCE. BUT ARE THE CHALLENGES THAT ORECA IS TACKLING ALSO ABOUT PEOPLE?**

Indeed, with the proliferation of projects in which ORECA participates, we have to prioritise structuring and hiring of course. It is imperative that we keep the spirit of ORECA alive while integrating new expertise.

Though certain sought-after skills have changed, the atmosphere must be preserved: a close-knit team of specialised craftsmen and craftswomen. Happily, even today nothing is more adaptable and responsive than a human being, so we work diligently on the crucial elements of hiring and training.



## INTERVIEW

### Rémi Taffin

#### THE FERRARI 296 GT3 DID ITS FIRST LAPS IN APRIL. HOW IS THE PROJECT PROGRESSING?

It is our first project with Ferrari, and I am thrilled at how well we work together. The relationship and trust grew very quickly. A first GT has already hit the track and that has allowed us to make progress and feel confident for the future. There was no downtime after the assembly of this first car. We are now working on repeating the accomplishment. The new factory under construction at Signes will be a great asset in the development of our projects with Ferrari.

#### WHAT IS THE STATUS OF ACURA AND ALPINE'S LMDH PROGRAMMES?

We are in the transition phase between the two LMDh projects and are close to finishing Acura's. The car is set to take its first laps this summer. Meanwhile, we have already turned our attention to the Alpine project at the Design Office.

ORECA is currently working with three major players in motorsport: Acura (Honda), Alpine (Renault) and Ferrari. It is a massive responsibility, but also an incredible honour!

In this highly demanding context, we wanted to invest in facilities worthy of the caliber of these manufacturers and capitalise on our history with the teams and the LMP2 programme that enabled us to develop the expertise that benefits all of our customers today.

#### DO YOU HAVE ANYTHING TO ADD?

ORECA has always worked with major manufacturers and though continuity is one of the Group's strengths, we are also focused on the future and innovation. New energies are an integral part of our focus, electric or hybrid for example, and ORECA is doing its part for the future. It's simple: we don't seek, we find solutions. We are convinced there is a place for each new viable energy, and we wish to invest in all of them. •













## INTERVIEW

### Bart Hayden



In April 2022, Bart Hayden – owner of Sebah Automotive and former team manager of Rebellion Racing – joined ORECA as the new LMP2 Customer Relationship Manager.

Having worked closely with ORECA, notably through LMP1 and LMP2 programmes, Hayden is responsible for supporting customer teams across all championships along with Technical Manager Denis Lemort and Spare Parts Manager Frédéric Segond.

#### **BART, COULD YOU PLEASE TELL US A LITTLE ABOUT YOURSELF?**

In 1992, I graduated with a degree in Automotive Engineering and started my career working in the Information Technology industry.

I have always had a passion for motorsport and enjoyed some modest success as a driver in GT cars for fun along with working for a living. Then, in 2008, I joined Sebah Automotive and spent the next 13 years as the Team Manager/Sporting Director for Rebellion Racing. I became the owner of Sebah Automotive in 2010 and led the company during the time Rebellion Racing was competing in LMP2 and LMP1. It was from 2014 onwards that I started working with ORECA when Rebellion commissioned the company to design and produce its LMP1 cars.

#### **WHAT IS YOUR MISSION AT ORECA?**

I have joined ORECA as its LMP2 Customer Relationship Manager. The ORECA 07 LMP2 is a tremendously successful car and there are many teams who own and run it. My job is to ensure that all customers running the ORECA 07 are happy and are given the service and support they need.

It's an interesting role because I get to know each team and interface between them and organisations like the ACO, the FIA and the IMSA. I have the experience of being a customer of the ORECA 07 myself (Rebellion won the FIA World Endurance LMP2 Championship in 2017), so I have the perspective of the teams as well as the perspective from ORECA. I think this helps me in the LMP2 Customer Relationship Manager role. I am fortunate to have a great group of people around me to help me deliver, I certainly would not be able to do it alone.

## INTERVIEW

### Bart Hayden

Denis Lemort leads the group of support mechanics who initially build the 07 LMP2 cars in the ORECA factory and then attends the races to support the teams, and Fred Segond heads up the crucial spare parts department. The three of us work closely together to deliver cohesive service to our customers.

**26 ORECA 07 CHASSIS IN LMP2 AND ONE IN LMP1, THAT'S THE NUMBER OF PROTOTYPES BUILT BY ORECA TECHNOLOGY ENTERED IN THE 2022 24 HOURS OF LE MANS, SO A NEW RECORD HAS BEEN REACHED. ARE YOU AND YOUR TEAM READY?**

The preparation for Le Mans starts a long time before the race. In fact, you start to prepare the next Le Mans as soon as the current one is finished. Although I personally only joined ORECA just before the ELMS season started this year, the rest of the ORECA LMP2 support team has been involved for many years and so, yes, we are ready for the 2022 race and are looking forward to seeing so many ORECA chassis on the grid!

#### **YOUR THOUGHTS ON THE 2022 FIELD?**

There is a great mixture of teams and drivers and the level of competition in LMP2 is extremely high. I am expecting there to be several cars fighting to the very last minute of the race to claim victory. I won't make any predictions because we work in a very impartial way. The only thing I can say is that we provide the teams and each car with the same resources so that everyone can fight in the best conditions. May the best one win! •









# ORECA GROUP

## Presentation



### 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 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.

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 GROUP


## Presentation

### ORECA EVENTS

For more than 25 years, ORECA Events has designed and organised live and digital experiences for the world of auto racing with the goal of stimulating performance and success. To that end, the department relies on five key directives:

- #Train | Face-to-face and remote training of automotive networks
- #Promote | Business-oriented automotive testing
- #Share | Community gatherings and festivals
- #Amplify | Physical fanzones and digital activations
- #Compete | Competitions, logistics and sporting shows

ORECA Events has represented Goodyear Europe at the 24 Hours of Le Mans since 2021 and the iconic manufacturer has once again entrusted its VIP operations to ORECA Events to provide guests with an unforgettable experience.

To follow ORECA Events news, go to Instagram and LinkedIn:  



# ORECA GROUP

## Presentation



### ORECA STORE

A multi-channel sales presence, the ORECA Store offers more than 65,000 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.

Since 2020, ORECA Store has been the equipment supplier for FFSA licensees. This is a partnership driven by the common ambition to develop accessibility to motorsport and to offer the best support to all enthusiasts and practitioners in their licensing process.

As part of this partnership and in full collaboration with the FFSA, ORECA Store curates the most relevant offers and personalised guidance for each licensee.

For ORECA Store news, go to Facebook and Instagram:





# ORECA GROUP

## Presentation

### ORECA DIGITAL RETAIL

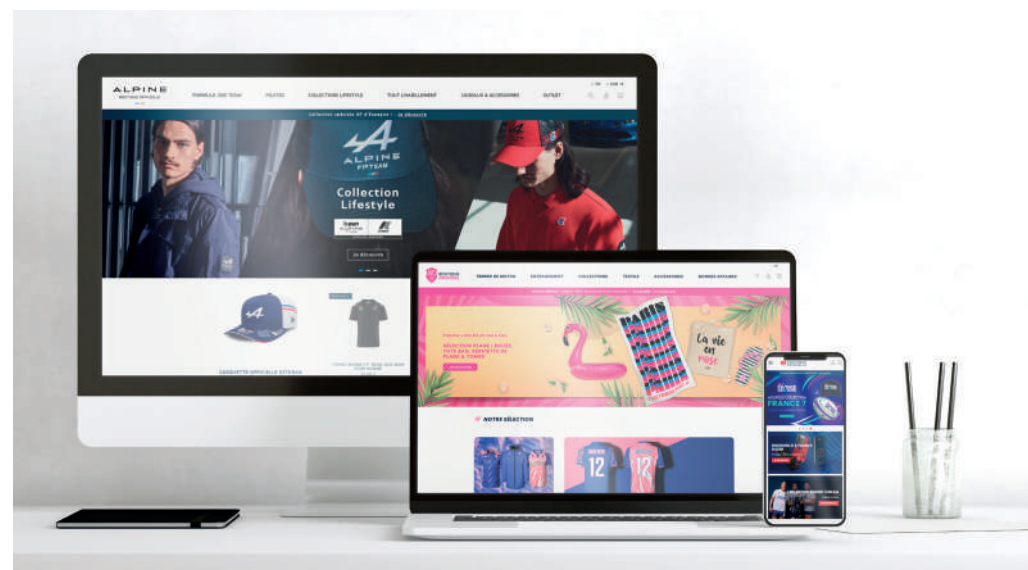
Born in the world of motorsport, ORECA draws its DNA from the values of competition: requirements, details, results. It is a culture specific to the Group and experience that has earned it an expert position in the automotive world, in all its dimensions, from products to technology to competition.

It is through this passion for motorsport and competition that the Group is now developing sustainable projects in collaboration with several major players. Audi, Volkswagen, 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 marques, 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 department dedicated to supporting and promoting marques 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 French Rugby Federation, as well as becoming the new global merchandising manager and exclusive licensing agent for Stade Français Paris as of July 2021.

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



## CONTACTS

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 [www.oreca.com](http://www.oreca.com)

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Nikki Ehrhardt







The ORECA Group wishes the greatest success to all its customers for the 90<sup>th</sup> edition of the 24 Hours of Le Mans.

