



LM P2



# 24 Hours of Le Mans 2013 **MEDIA KIT**





« ORECA is firing on all cylinders as the 2013 Le Mans 24 Hours approaches. It will be a particularly special edition for our group, which is celebrating its 40th year, and also for the event itself – marking its 90th anniversary. We are thrilled to celebrate these anniversaries together, at the most legendary of races. The event which makes our hearts beat faster.

This season, ORECA is taking on several challenges. As a constructor, we have seven ORECA 03 entered in the LM P2 class by our customer teams as well as an Alpine A450 built and developed by ORECA. In addition, we have a presence as engine preparer : our Magny Cours based department will power nine prototypes. And finally, with the TOYOTA Racing team, our role is to provide operational support and furnish our endurance racing experience in order to compete against our friends at Audi in the top class.

Like every year, a whole group will be involved in the action. Our Racing and Technology department, of course, as well as our Events sector and Oreca-Store.com boutique will be implicated. Le Mans is a seductive challenge and we all share a strong common bond : our passion guides us.

We invite you to discover this excitement in the following pages. »

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« In those grandstands, I dreamed that one day I would play a role in the 24 Hours... »

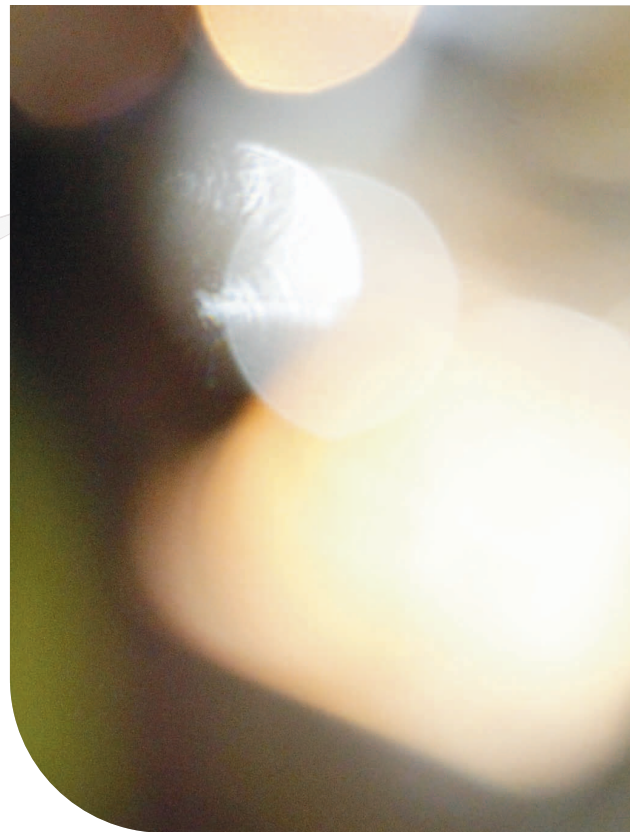
« The 24 Hours of Le Mans is an event that stands apart from the others, and this is even more the case in 2013. Le Mans is at the heart of ORECA's 40 anniversary. ORECA has taken part in the Sarthe classic 18 times : we've spent nearly every other year of our existence experiencing this event from the inside !

« Le Mans has a very personal and special history for me. I certainly have the most affinity and passion for this race. It's magical and legendary, with such a special atmosphere that it's difficult to describe. This ambience is unique and I could never live without it. Le Mans is a race that is as seductive and beautiful as ever.

« My first visit to the race was some time in the early 1970s. The Matra era made the biggest impact on me : their popularity was incredible. For me, the Matras were magic. And Le Mans was magic. I still remember Jean-Luc Lagardère running after his victory: it was a magic moment. And as Matra earned its legendary status during that time, it also helped create the legend of Le Mans. That's what made me dream. In those grandstands, I dreamed that one day I would play a role in the 24 Hours...

« Today, ORECA has participated in 18 Le Mans 24 Hours. It's an exceptional achievement and I never would have imagined it. The first time, as team manager, I was living a dream. I was walking on air because I was so happy. It was nothing but joy !

« Le Mans still attracts me in such a strong way. Every year, there is an important objective, and much like all sportsmen, I am focused on that goal. And although I may not take as much pleasure in the legend of Le Mans, there's never a doubt that I'll be back the following year. It's an event that can't be missed...so you become an « addict ». There have been highs and there have been lows when objectives haven't been met. But afterwards, we've always made peace with it. Le Mans is a race that seduces, but often denies. That's part of the magic. »





ORECA is celebrating its 40th anniversary in 2013. Forty years of entrepreneurial and sporting challenges and successes. Forty years where the 24 Hours of Le Mans hold a special place for the group. Because although Team ORECA has competed in all the disciplines throughout the years, it's the twice around the clock classic that captured its imagination. The love story began in 1977 with an Alpine A442 entered for drivers Arnoux/Fréquelin/Pironi. Seventeen other participations would follow, in prototypes as well as GT classes.

There are many anecdotal stories and strong emotions for not only Hugues de Chaunac but also the mechanics and engineers when they remember previous editions. In June, the whole group lives at the legendary Le Mans pace : the pressure, the anticipation, the excitement, the effort and reward. And always that human adventure without equal...

Throughout the seasons, through the challenges taken on, ORECA has become a Le Mans « addict ». From the Alpine A442 that caught fire to the TOYOTA TS030 – entered by TOYOTA Racing with operational support from ORECA – taking the lead of the race by putting two wheels on the grass. Or Bernard Darniche's last lap with the BMW M1 in 1981 and capturing the fastest race lap in the Peugeot 908 HDi FAP, without forgetting of course the glorious sound of the winning Mazda 787B, the fabulous Chrysler Viper era, fan favorite Dallarás, and the ORECA 01 decorated in Mondrian colors. Many chapters have been written, but there are many more to come – notably as a constructor. Seven ORECA 03 will be present in the LM P2 class, not forgetting the Alpine A450, built and developed by ORECA.

During all of these years, like a passionate romance, there have been highs and lows. Moments of joy and moments of disappointment.

But as Hugues de Chaunac so rightly puts it, **« he attraction is strong and there's no question about missing an edition. In the years that ORECA was not present, there was something missing and we quickly returned. I've had the chance a few times to be on the podium and to be a little lost in the myth and legend. That sensation is so thrilling that all you want to do is feel it again and again. »**



## 18 participations

More than 40 cars entered / 5 cars entered in the same year (2000)

First participation : 1977 ( J. Haran de Chaunac / Renault Alpine A442 n°16 : René Arnoux / Guy Fréquelin / Didier Pironi)

### 1 overall win in support of Mazdaspeed :

- ★ 1991 - Mazda 787B n°55 : Volker Weidler / Johnny Herbert / Bertrand Gachot

### 3 class wins as Viper Team ORECA :

- ★ 1998 - Chrysler Viper GTS-R n°53 : Justin Bell / Luca Drudi / David Donohue (GTS)
- ★ 1999 - Chrysler Viper GTS-R n°51 : Olivier Beretta / Karl Wendlinger / Dominique Dupuy (GTS)
- ★ 2000 - Chrysler Viper GTS-R n°51 : Karl Wendlinger / Olivier Beretta / Dominique Dupuy (GTS)

### 1 fastest race lap (2010)

- ★ 2010 - Loïc Duval : Peugeot 908 HDi FAP n°4

- ★ **6 overall top fives** (2001, 2002, 2005, 2009, 2010, 2011)

- ★ **10 Manufacturers** with which ORECA has competed in the Le Mans 24 Hours:

Alpine (1977), BMW (1981), Mazda (1991, 1992), Chrysler (de 1996 à 2002)

Reynard (2000), Dallara (2001, 2002), Audi (2005), Saleen (2007), Peugeot, Toyota (2012-2013)

- ★ **73 drivers** have competed for ORECA at the 24 Hours of Le Mans

- ★ Olivier Beretta has driven the most at Le Mans with ORECA (7)



**Delta-ADR**

**#25** Tor Graves  
Shinji Nakano  
Archie Hamilton

**G-Drive Racing by Delta-ADR**

**#26** Roman Rusinov  
John Martin  
Mike Conway

**Race Performance**

**#34** Michel Frey  
Patric Niederhauser  
Jeroen Bleekemolen

**Boutsen Ginion Racing**

**#40** Matt Downs  
Rodin Younessi  
Thomas Dagoneau

**Thiriet by TDS Racing**

**#46** Pierre Thiriet  
Maxime Martin  
Ludovic Badey

**Murphy Prototypes**

**#48** Brendon Hartley  
Mark Patterson  
Karun Chandhok

**Pecom Racing**

**#49** Luis Perez Companc  
Pierre Kaffer  
Nicolas Minassian

**Signatech-Alpine (Alpine A450)**

**#36** Pierre Ragues  
Nelson Panciatici  
Tristan Gommendy





First hitting the track in 2011, the ORECA 03 LM P2 is taking part in its third 24 Hours of Le Mans. Since its first appearance, the prototype designed in the Signes (France) workshops has confirmed itself as a top reference in the category.

### The results speak for themselves

- ★ ORECA-Nissan two-time Constructors champions in European Le Mans Series (2011-2012)
- ★ Thiriet by TDS Racing Teams champions in European Le Mans Series (2012)
- ★ Mathias Beche & Pierre Thiriet champions in European Le Mans Series (2012)
- ★ 5 wins in the FIA World Endurance Championship (3 in 2012, 2 in as many races in 2013)
- ★ 4 wins in European Le Mans Series (2 in 2011, 1 in 2012, 1 in 2013)
- ★ Signatech-Nissan Teams champions in the Intercontinental Le Mans Cup (2011)

Victorious on all types of circuits, the ORECA 03 has proven both its speed and reliability. Although it will be looking for its first win at the 24 Hours of Le Mans, the car has already shined in La Sarthe with two consecutive pole positions (2011 and 2012), two fastest race laps (2011 and 2012) and several podium finishes.

Six teams are aiming for this goal, each having shown their levels of competitiveness : G-Driving by Delta-ADR and Pecom Racing, winners in the FIA-WEC multiple times ; Race Performance, Boutsen Ginion Racing and Murphy Prototypes, podium finishers in the ELMS ; and Thiriet by TDS Racing, defending ELMS champions. The ORECA 03 is riding on a good momentum with three victories in four races so far in 2013, as Pecome Racing is the current championship leader in the FIA-WEC and Thiriet by TDS Racing tops the ELMS standings.

The drivers are also top notch. From ex-Formula One drivers, young talents who have shown their speed in single-seater racing, to top references in endurance racing and some of the most experienced gentlemen drivers in the discipline.

With an ORECA 03 that evolved over the winter, all the elements are united to shine. The ambitions of the customer racing program is clear : help the teams take the victory in the 24 Hours of Le Mans. A legendary event that always has surprises in store and is difficult to predict. It's an event that must be approached with humility. It's in this state of mind that ORECA takes on the challenge of Le Mans in 2013 : with ambition but humility as well.

By Christophe Guibbal, Director of the Design Bureau

## 2013 Spec

« The ORECA 03 has evolved within the regulations framework, that's to say that we are not allowed to work on anything linked to pure performance. Our priorities were defined based on several criteria. We took into account the feedback from our customer teams : even if the ORECA 03 proved itself to be very reliable, there are always little corrections to be made. Some modifications were more or less easy to apply, others were impossible due to conceptions reasons and costs. At the end of the day, the evolutions focused on improving reliability and safety. For example, we modified the fuel system, the brakes and suspension elements. These are details that can make a difference. »

## Objective

« We are competitors, and we want to win as a constructor. It would be a way to confirm all of the work done since the ORECA 03's first on-track appearance in 2011. We've already proven the car's competitiveness and reliability at numerous events, but a win at the 24 Hours of Le Mans is unique. The ultimate goal is a hat trick : pole position, fastest race lap and the win with all of our customer cars at the finish. That would be magic. We are working with that slightly crazy ambition on paper. It's a dream that's difficult to realise, but still possible. »





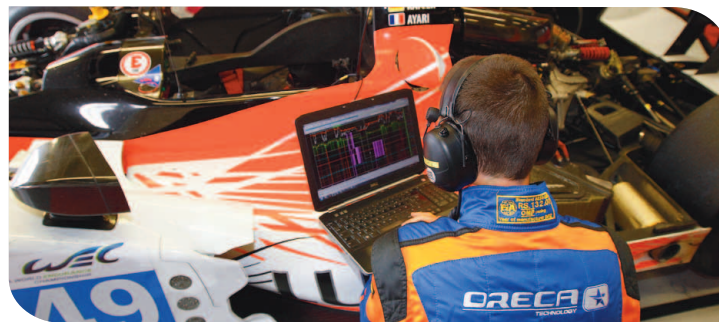
«Our aim has always been to help the teams : it's a role we've learned about over the course of three year. It's something we've learned to appreciate as well.»

## Customer Competition

«The ORECA 03's destiny lies between our customers since the race strategy is the teams' responsibility, but they can count on our exceptional customer program. It is the direct link between our customers and the design bureau, and insures reactivity on our part and allows us to continuously understand and anticipate improvements. It's up to us to furnish a solid package.»

## Engine preparation

«The ORECA engine department is also highly involved with Le Mans. The engineers are present during the course of the entire season, but are even more numerous in La Sarthe to supervise eight prototypes powered by Nissan V8 engines: six ORECA 03, one Alpine and one Lola. It's a race that solicits much attention due to the 24 Hours of Le Mans circuit being so demanding on engines.»

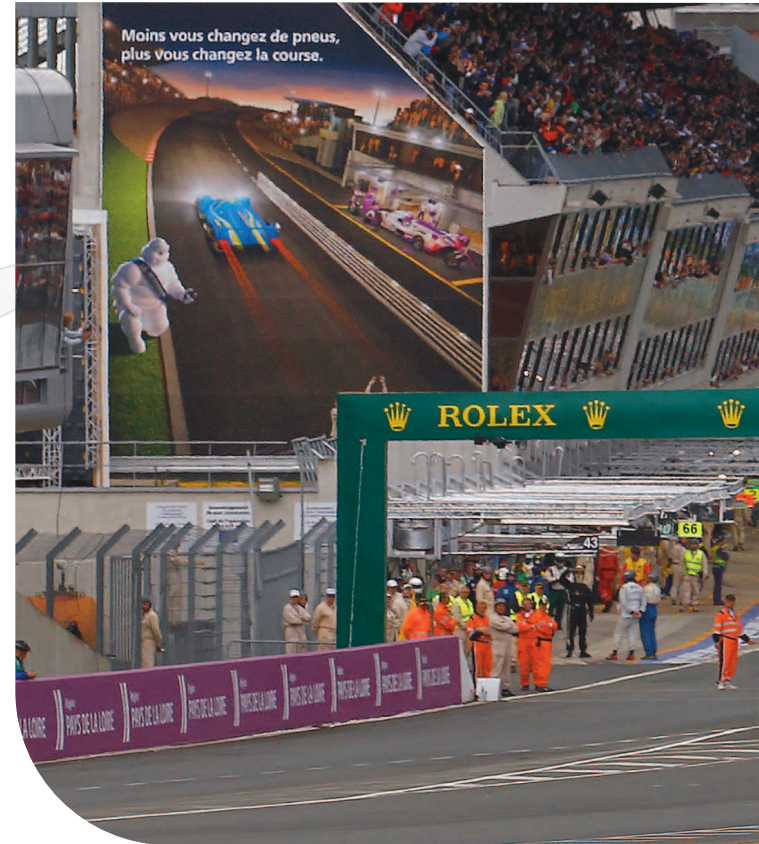


## Driving

« The ORECA 03 distinguishes itself by how easy it is to drive. The LM P2 class is interesting because it puts together professional and amateur drivers. The ORECA allows pros to get the max out of the car and push the limits. While the amateurs have to find their own limits and reach the highest level possible. The ORECA 03 unites these two antagonistic parameters to make it one of its strengths. »

## Le Mans

« Le Mans is a high speed track, which means it's more mechanically demanding than anywhere else. The track is also unique in that it remains unused for racing except for the Test Day and the race week. It's not typical, just like the duration of the event. There are many incidents and issues that can arise. These possibilities must be taken into account. It's often said that the 24 Hours of Le Mans is won or lost on the track, but the time spent in or out of the pits is also a determining factor. »





« The ORECA 03 distinguishes itself by how easy it is to drive. The LM P2 class is interesting because it puts together professional and amateur drivers. »

## Rubber

« The track has a tendency to evolve as the days go by and the weather conditions are often variable : it can be hot or cold, dry or wet. As a result, you need a car that is capable of performing well within a large window. That's usually the case for the ORECA 03, which is able to adapt itself. We will have to manage Michelin's return to the LM P2 class, which is a positive : two tyre manufacturers will be competing against each other and it's an opportunity to show that our car can work well with both types of rubber. »

## From ice racing to the 24 Hours

« The Design Bureau has its own history. Its activities is much like that of ORECA : very diversified since its engineers have worked in all the disciplines with many constructors. All of the various experiences is very interesting. A project such as the Trophée Andros, which is the polar opposite from the 24 Hours of Le Mans, allows us to transfer information and knowledge to something like a Le Mans Prototype, such as managing the cockpit in extreme conditions. The more we conceptualise, the more we progress. »

## Race day

« Le Mans is the race. We want to shine just as bright as the team does. In addition to the final results, it's also the overall sum that interests us. Showing the qualities of a car through one team's success is good. Doing the same with six teams, even better. Our eyes will be on the race, but our minds will be on future projects... »





« The Design Bureau has its own history. Its activities is much like that of ORE-CA : very diversified since its engineers have worked in all the disciplines with many constructors. »

**#25** Tor Graves  
Shinji Nakano  
Archie Hamilton



**Team Principal :** Alan Docking & Simon Dowson  
**Team Manager :** Simon Dowson  
**Chief Engineer :** David Leach  
**Begin competition in :** 2009 as ADR-Delta



**#26** Roman Rusinov  
John Martin  
Mike Conway



## Results :

Runner up in Formula Superleague 2009 & 2010, Superleague 2011 Champion. 2nd of the LM P2 Trophy in FIA World Endurance Championship 2012.

## Results with the ORECA 03 :

### 2013

Winner 6 Hours of Silverstone, LM P2 : Graves/Pizzonia/Walker  
Pole 6 Hours of Silverstone, LM P2

### 2012

Winner 6 Hours of Silverstone, LM P2 : Matin/Graves/Charouz  
Winner 6 Hours of Fuji, LM P2 : Martin/Graves/Nakano  
Winner 6 Hours of Shanghai, LM P2 : Martin/Graves/Beche  
2nd 6 Hours of Spa, LM P2 (1st in FIA-WEC LM P2) : Martin/Graves/Kerr  
Poles 6 Hours of Spa and 24 Hours of Le Mans, LM P2

Website : [www.delta-adr.com](http://www.delta-adr.com)

Twitter : [@delta\\_adr](https://twitter.com/delta_adr)

Facebook : [ADRDelta](https://www.facebook.com/ADRDelta) et [GDriveRacing](https://www.facebook.com/GDriveRacing)





**#34**

Michel Frey  
Patric Niederhauser  
Jeroen Bleekemolen



**Based in :** Münsingen, Switzerland  
**Owner :** Urs Meier  
**Team Manager :** Michel Frey  
**Chief Mechanic :** Urs Meier  
**Begin competition in :** 2003



## Results :

Swiss Formula 2000 (champion 2005) puis Renault Megane Trophy Eurocup et Le Mans Series (2010). Trois participations aux 24 Heures du Mans.

## Results with the ORECA 03 :

### 2013

2nd 3 Hours of Silverstone : Frey/Niederhauser  
4th 3 Hours of Imola : Frey/Niederhauser

### 2012

11th 24 Hours of Le Mans, LM P2 : Frey/Hirschi/Meichtry  
5th 6 Hours of Le Castellet : Frey/Hirschi/Meichtry

### 2011

2nd 6 Hours of Silverstone, LM P2 : Frey/Meichtry/Rostan  
6th 24 Hours of Mans, LM P2 : Frey/Meichtry/Rostan

Facebook : Race-PerformanceLe-Mans-Series



**#40** Matt Downs  
Rodin Younessi  
Thomas Dagoneau**Based in :** Wavre, Belgium  
**Founder :** Olivier Lainé  
**Team Owner :** Olivier Lainé  
**Begin competition in :** 1995

## Results :

Belgian F.Renault 1,6l Champion (2003, 2004 et 2006), Clio Cup Champion (2006), Runner up Eurocup Megane Trophy (2008) and Seat Supercopa Leon France (2010). 3rd Le Mans Series, FLM (2010). Wins in Winter Series. European Le Mans Series Champion, LM PC (2012). Blancpain Endurance Series. 3rd 24 Hours of Dubai, SP2 class (2013).

## Results with the ORECA 03 :

### 2013

5th 3 Hours of Silverstone : Brière/Dagoneau/Hatshorne

### 2012

5th 6 Hours of Spa, LM P2 : Brière/Clarke/Petersen

### 2011

2nd 1000km Spa-Francorchamps, LM P2 : Kraihamer/De Crem  
3rd 1000km Silverstone, LM P2 : Kraihamer/Ebbesvik

Website : [www.boutsenginion.com](http://www.boutsenginion.com)  
Facebook : Boutsen-Ginion-Racing



**#46** Pierre Thiriet  
Maxime Martin  
Ludovic Badey**Based in :** Vendres, France  
**Owners :** Xavier Combet et Jacques Morello  
**Team Manager :** Xavier Combet  
**Technical Director :** Jacques Morello  
**Chief Mechanic :** Yann Brody  
**Begin competition in :** 2005**Results :**

Renault Megane Trophy Champion in 2008 (Drivers & Gentleman driver), 2009 (Teams & Gentleman driver) and 2010 (Drivers, Gentlemen driver and Teams), Runner up in 2011. 3rd Le Mans Series 2011, LM P2. European Le Mans Series Champion in 2012 (Drivers & Teams).

**Results with the ORECA 03 :****2013**

Winner 3 Hours of Imola : Thiriet/Beche  
3rd 3 Hours of Silverstone : Thiriet/Hirschi

**2012**

Winner 6 Hours of Castellet : Thiriet/Beche  
2nd 24 Hours of Le Mans, LM P2 : Thiriet/Beche/Tinseau  
2nd 6 Hours of Donington, LM P2 : Thiriet/Beche  
3rd Petit Le Mans, LM P2 (1st ELMS) : Thiriet/Beche/Tinseau  
Pole 6 Hours of Le Castellet

**2011**

Winner 1000km Spa-Francorchamps, LM P2 : Thiriet/Beche/Firth  
Winner 6 Hours of Estoril 2011, LM P2 : Thiriet/Beche/Firth  
Poles 8 Hours of Le Castellet and 6 Hours of Imola, LM P2

Website : [www.tdsracing.fr](http://www.tdsracing.fr)  
Twitter : @TDSRacing\_live  
Facebook : TDSRacing



**#48**

Brendon Hartley  
Mark Patterson  
Karun Chandhok



**Based in :** Dublin, Ireland  
**Founder :** Greg Murphy  
**Team Manager :** Malcolm Swetnam  
**Technical Director :** Michael Jakeman  
**Begin competition in :** 2012



## Results :

### Results with the ORECA 03 :

**2013**

Fastest lap 3 Hours of Silverstone

**2012**

3rd 6 Hours of Spa, LM P2 : Firth/Hughes/Hartley

Website : [www.murphyprototypes.com](http://www.murphyprototypes.com)

Twitter : [MurphyPrototype](https://twitter.com/MurphyPrototype)

Facebook : [MurphyPrototypes](https://www.facebook.com/MurphyPrototypes)



#49

Luis Perez Companc  
Pierre Kaffer  
Nicolas Minassian



**Based in :** Piacenza, Italy  
**Director :** Luis Perez Companc  
**Team Manager :** Amato Ferrari et Antonio Cazzago  
**Begin competition in :** 2008  
**Technical Director :** Luigi Urbinelli

**NISSAN**



## Results :

1 podium in FIA GT2 2007. 1 win in FIA GT2 2008. FIA GT2 2009. Le Mans Series & 24 Hours of Le Mans LM P2 2011. 3rd of the LM P2 Trophy in the FIA World Endurance Championship 2012.

## Results with the ORECA 03 :

### 2013

Winner 6 Hours of Spa, LM P2 : Perez-Companc/Kaffer/Minassian  
3rd 6 Hours of Silverstone, LM P2 : Perez-Companc/Kaffer/Minassian  
Pole 6 Hours of Spa

### 2012

Winner 6 Hours of Bahrein, LM P2 : Perez-Companc/Kaffer/Minassian  
2nd 6 Hours of Sao Paulo, LM P2 : Perez-Companc/Kaffer/Minassian  
3rd 24 Hours of Mans, LM P2 : Perez-Companc/Kaffer/Ayari  
3rd 12 Hours of Sebring, LM P2 : Perez-Companc/Kaffer/Ayari



## Chassis

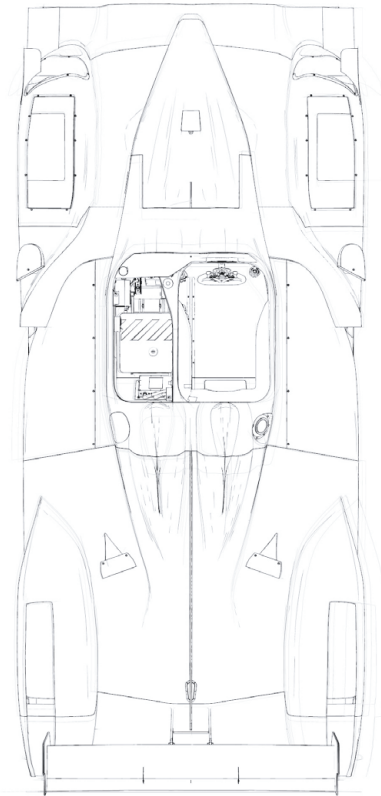
Monocoque : Carbonfibre & Honeycomb  
Length : 4.600 mm  
Width : 1.990 mm  
Height : 1.025 mm  
Front track : 1.670 mm  
Rear track : 1.650 mm  
Wheelbase : 2.870 mm  
Weight : about 900 kg

## Moteur

Choice free  
Power output: about 460 bhp  
Torque: about 40 Kg.m  
Max. about 7750 rpm  
Lubrication: dry sump  
Engine electronic control unit : by engine

## Gearbox

Supplier : Xtrac  
Type : Six-speed sequential  
Gear change : steering wheel-mounted paddles  
Speeds : 6 + rear





## Brakes

Ventilated carbon discs  
 Front discs : Brembo 380 mm x 37 mm  
 Front caliper : Brembo  
 Front pads : Brembo  
 Rear discs : Brembo 355 mm x 37 mm  
 Front caliper : Brembo  
 Rear pads : Brembo

## Safety Equipment

Six-point harness adapted for hans system  
 Safety rubber fuel tank

## Bodywork

Carbone/kevlar Light lamination

## Race in

24 Hours of Le Mans  
 World Endurance Championship  
 European Le Mans Series  
 ALMS  
 Asian Le Mans Series

« I still remember the start of this adventure. At the time I asked myself with a laugh : « what kind of headache have I gotten myself into ? » Forty years later, I'm very happy to share in the celebrations with all of ORECA. It means that, together, we were able to build a company around our passion for motor sports. Today, ORECA has reached maturity.»

« In 40 years, the sport and automobiles in general have changed a lot much like ORECA has been able to evolve through the years by including several activities. It's not just a team anymore, but a group composed of a racing team, a boutique, an events agency, a technology center which houses the constructors aspect, and an engine department. As the years have passed, we've been able to mix our passion for racing with the economical realities of the time. And we've made it this far thanks to all the ORECA members»

« Each department has taken on and conquered numerous challenges, and in doing so have gained the respect from major players in the auto and business worlds. It's certainly one of our best victories, and I'm proud of it»

« 40 years, that's the prime of your life. It's the age when you can look back and appreciate the road taken. But even more so, it's the age to start new projects. That's the case for our four departments, and for the Group in general which will be continuing to expand its activities in Europe, new markets such as Asia, and on a continent that is very dear to us – America.»

« Nowadays, you have to adapt quickly to stay in the game. Taking the 24 Hours of Le Mans as an example, it's daily team work, which requires ambition, a taste for innovation and unfaltering determination. I'm proud to say that those qualities correspond to the ORECA Group today. »

« The human element is important within our Group. This is why we have decided to produce a book to share our history. While this published work will be in its final stages of production, we will be attempting to write yet another chapter in one of the events that has most impacted us all. »

*Christian*







40<sup>ANS</sup>  
1973-2013

*« Each department has taken on and conquered numerous challenges, and in doing so have gained the respect from major players in the auto and business worlds. It's certainly one of our best victories, and I'm proud of it »*

Born from Hugues de Chaunac passion, ORECA has expanded its activities over the course of its 40 year existence to cover all aspects of motorsport.

**Composed of 4 departments, the Group has now become an international firm.**



The ORECA history is closely related to competition, its raison d'être. Oreca Racing, through the Team ORECA or as a representative of the world biggest manufacturers won on all fronts to become a reference team on an international level.

Oreca-store.com ) is the leader in accessory and equipment sales, with 30,000 items for both passionate fans and participants. As events organiser, championship promoter and now circuit operator, Oreca Events has spent more than 15 years aiding promoters with event logistics. In addition to a top engine department in Europe on track and in rally, Oreca Technology operates a design bureau as well as top of the line equipment and structures that have allowed the group to become a race car constructor.

To those 4 poles is added a real dynamic of international development. Born two years ago and based in Hong Kong, Oreca Asia has established partnerships with local stakeholders and major manufacturers as well as for its competition activities, retail and events organization.

Moreover, ORECA retains strong links with the United States through the sale of prototypes in the American championships.





## In figures

Two strategic bases in France:  
Paul Ricard Circuit and Magny-Cours

10 000m<sup>2</sup> of facilities

200 employees

50 million € turn over

40 years of existence

4 departments: Racing, Technology, Oreca-Store.com, Events.

The history of the ORECA Group began with the competition, with the first races in 1972-1973. After racing in R8 Gordini and Formula Renault as a driver, Hugues de Chaunac created his race team which showed first in single-seater car with national and European titles, both in F2 and F3 and a record of 8 wins at the Monaco F3 Grand Prix. Over the seasons, it has successfully take on new challenges. In rally, where the team was crowned at a French, European and world level, in Rally-Cross and Rally-raid, including wins at the Dakar Rally and a triumph at the Pharaohs rally. Then in Touring car, being French and World champions, and in Endurance, whether in GT or in Sports-cars. An important chapter in the history of the Group with many successes among the most prestigious.

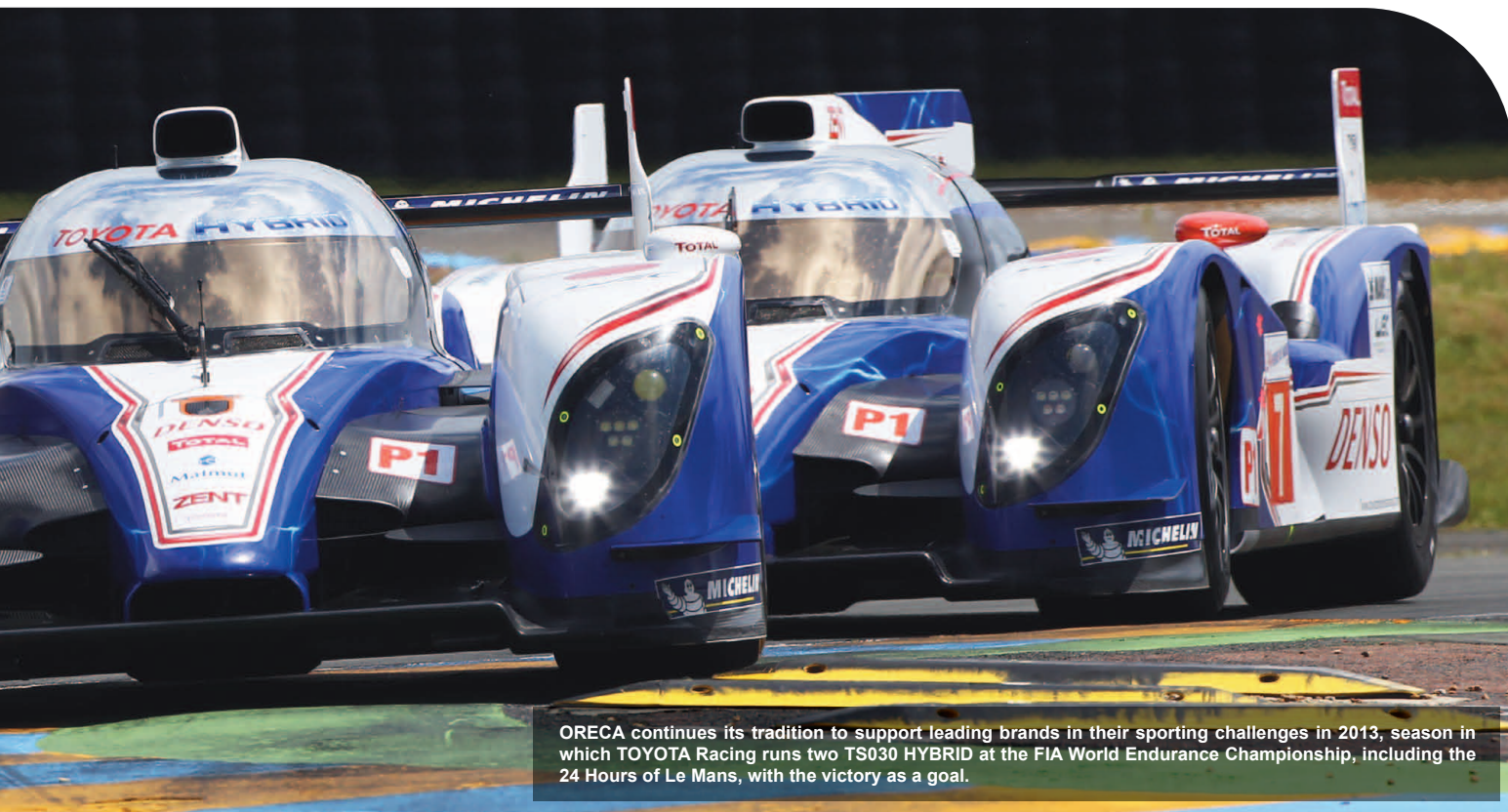
**These challenges, the Team ORECA has succeeded in all disciplines and with major manufacturers to compose a unique record :**

- ★ 40 national and international titles
- ★ More than 300 racing wins
- ★ Nearly 170 drivers in 40 years
- ★ Only French team that won the 12 Hours of Sebring with a French car and three French drivers
- ★ Only French team that won the 24 Hours of Daytona
- ★ World Champion in three different disciplines: Rally (J-WRC), Touring Championship (WTCC) and GT (FIA GT).
- ★

**TOYOTA Racing team partner**

Throughout its exceptional career, the Oreca Racing department works with the most major manufacturers. This is the case in Endurance with the TOYOTA Racing team, of which ORECA is a partner. Our mechanics and engineers provide operational track support and experience of the discipline to the Japanese manufacturer race team who entered since 2012 the TS030 HYBRID, a prototype equipped with the hybrid technology. The first year of this partnership with Toyota Motorsport GmbH (TMG) has resulted in three wins in FIA World Endurance Championship in 2012 (Sao Paulo, Fuji, Shanghai).





ORECA continues its tradition to support leading brands in their sporting challenges in 2013, season in which TOYOTA Racing runs two TS030 HYBRID at the FIA World Endurance Championship, including the 24 Hours of Le Mans, with the victory as a goal.

- ★ **2011-2012** Trophée Andros Manufacturer Winner - Skoda
- ★ **2011** 12 Hours of Sebring Overall Winner :  
Nicolas Lapierre/Loic Duval/Olivier Panis (Peugeot 908 HDi FAP)
- ★ **2010** Le Mans Series LM P1 Drivers Champion - Stéphane Sarrazin (Peugeot 908 HDi FAP)  
Le Mans Series LM P1 Teams Champion (Peugeot 908 HDi FAP)  
1000km of Portimao Winner - Olivier Panis/Nicolas Lapierre/Stéphane Sarrazin (Peugeot 908 HDi FAP)  
Fastest race lap 24 Hours of Le Mans (Peugeot 908 HDi FAP)
- ★ **2009** 1000km of Silverstone Winner - Olivier Panis/Nicolas Lapierre (Oreca 01)
- ★ **2008** World Touring Car Drivers Champion WTCC - Yvan Muller (Seat)
- ★ **2007** Le Mans Series LM GT1 Champion - Soheil Ayari/Stéphane Ortelli (Saleen S7R) (4 wins)  
French GT Champion - Soheil Ayari/Raymond Narac (Saleen S7R) (10 wins)
- ★ **2006** French GT Champion - Soheil Ayari/Bruno Hernandez (Saleen S7R) (8 wins)
- ★ **2005** 1000km of Silverstone Winner - Stéphane Ortelli/Allan McNish (Audi R8)
- ★ **2004** European Rally Champion - Simon Jean-Joseph (Renault Clio)  
Spanish Rally Champion - Alberto Hevia (Renault Clio)
- ★ **2003** French Rally Champion - Simon Jean-Joseph (Renault Clio)  
Junior World Rally Champion JWRC - Brice Tirabassi (Renault Clio)
- ★ **2002** French Rally Champion Super 1600 - Brice Tirabassi (Citroën Saxo)
- FIA Sportscar Estoril Winner - Olivier Beretta/Nicolas Minassian (Dallara LMP)
- ★ **2000** 24 Hours of Daytona Overall Winner - Olivier Beretta/Karl Wendlinger/Dominique Dupuy (Dodge Viper)  
1st & 2nd LM GTS 24 Hours of Le Mans (Chrysler Viper)  
1st & 2nd & 3rd LM GTS 12 Hours of Sebring (Dodge Viper)  
American Le Mans Series LM GTS Teams Champion (Dodge Viper)
- ★ **1999** 1st & 2nd LM GTS 24 Hours of Le Mans (Chrysler Viper)  
American Le Mans Series LM GTS Teams Champion (Dodge Viper)  
FIA GT Teams Champion (Chrysler Viper)
- ★ **1998** 1st & 2nd GT2 24 Hours of Le Mans (Chrysler Viper)  
FIA GT GT2 Teams Champion (Chrysler Viper)
- ★ **1997** FIA GT GT2 Teams Champion (Chrysler Viper)
- ★ **1996-1997** Trophée Andros Drivers Winner - Yvan Muller (BMW 318 ti Compact & Z3)  
Trophée Andros Manufacturers Winner - BMW



- ★ **1995-1996** Trophée Andros Drivers Winner - Yvan Muller (BMW 318 ti)  
Trophée Andros Manufacturers Winner - BMW
- ★ **1995** Supertourism French Champion - Yvan Muller (BMW 318 ti)  
Supertourism French Champion B - Stéphane Ortelli (BMW 318 ti)
- ★ **1992** Spanish Rally-Raid Champion - Salvador Serviá (Lada Samara T3)
- ★ **1991** 24 Hours of Le Mans Overall Winner (Mazdaspeed - Mazda 787)
- ★ **1990** Pharaons Rally Overall Winner (Lada Samara T3)
- ★ **1989** French F3 Champion - Jean-Marc Gounon (Reynard-Alfa Romeo)  
French Rallycross Champion - Philippe Wambergue (Peugeot 205 T16)
- ★ **1988** French F3 Champion - Erik Comas (Dallara-Alfa Romeo)  
French Rallycross Champion - Guy Fréquelin (Peugeot 205 T16)
- ★ **1987** French F3 Champion - Jean Alesi (Martini-Alfa Romeo & Dallara-Alfa Romeo)
- ★ **1986** French F3 Champion - Yannick Dalmas (Martini-Volkswagen)  
Monaco F3 Grand Prix Winner - Yannick Dalmas (Martini-Volkswagen)
- ★ **1985** French F3 Champion - Pierre-Henri Raphanel (Martini-Alfa Romeo)  
Monaco F3 Grand Prix Winner - Pierre-Henri Raphanel (Martini-Alfa Romeo)  
German Rally Champion – Kalle Grundle (Peugeot 205 T16)
- ★ **1984** French F3 Champion - Olivier Grouillard (Martini-Alfa Romeo)  
Champion de France F.Renault - Yannick Dalmas (Martini)
- ★ **1983** French F3 Champion - Michel Ferté (Martini-Alfa Romeo)  
Monaco F3 Grand Prix Winner - Michel Ferté (Martini-Alfa Romeo)
- ★ **1982** Monaco F3 Grand Prix Winner - Alain Ferté (Martini-Alfa Romeo)
- ★ **1981** Monaco F3 Grand Prix Winner F3 - Alain Ferté (Martini-Alfa Romeo)
- ★ **1979** French F3 Champion - Alain Prost (Martini-Renault)  
European F3 Champion - Alain Prost (Martini-Renault)  
Monaco F3 Grand Prix Winner - Alain Prost (Martini-Renault)
- ★ **1977** European F2 Champion - René Arnoux (Martini-Renault)  
Monaco F3 Grand Prix Winner - Didier Pironi (Martini-Toyota)
- ★ **1975** European F2 Champion - Jacques Laffite (Martini-BMW)
- ★ **1972-1973** French and European F3 (2 wins) (Martini-Vegantu)



Originally, the ORECA Group grew out of the needs of its racing team, with know-how and tools to improve performance and results. This approach has taken root over the many challenges that have been taken on by the big marques, the racing team and our design bureau, all actively working together on various projects.

ORECA pushed this R&D to its logical continuation, becoming an outright constructor in 2008, mastering the range of specialties needed in the design, development and fabrication processes. This new « Manufacturer » department is a top performer in endurance racing, notably at the 24 Hours of Le Mans and in the World Endurance Championship, with numerous victories for our customer teams and the motor preparation conducted for the past 10 years in our engine department is another complement to this recent activity. Based at Magny-Cours, the engine service performs work for many constructors on a worldwide basis, for both rally and circuit needs.

La préparation moteur réalisée depuis près de dix ans au sein de notre département « Engine » s'inscrit en complément de cette activité. Basée à Magny-Cours, ce service travaille pour le compte de constructeurs au niveau mondial, tant en rallye que sur circuit.

Thanks to a rich knowledge and diverse set of tools, Oreca-Technology has extended its approach and expertise to other sectors while always staying true to its DNA. Outside of auto sport, our Research & Development department is used regularly for diverse studies, including aeronautical and aerospace needs.







## Engine Department

Engineering, production, preparation and maintenance of race engine since 2004

3 600 m<sup>2</sup> facility

Four engine beds, with one bed containing a dynamic asynchronous machine

Multi-activities : On-track racing, rally, off-road and rally-cross.

- Références : Renault Sport, Skoda (ERC), SEAT (WTCC, BTCC, DTCC), Citroën Sport, Peugeot Sport, Porsche Cup, Mitsubishi, Nismo (Nissan), Chevrolet, Ford, Lada.

## Research & Development

CFD Studies, Dynamics, Reverse Engineering, Structural Calculation

Management of both internal and external projects

Implementation in various fields

Partnership with CD-adapco

## Manufacturer Department

From design to assemble of Le Mans Prototype since 2008

Specific tools sized for sportcar racing : boilermaking, machining, composite, electricity, metrology, qualification

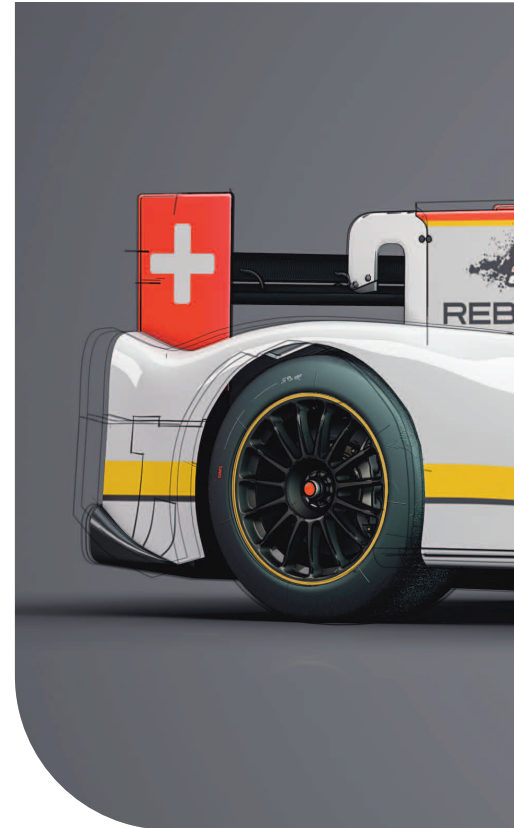
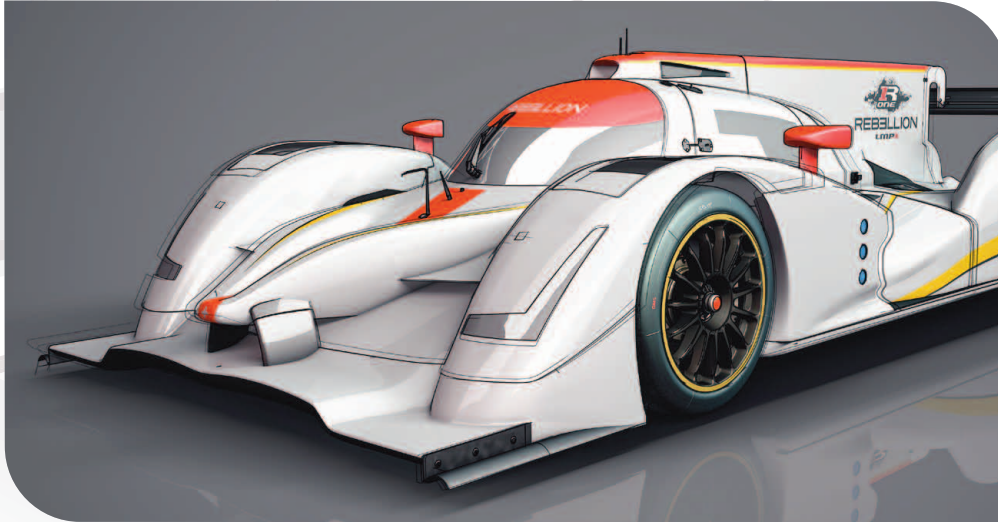
A world wide customer competition service

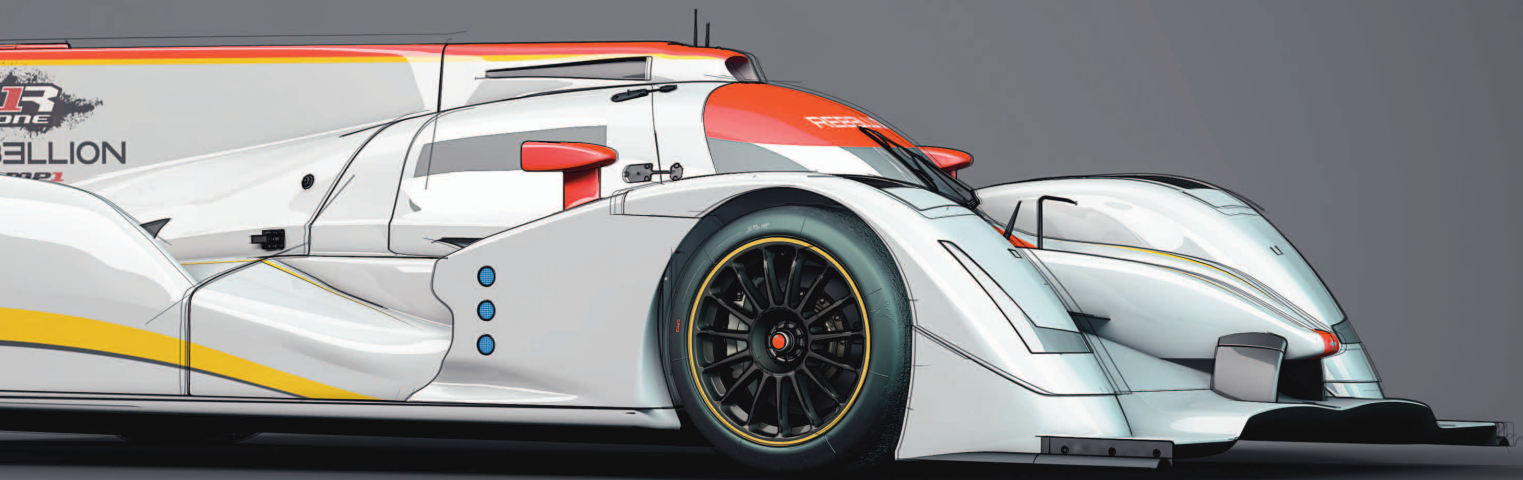
16 ORECA 03 LM P2 built

30 ORECA-FLM 09 assembled in the LM PC class

## 2014 : ORECA chosen by REBELLION to design and build the REBELLION R-One LM P1

Oreca Technology has been chosen by REBELLION to design, build and develop the new « REBELLION R-One » which will race in the LM P1 class, the top category in endurance. This new car, entered by the Swiss team REBELLION Racing at the 24 Hours of Le Mans and FIA World Championship, will benefit from ORECA's know-how and expertise. The two outfits will work hand in hand to work on the exciting project with the introduction of a new regulations package.





With over 35,000 products, Oreca-Store.com is today the leader in multi-platform sales of equipment and accessories related to racing and leisure, for enthusiasts and participants alike. The online store, Oreca-Store.com, offers a permanent selection of exclusive offers from the catalog, published for the past 25 years. Participants in all disciplines, from Rally to Circuit, will find what they're looking for, as well as fans with our large selection of official merchandise and team apparel. A unique offer.

★ **A unique offer :**

A multi-channel store: on the web through the [www.oreca-store.com](http://www.oreca-store.com) website, mail order selling through the magazine, two stores, corporate events, dealers in France and abroad.

★ **Leading dealer of the major brands :**

250 brands at the best price, including :  
Sparco, OMP, Stilo, Bell, Stack, Recaro, Ferodo, AP Racing, Pagid, Pirelli, Dunlop etc.

★ **Official brand collections :**

F1 (Lotus GP, Red Bull Racing, Ferrari...), Rallye (Citröen Racing, Renault Sport...), Endurance (Gulf, Aston Martin, Lamborghini), Moto (Rossi, Ducati...)

★ **Exclusive collections :**

Sébastien Loeb, TOYOTA Hybrid.

★ **Exclusive brands and products :**

Turn One, Red Spec.

★ **An exclusive customer service and the oreca-store.com guarantees :**

Delivery 24 hours, exchange guaranteed, security and ease of the payment, money back guarantee, customer service internalized.





## Key figures

2 stores  
12 experts of customer service  
50 countries provided annually  
60 automotive events  
2 500m<sup>2</sup> warehouse  
35,000 products listed  
100,000 online sales each year  
16 million pages view on the website  
17 million € turnover in 2012

Specializing in motorsport, and automotive leisure activities for over 15 years, Oreca-Events has worked with several corporations, constructors and manufacturers on issues of brand recognition, awareness and fidelity.

Oreca-Events creates and operates events such as championships , driving schools, incentives programs, public relations, product launching, etc.

### Corporate events

- ★ GT driving courses
- ★ VIP Receptive at the 24 H of Le Mans
- ★ Interactive activities
- ★ Seminars et Incentive at the Paul Ricard circuit

### Supporting the most prestigious manufacturers

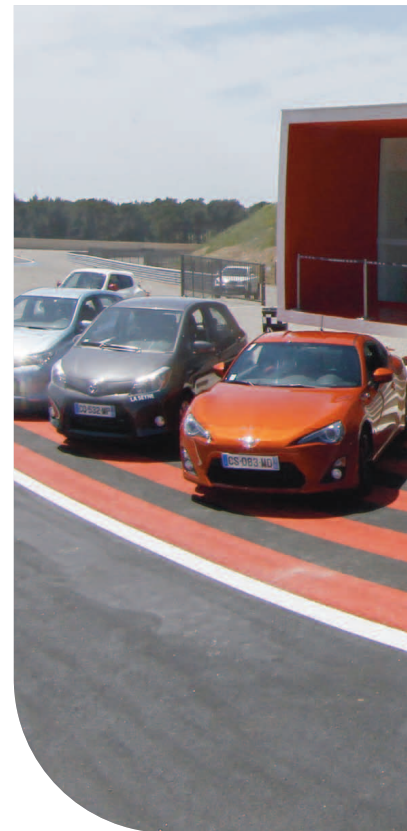
- ★ Management of custom-made white-label devices
- ★ Driving schools, gatherings, road-show...
- ★ Marketing, commercial and logistical management

### Championships organizer for manufacturers and sports organisations

- ★ Championships' organization and coordination
- ★ Communication - TV production
- ★ PR management – Commercial management
- ★ Selection of devices for the general public

### Track operator

- ★ Exclusiv operator of the Driving center
- ★ Daily management
- ★ Track commercialization
- ★ An "all in one" track : driving leisure, effective driving and road safety





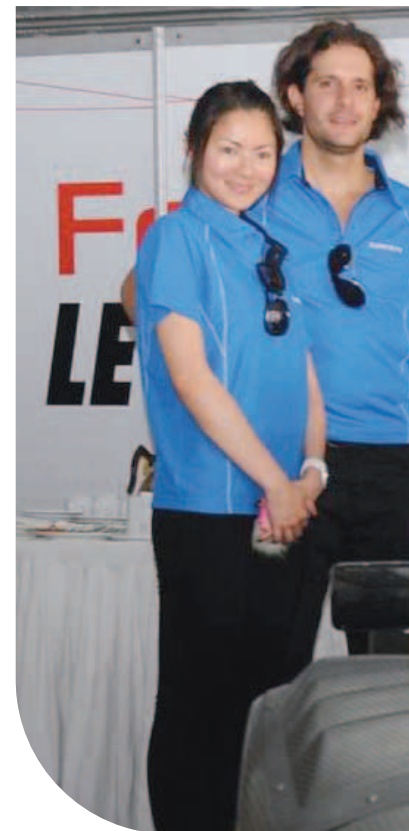
« Located on the grounds of the Paul Ricard Circuit, the Driving Center opened in May. This new all-in-one track, operated exclusively by ORECA, offers several activities, each independently operable. From leisure driving to race car driving or public road safety, both for automobiles and motorcycles. »

### **Oreca Asia, the subsidiary symbol on an international development**

Constantly looking for new challenges, the ORECA Group turned two years ago to the Asian market. This approach has resulted in the establishment, in mid-2011, of a subsidiary based in Hong Kong and the organization of the first event on the Zhuhai circuit.

Oreca Asia continued this deployment in 2012 through a partnership with Unique Motorsport, a main racing club for gentleman drivers in China. Oreca Asia develop its links with local actors, both in China, southeast Asia and northern Asia by bringing its know-how and its extensive experience in the event level, in the construction of racing cars and therefore in the distribution of pieces and accessories.

The desire of Oreca Asia is also to allow these actors to come in Europe by relying on a strong and recognized basis for many years.



### **New horizons in perspective**

Through its Asian subsidiary, ORECA continues to expand and diversify its range of activities. The group is more and more present in America through a strong partnership with the IMSA and the sale of Le Mans prototypes for the American championships. Historically attached to the USA, ORECA plans to increase its commitment overseas particularly through the new United SportsCar Racing Championship. In parallel, the ORECA Group is also working on other markets such as the Middle East and Eastern Europe.







*« Oreca Asia develop its links with local actors, both in China, southeast Asia and northern Asia by bringing its know-how and its extensive experience in the event level »*

**www.oreca.fr**

The website of the ORECA Group with the history of the company and an overview of the four areas that comprise it. The skills and know-how of the various activities are detailed along with a «News» section composed of the latest news and results. Add to that all the photos and gallery links.

**/oreca.fr**

ORECA's life everyday. The latest news through regular articles and unpublished images, both on the news that on the group history. Atmosphere and actions photos of the various sports projects, and the results are available in a reactive manner. The place to discuss and share with our fans...

**@Oreca**

Various information regarding the ORECA Group, with a focus on the performance of ORECA chassis in endurance, and at the same time at the 24 Hours of Le Mans, the World Championship, the European Le Mans Series and the American Le Mans Series. Regular Tweets will allow you to be into the action.



**[www.Oreca-Events.com](http://www.Oreca-Events.com)**

The Oreca Events site offers a wide range of packaged solutions for all companies wishing to associate their image to the world of motorsport. The main expertise of the agency are detailed and illustrated. The site is also innovative in its relation to the user. 4 communications are available on the site. A section is also especially dedicated to the common projects with the Paul Ricard Circuit, partner of Oreca Events.



**[www.Oreca-Store.com](http://www.Oreca-Store.com)**

The internet platform of THE store specialized in the sale of spare pieces, accessories and racing clothes dedicated to the players and enthusiasts.



**[www.Oreca-Asia.com](http://www.Oreca-Asia.com)**

The official website of the Asian Oreca group subsidiary, based in Hong Kong and whose field of action is in North Asia, South Asia and East China. Information and presentation of our distribution of products, building race cars and organizing events in Asia.

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Check out all the news of ORECA and download the online version of the press kit at [www.oreca.fr](http://www.oreca.fr)