

A close-up, low-angle shot of a racing car's front end, featuring a large black air intake and a red and white checkered pattern on the bodywork. The image is slightly blurred, emphasizing motion and speed.

ALPINE
ENDURANCE TEAM



PRESS KIT

ALPINE ENDURANCE TEAM
2024 FIA WORLD ENDURANCE CHAMPIONSHIP

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INTRODUCTION

A leading motorsport player, Alpine will be one of the few brands to take part in both of the FIA's major world championships in 2024.

With ten years of experience in the discipline, the manufacturer is taking a new step forward with the Alpine A424 Hypercar, which has been under development for 18 months now, thanks in particular to the savoir-faire of the teams at Viry-Châtillon. Alpine Endurance Team will field two cars starting with the opening round of the FIA Endurance World Championship in Qatar on 2 March.

Alpine is counting on two crews combining experience and youth in its A424s sporting the traditional numbers 35 and 36. The first will feature Paul-Loup Chatin, Charles Milesi and Ferdinand Habsburg, a trio whose speed has been unanimously praised. Two pillars of the Alpine adventure in endurance racing, Nicolas Lapierre and Matthieu Vaxiviere, will be joined by Mick Schumacher, who has a wealth of experience at the highest level in open-wheel racing in the sister car. Reserve driver Jules Gounon will support this promising line-up by contributing to the A424's ongoing development process.

The drivers will represent Alpine's iconic blue colours on the international stage in a campaign of eight races on four continents, with nine prestigious manufacturers entered in the premier Hypercar category. Among the most eagerly awaited events of the season, the 24 Hours of Le Mans will undoubtedly be one of the year's main attractions, where the French team will race on home soil.

Backed by the unwavering commitment of Luca de Meo, CEO Renault Group, and Bruno Famin, VP Alpine Motorsports, Alpine Endurance Team is led by Philippe Sinault, with three wins at Le Mans and two world titles in LMP2 for Alpine to its name.

Motorsport is firmly at the core of Alpine's ambitions, as announced by Luca de Meo in the 'Renaulution' plan, in which each Renault Group brand has been repositioned to promote its development. In addition to Endurance, Alpine's competition portfolio includes F1, rallying, GT, esports and many other motorsport disciplines.



ALPINE, A BRAND BORN FROM RACING

Alpine's history dates back to 1955 when Jean Rédélé, a young man passionate about competition, formed the automotive brand. Fast forward nearly 70 years, and Alpine is now at the forefront of motor racing, competing alongside the elite in the FIA World Endurance Championship and the FIA Formula 1 World Championship as well as many other motorsport disciplines.

The original A110 road car was introduced in 1962 and, by the early 1970s, Alpine was a major force in top-flight rally competition. In 1971, Alpine took the three steps on the podium of the world-famous Rallye Monte Carlo for the first time and later again in 1973. The company went on to win the inaugural World Rally Championship Manufacturers' title later that year.

At the same time Alpine's road car sales were growing. Alpine built its factory in Dieppe in 1969 and now known as the Manufacture Alpine Dieppe Jean Rédélé. In 1971, the A310 entered production. Two years later, Alpine was acquired by Renault. Alpine achieved one of its most famous motorsport triumph in 1978 with the overall win at the 24 Hours of Le Mans.

Filled with this racing passion and savoir-faire, the brand continued to release new and innovative road cars, including the A310 V6 and the GTA. As soon as Alpine's re-launch was announced, a competition programme was born to develop the brand's awareness from 2013. With Signatech, this commitment was underlined in endurance racing, which has enjoyed numerous successes on international circuits.

With the launch of the new Alpine A110 in 2017, several racing versions were created, including the A110 Cup for the Alpine Elf Europa Cup, the A110 Rally, which won the FIA R-GT Cup, and the A110 GT4.

Since 2021, the brand has continued to reaffirm its commitment to motorsport. Now racing in Formula 1, with a Grand Prix win in its maiden season, it has also taken on new challenges, such as the legendary Pikes Peak hill climb, where the A110 beat the record for its category on its first attempt in 2023.

THE ALPINE RANGE

In 2024, Alpine is revamping its A110 range by adding more standard equipment to the A110, A110 GT and A110 S versions to offer more features and value to each model, with notably the addition of the A110 R Turini and the imminent arrival of the Alpine A290.



Alpine A110 : the original

The combination of its «Alpine» chassis and 252 bhp engine delivers a driving experience reminiscent of the Berlinette. Light, precise and lively, the A110 is agile and dynamic in all circumstances.



Alpine A110 R : the most radical

The A110 R is the most radical of the A110s, lower, faster and more dynamic. It offers a top speed north of 280 km/h on the circuit. The A110 R incorporates carbon, a material used in Formula 1 racing, for its lightness for the front blade, bonnet, side skirts, rear wing, diffuser, and engine cover.

Alpine A110 GT : the sporty Grand Touring coupé

Its 300 bhp engine, coupled with the Alpine chassis, is the ideal combination of performance and comfort. With its rare versatility and elegance, the A110 GT is a sports car for everyday driving and long-distance journeys.



Alpine A110 R Turini : the 'R' for on-road driving

It retains the DNA of the A110 R, with its sharp chassis and 300 bhp engine, producing 340 Nm of torque and equipped with 18-inch GT Race Matte Black aluminium wheels to offer greater versatility on the road.



Alpine A110 S : power designed for performance

Its 'Sport' chassis fully exploits the potential of its 300 bhp engine. A sports car to the core, the S model can be had with semi-slick tyres and a specific aerodynamic kit, on option, designed to satisfy drivers looking for a more sophisticated driving experience, particularly on the racetrack. Fiercely efficient, the A110 S is a powerhouse of emotions.



Alpine A290

Anticipated by the Alpine A290_β, the future 100% electric city car will be unveiled this year. To ensure that it retains the playfulness and agility for which the A110 is renowned, Alpine Cars has tasked its partner Michelin with developing a range of bespoke tyres with exclusive branding, entirely reserved for the first model in its «Dream Garage».

ALPINE ENDURANCE TEAM

KEY PEOPLE

Team Principal
Philippe Sinault

Operations manager
Thomas Tribotté

Chief Engineer #35
Christophe Boittrín

Chief Engineer #36
Antoine Voyet

Initiated in early 2012, Alpine's revival was accompanied the following year by an endurance racing programme to prepare for the launch of the new A110, faithful to the timeless principles cherished by Jean Rédélé.

The technical, sporting and logistical aspects were entrusted to the Signatech team. This partnership has since been expanded to the entire Signature Group, with the design and

marketing of the Alpine A110 Cup, GT4, Rally and Pikes Peak, as well as the organisation of the Alpine Elf Europa Cup and the Alpine Elf Rally Trophy.

The history of the Signature Group was initially tied to Formula 3, in which it won several national and international titles and through which it made key contributions to the careers of some notable drivers, in-

cluding Benoit Tréluyer, Loïc Duval, Nicolas Lapierre, Romain Grosjean, Edoardo Mortara and Alex Albon.

A substantial shift was made in 2009, when the team first competed in the 24 Hours of Le Mans. The structure was entrusted to operate the Endurance programme in 2013, designed to develop to relaunch the Alpine brand on the automotive scene. Alpine won

the European title in its maiden campaign and repeated the feat the following year. Victories in the 24 Hours of Le Mans in 2016, 2018 and 2019 followed, as did two world crowns in the 2016 and 2018-2019 seasons.

This unique experience and savoir faire is now fully and completely committed to Alpine Endurance Team.

PHILIPPE KRIEF

Alpine CEO

Born in 1965, Philippe Krief graduated from the Ecole Nationale Supérieure de Techniques Avancées in Paris.

As a car enthusiast and chassis specialist with over 35 years' experience in the industry as an engineer and then engineering director, Philippe Krief has developed unrivalled know-how and expertise in the development of sports and premium car lines.

He began his career as an engineer at Michelin, where he worked for over 10 years. He then joined the FIAT group from 1998 to 2011, where he was responsible for Chassis and Vehicle Dynamics.

Philippe Krief continued his career at Ferrari and then Maserati, as Vehicle Department Director and Technical Director of the Alfa Romeo brand respectively, overseeing the development of the Alfa Romeo Giulia and Stelvio, as well as the Ferrari 458 Special. Upon his return to Ferrari, he became Engineering Director and Head of R&D.

Philippe Krief was appointed CEO of the Alpine brand on 20 July 2023, having joined the brand a few months earlier as Director of Engineering and Product Performance.



Q&A

How does the road car range benefit from Alpine's involvement in the FIA WEC?

Since 2013, Alpine has had a continuous presence in endurance racing, a discipline which shares our values, and in the FIA Endurance World Championship since 2015. We have never stopped believing in the virtues of endurance racing.

It is now entering a new golden era. Most of the industry's leading manufacturers are making no mistakes. Nine elite brands are competing at the highest level, on a technological platform that puts to the test prototypes, which are tremendously refined and close to the styling cues of the production cars. The public also feels this attractiveness.

This season, the eight rounds will cover almost every continent, and the 24 Hours of Le Mans attracted a record 325,000 spectators last year.

Just as our involvement in F1 paved the way for powerful brand exposure, we are sure that endurance racing offers enormous potential and an opportunity to seek new ideas and synergies.

How important are the Hypercar's styling regulations to the Alpine brand?

One of the crucial aspects of these regulations is that they allow us to have our racing prototype foreshadowing some features of our future road cars. We were able to take full advantage of this thanks to our Design Department teams.

Our vision was to have a highly efficient, uncluttered and purified bodywork. These elements are rooted in Alpine's DNA and resonate in some of the inspiration drawn from Alpenglow and the work done on the A110 and

the Alpines from our 'Dream Garage'. The most striking feature is probably the lighting signature. It conveys a powerful message specific to our world, with the four lights at the front and the reinterpretation of the two arrowed As at the rear.

What are the team's objectives in this year's FIA World Endurance Championship?

We aim to improve our performance gradually throughout the season. We are returning to the premier class after an intense year of development and competition.

Some competitors will have the advantage of prior experience and we must join that group as quickly as possible. We all strive for an upward trajectory, but we don't underestimate the magnitude of the task.

We must be reliable, consistent and efficient to score maximum points and optimise our package. Alpine has always forged its legend in opposition and adversity. And I know that our team has done a tremendous job in its preparation. We all now look forward to seeing the A424 make its debut.



BRUNO FAMIN

VP Alpine Motorsports

The Frenchman began his time in motorsport with Peugeot in 1989, working with Peugeot Talbot Sport on engines and gearboxes. He personally worked on several vehicle projects such as the 905 Spider and the 106 Group A.

In 2005, Bruno was made Technical Director of Peugeot Sport and by 2012, he took over as Director of the company. He played a seminal role in the Le Mans winning 908 project and the record-breaking Pikes Peak victory in 2013 at the hands of Sebastien Loeb. Bruno was also at the helm of three Dakar Rally victories between 2016 and 2018 as well the 2015 World Rallycross Championship win.

By 2019, Bruno became Director of Operations for the Fédération Internationale de l'Automobile (FIA). His main role was to manage the integration of all of the Federation's sporting and supporting functions.

Bruno joined BWT Alpine F1 Team prior to the start of the 2022 FIA Formula 1 World Championship season. He is responsible for the development of the Power Unit, working closely with Enstone to optimise its performance within the chassis package.

In July 2023, Alpine announced the appointment of Bruno Famin as VP, Alpine Motorsports and member of Alpine Management Committee, reporting directly to Philippe Krief, Alpine CEO. In this position, Bruno Famin leads Alpine's activities across all motorsport disciplines. He is also Team Principal for BWT Alpine F1 Team.

Q&A

What can you tell us about the Alpine A424?

It is fantastic to return to the premier class of endurance racing with an aesthetically and technically advanced prototype, and we can't wait to see our two A424s battle on track. The entire team has done an enormous amount of work during the genesis and development of this project. We have come a long way since the first runs in August 2023.

The A424 has completed more than 15,000 kilometres with no significant problems disrupting our programme, but now only the verdict on the track matters. Everyone involved is doing their utmost to ensure we are as ready as possible for Qatar, but we will approach the first race with the utmost humility.

How did the different key actors work together to prepare for this season?

We had invaluable expertise at every level, from the development of the power unit to energy management and the impact of the hybrid system on the car's performance and track operations.

The aim was to create a genuine osmosis, and it was pleasing to see the different people involved forming a single team. As a result, we were able to work extremely hard to develop this new generation of prototypes in an extremely short time. Lastly, we were eager to recruit drivers who are not only fast

and reliable but also demonstrate team spirit and excellent race craft to best represent the Alpine brand.

We are absolutely delighted to have these seven drivers with us, and we are counting on each of them to bring their individual qualities to the project, be it their youth, their expertise or their very high-level experience.

What will be the main challenges of this first campaign?

The development period let us refine our package and improve in all aspects with the team that will work on the programme. Despite this, the competition remains the ultimate benchmark. We will have to capitalise on our respective experiences to make incremental progress in all areas and perfect our knowledge and tyre management. But also display a sound level of reliability, a crucial aspect in Endurance racing should we need reminding.

PHILIPPE SINAULT

Team Principal Alpine Endurance Team

Born a few hours after the legendary finish of the 1966 24 Hours of Le Mans, Philippe Sinault's destiny was quickly linked to motorsport.

Philippe was a driver in single-seater feeder series and graduated from Bordeaux University with a degree in communications before discovering his gift for developing programmes with the support of recognised partners. In 1990, he founded Groupe Signature with his business partner Jean-Pierre Tallan, joined by Lionel Chevalier. The company's competition division soon enjoyed success and titles on the national and international scenes while also making a vital contribution to the careers of several well-known drivers.

In 2009, Philippe took Signatech into endurance racing, with a first appearance in the 24 Hours of Le Mans. After a promising start with Aston Martin and an Intercontinental Le Mans Cup crown with Nissan in 2011, Alpine entrusted him with responsibility for the programme to develop the brand's reputation. Philippe led this project, immediately winning European Le Mans Series titles in 2013 and 2014, followed by three victories in the 24 Hours of Le Mans (2016, 2018 and 2019) and two world titles (2016 and 2018-2019).

With several successful decades in motorsport behind him, Philippe Sinault is contributing his qualities as a leader of men to Alpine's ambitions at Endurance racing's highest level.



Q&A

As you prepare to start the season in Qatar, what are your thoughts on the Alpine A424?

I feel it's got enormous potential and I believe we have made the right choices. It should allow us to show what we can do. We were fully involved from the start of the project. We had the opportunity to participate in the interrogations, the doubts, the arbitrations and the decisions to better understand the package available to us. That translated into development, where we grasped and integrated the operational aspects all the more quickly, saving us all a tremendous amount of time.

Do you look forward to working with your two newly-formed trios this year?

Our driver line-ups perfectly reflect our desire for alchemy and our consideration of the human being as one of the essential elements and one of the keys to the project's success. We haven't made any compromises, and our first draft of the line-up has now come to fruition. Speaking with Bruno Famin on the subject was a pleasure as we agreed immediately.

They're all tremendously high-quality drivers with experience and high levels of commitment and expectations. I think we've made the right choices, and I have confidence in this team, which for us is ideal to write this new chapter for Alpine in Hypercar. There's an appealing complementarity between loyal, well-known and unifying drivers and others who have surprised us in recent years. As a French team, we're also delighted to

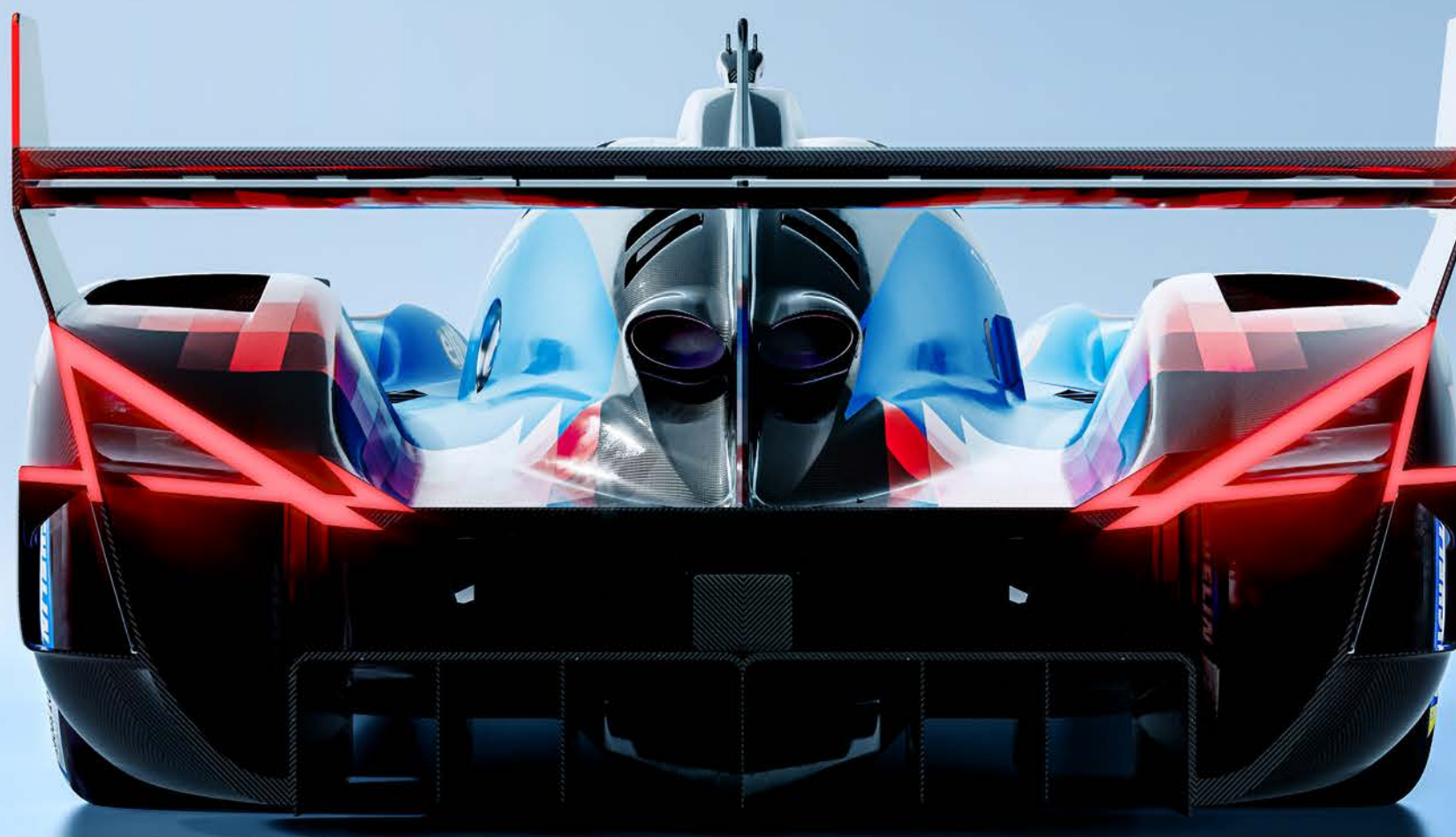
have several French drivers on board. We are now complete and can't wait to entrust them with our beautiful A424s.

Have you set any targets for this learning season?

We must be humble but ambitious. We must be humble as we are going through considerable changes and taking a huge step forward as a team. We must learn to fully harness this technical package, be reliable and finish the races.

However, with our potential, we must be ambitious as we represent the Alpine name at the highest level. I think it's difficult to say whether we can win this year, but we'll soon be hungry for good results with everything Alpine Endurance Team has put in place.

ALPINE A424



Presented for the first time during the Centenary edition of the 24 Hours of Le Mans, the Alpine A424_β lifted the veil on Alpine's future Hypercar competing in the premier class of the FIA World Endurance Championship.

During development testing, the A424_β became the A424 while retaining its Alpine DNA design. The A424 is the quintessence of Alpine's automotive and sporting artistry, both aesthetically and technically.

Under the leadership of Antony Villain, Alpine design director, and Raphaël Linari, Alpine's exterior and racing chief designer, the design team has taken full ad-

vantage of the possibilities offered by the LMDh regulations. The bodywork must reflect the styling cues of the brand's production vehicles, whose interests they are defending, hence the unrivalled style of the A424.

This prototype foreshadows Alpine's future lighting signature on an extremely racy and assertive front end, while the rear reveals two exceptionally impactful A arrows. The triangular motif, echoing the Alpine snowflakes, is also manifested in the styling of the daggerboards and rear wing.

The bodywork is sleek and smooth around the cockpit, like a road-going supercar.

The flanks also take their inspiration from those of the Alpenglow, the concept car that set out Alpine's ambitions for both its production and competition models.

Designed to meet the ambitious technical regulations of the governing bodies, the Alpine A424 is homologated by the FIA and IMSA. The chassis, created in collaboration with Oreca, features a 3.4-litre V6 engine developed at Viry-Châtillon and a standard hybrid system.

The Alpine teams focused most notably on powertrain integration and aerodynamics during development, resulting in shapes of a refinement unseen before at this level of the sport.

The prototype's name is itself a symbol of the brand's rich past and ambitions. With the A424, Alpine follows the nomenclature of the A followed by three numbers, starting with 4 to respect the tradition of the cars with the arrowed A winning in Endurance, then 24, echoing the 24 Hours of Le Mans and 2024.



CHASSIS

Structure	Carbon fibre & honeycomb bodyshell
Bodywork	Carbon
Suspension	Double wishbone with pushrods
Steering	Electric power-assisted
Length	5,088 mm
Width	1,992 mm
Height	1,055 mm
Wheel base	3,148 mm
Weight	1030 kg (according toBOP)

ENGINE

Configuration	V6 single turbo at 95°
Displacement	3.4l
Power	500 kW / 675 Power
Rev band maximum	9000 rpm
Hybrid system	Bosch standard / +30-50 kW depending on tracks / -170 kW
Lubrication	Dry sump/multi-stage oil pump
ECU	Magneti Marelli

GEARBOX

Brand	Xtrac
Type	Longitudinal
Gearshift	Steering wheel-mounted paddles and pneumatic control
Gears	7 + reverse gear

WHEELS

Front tyres	Michelin 29-71/R18
Rear tyres	Michelin 34-71/R18
Front wheels	12.5"x18"
Rear wheels	14"x18"

BRAKES

Discs	Carbone Industrie ventilated carbon
Calipers	Six-piston one-piece

SAFETY

Harness	Six-point, adapted for the Hans® system
Fuel cell	Safety rubber tank with built-in reserve system

THE A424 IN 24 MOMENTS

5 october 2021

Alpine announces its entry into the Hypercar/LMDh category from 2024

November 2021

The Design Office drafts the first sketches of the Alpine A424

January 2022

Viry-Châtillon begins its initial studies with Oreca and Mecachrome

July 2022

Alpine and Oreca begin the first aerodynamic testing

December 2022

First engine dyno runs at Viry-Châtillon

May 2023

First engine/gearbox tests on the Viry-Châtillon test benches

9 june 2023

Alpine presents the A424_β at the 24 Hours of Le Mans

5 july 2023

First fire-up of the Alpine A424 at Signes

12 july 2023

First simulator sessions with Nicolas Lapierre

2 august 2023

First low-speed run with Nicolas Lapierre

21 august 2023

Shakedown at the Castellet Airport

22-24 august 2023

First test session at Circuit Paul Ricard

19-20 september 2023

Follow-up run at the Lurcy-Lévis circuit

27-28 september 2023

Set-up and aerodynamic work at Motorland Aragón

17-19 october 2023

Test session focused on hybridisation, differential and tyres at Jerez

15-16 november 2023

Thirty-hour endurance test session at Motorland Aragón

Mid-november 2023

First official IMSA homologation tests in the Windshear wind tunnel

22 november 2023

Alpine unveils its six drivers for the 2024 season

12-13 december 2023

First test session with two Alpine A424s at Portimão

Late december 2023

FIA homologation finalised in Valleiry

2-4 february 2024

Test session with the Alpine A424s in their official livery at Barcelona

7 february 2024

Official presentation of the Alpine A424

24 february 2024

FIA WEC Prologue in Qatar

2 march 2024

First race for the Alpine A424 at the Qatar 1,812 kilometres

/06

CREW

#35





PAUL-LOUP
CHATIN

Born on 19 October 1991 i
in Dourdan (France)

[f /paulloup.chatin19](#)
[t @paulloup_chatin](#)
[i @paulloup_chatin](#)

Driver for Alpine's FIA WEC debut, Paul-Loup Chatin returns to Les Bleus in the premier class. After his single-seater journey, the Frenchman enjoyed immediate success in endurance racing before winning the European title with Signatech Alpine and the Prix Jean Rondeau for the best French hopeful after his LMP2 podium finish at the 24 Hours of Le Mans in 2014. After moving up to the FIA WEC with the French brand, he went on to tackle new challenges. He won his second European Le Mans Series crown in 2019. This talented driver also has a victory in the 24 Hours of Daytona and an IMSA title to his credit.

FIA WEC

Starts	19
Victories	1
Podiums	3

MAIN RESULTS

2023	IMSA SportsCar Championship	1st LMP2
2021	24 Hours of Daytona	1st
2019	European Le Mans Series	1st LMP2
2014	European Le Mans Series	1st LMP2
2013	European Le Mans Series	1st LMPC
2012	Formula Renault Alps	3rd
2011	Formula Renault Alps	3rd

24H OF LE MANS

2023	14th (6th LMP2)
2022	12th (8th LMP2)
2021	11th (6th LMP2)
2020	10th (6th LMP2)
2019	10th (5th LMP2)
2018	DNF
2016	12th (8th LMP2)
2015	DNF
2014	7th (3rd LMP2)



FERDINAND
HABSBURG

Born on 20 June 1997
in Salzburg (Austria)

[ferdinandhabsburg.com](#)
[f /fhabsburg62](#)
[t @fhabsburg62](#)
[i @fhabsburg62](#)

A new face for the Alpine brand, Ferdinand Habsburg joins the Alpine programme for the 2024 season. His performances in various categories quickly drew attention. After a career in single-seaters that saw him battle for the win in the Monaco and Macau streets, he moved on to GT and DTM before LMP2 became his stomping ground in 2021. The Austrian won the world title and the 24 Hours of Le Mans in his first campaign in LMP2 before confirming his talent with impressive results in Europe, Asia and the Americas.

FIA WEC

Starts	19
Victories	4
Podiums	9
Titles	1 (2021)

MAIN RESULTS

2022	European Le Mans Series	1st LMP2
2022	24 Hours of Daytona	3rd
2021	FIA WEC	1st LMP2
2021	Asian Le Mans Series	1st LMP2
2016	Euroformula Open	2nd
2016	Spanish Formula 3 Championship	3rd

24H OF LE MANS

2023	13th (5th LMP2)
2022	21st (17th LMP2)
2021	6th (1st LMP2)



CHARLES
MILESI

Born on 4 March 2001
in Chaumont (France)

[charlesmilesi.com](#)
[f /charlesmilesiracing](#)
[t @charles_milesi](#)
[i @charles_milesi](#)

Charles Milesi has established himself in just a few years as one of the brightest hopes in endurance racing. He made a remarkable debut in single-seaters, winning in Monaco, before taking up the challenge of the LMP2 category, where he demonstrated the extent of his talent by winning the world title and the 24 Hours of Le Mans in his first full season in 2021. After a campaign with the Richard Mille Racing Team operated by Signatech, Charles continued with Alpine in 2023, confirming his status as one of the fastest drivers on the grid before reaching the pinnacle of the discipline with the brand.

FIA WEC

Starts	19
Victories	3
Podiums	4
Titles	1 (2021)

MAIN RESULTS

2022	FIA WEC	1st LMP2
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24H OF LE MANS

2023	12th (4th LMP2)
2022	13th (9th LMP2)
2021	6th (1st LMP2)
2020	DNF



Q&A

PAUL-LOUP CHATIN

How do you feel, ten years after your Le Mans debut with Alpine?

I'm incredibly delighted to be back in blue. When I joined Alpine ten years ago, winning in LMP2 and ascending to the premier class together were my objectives.

The first goal was met, and the second is about to come true. I'm thrilled and proud that it's happening today, and I'm determined to shine, once again, in the colours that I love so much at the highest level of world endurance motorsport.

Is it a dream to represent a French constructor?

It's clearly a dream to represent Alpine at the pinnacle of endurance racing. Alpine is a brand with an outstanding history.

As a French driver, it's a tremendous honour to be one of the Bleus in the World Endurance Championship and try to fight for overall victory in the 24 Hours of Le Mans.

What are the strengths of your crew?

I'm delighted to be teaming up with Charles and Ferdinand. They are two excellent drivers, but more than that, they are two great people. I'm sure we'll get on well throughout the season.

Between the three of us, I think we have all the qualities needed to be ambitious, but we're also going to have to show a great deal of humility in the face of this amazing challenge and rivals who are as strong as ever.

FERDINAND HABSBURG

How was your off-season before your debut in the premier category?

My preparation focused mainly on driving cars as much as possible. When you are driving such a fast vehicle like a Hypercar, you don't want your body to be surprised or to rest for too long, as your mind gets used to slowing down quite quickly. Getting back into the car can be quite a shock, so I've tried to fill my schedule as much as possible. Not only is that good for your mind, but it's also the best physical preparation there is. I've also racked up my cardio training programme to keep my heart rate under control. On top of all that, I've made sure I have the best possible relationship with the team because this aspect will make the biggest difference.

How much do you look forward to your first race in the Alpine A424?

Obviously, I'm extremely excited for the first round of the calendar. I've never been to Qatar, so there will definitely be a learning curve with the track, but generally driving in the FIA WEC with so many Hypercars all coming to one corner at once is going to be exhilarating, something I never experienced before. Driving in a full factory and professional line-up will also be something special. It will be a challenge, but I'm sure I'm ready for this fantastic experience.

What are your thoughts on the trio you form with Paul-Loup and Charles?

I'm delighted with the crew we have. Of course, I know Charles quite well as we've won races and a championship together, so we know how to do it. I met Paul-Loup during testing, and we quickly got on well. He's a tremendously talented driver with a lot of experience to bring. I couldn't be happier to be with Paul-Loup because of the guy he is, both on and off the track so I am extremely happy.

CHARLES MILES

How are you preparing for the Hypercar category challenge?

We're approaching it with humility. We know there is still much work to put in and experience to gain with the Alpine A424. I was lucky enough to be involved in the development, and it was hugely rewarding to follow the evolution of the project so closely. The first round of the calendar in Qatar will allow us to get our bearings and see how everything will go, even though we're confident in our car's intrinsic qualities. The aim will then be to fine-tune everything to be ready for the A424's first appearance in the 24 Hours of Le Mans.

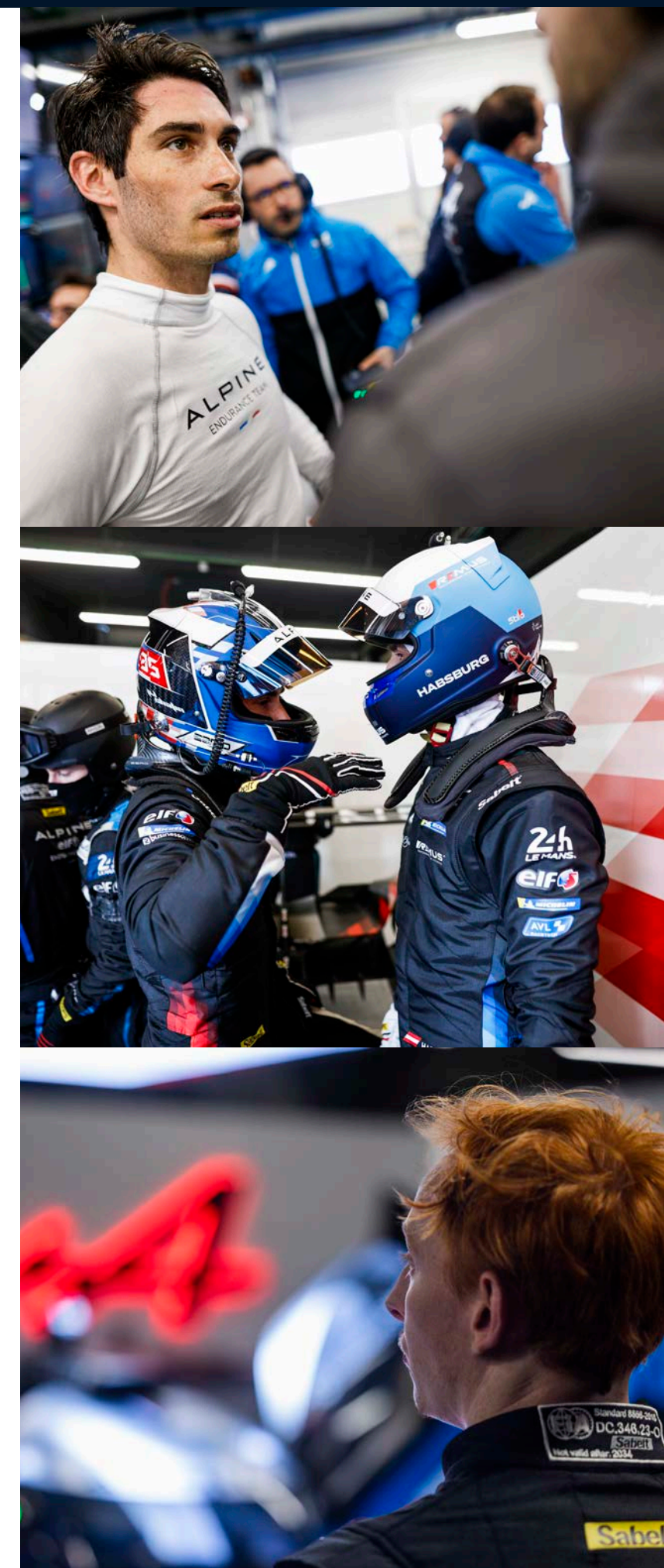
What is it like to be a French driver in a French team?

My priority was to be in a Hypercar, so doing it with Alpine was one of the first achievements of my career. I think it can make the story even better if we tick all the boxes we've set ourselves with the team. In any case, we're all the prouder to be involved and even more motivated to do things right.

Are you looking forward to reconnecting with two familiar faces in Paul-Loup and Ferdinand?

We're excited to be teaming up again, not to mention our three talented teammates in the sister car. Ferdinand and I have already won the 24 Hours of Le Mans together and the FIA WEC LMP2 title in 2021. That makes a big impression on us and we have a close relationship that we want to extend. Paul-Loup and I did a half-season with Signatech in 2022.

We got on well and the idea of teaming up on this project naturally took root. This trio has good chemistry and strong foundations before embarking on the most ambitious adventure of our careers. It looks promising, as we saw during the development tests. Now it's up to us to do everything we can to take Alpine to the top!



/07

CREW

#36





NICOLAS
LAPIERRE

Born on 2 April 1984
in Thonon-les-Bains (France)

nicolaslapierre.com
f /NicolasLapierreOfficiel
t @Nico_Lapierre
i @nico_lapierre

Nicolas Lapierre has been instrumental in some of the finest moments in Alpine's history, with three victories in the 24 Hours of Le Mans and two LMP2 world titles. A single-seater winner in Macau with Signature, Nicolas Lapierre switched to endurance racing in 2008. He won his first race with Team Oreca Matmut before joining Toyota in the premier class. His crowning glory came with Signatech Alpine, with whom he challenged the leading Hypercar contenders in 2021 and 2022. A reference in the discipline, Nicolas Lapierre has contributed his experience and expertise to the development of the Alpine A424.

FIA WEC

Starts	64
Victories	17
Podiums	46
Titles	2 (2016 et 2018-2019)

MAIN RESULTS

2023	European Le Mans Series	2nd Pro-Am
2022	FIA WEC	2nd
2021	FIA WEC	3rd
2019	FIA WEC	1st LMP2
2018	12 Hours of Sebring	1st
2016	FIA WEC	1st LMP2
2014	FIA WEC	3rd
2012	FIA WEC	3rd
2010	Le Mans Series	2nd
2009	Le Mans Series	3rd LMP1
2009	Asian Le Mans Series	3rd LMP1

24H OF LE MANS

2023	23rd (12th LMP2, 2nd LMP2 Pro-Am)
2022	23rd (5th Hypercar)
2021	3rd (3rd Hypercar)
2020	12th (8th LMP2)
2019	6th (1st LMP2)
2018	5th (1st LMP2)
2016	5th (1st LMP2)
2015	9th (1st LMP2)
2014	3rd
2013	4th



MATTHIEU
VAXIVIERE

Born on 3 December 1994
in Limoges (France)

matthieuvaxiviere.com
t @matt_vaxiviere
i @matt_vaxiviere

Matthieu Vaxiviere made a solid debut in Mirjet before winning the French F4 Championship in his first single-seater season in 2011. Moving up the ranks, he joined Enstone's driver development programme. In 2014, the Frenchman discovered endurance racing, and his versatility enabled him to adapt quickly and collect silverware. He then joined Alpine and finished runner-up in the 2022 World Endurance Championship. After three campaigns with Alpine in Hypercar and LMP2, Matthieu Vaxiviere will continue to fight for Les Bleus in a competitive and hotly contested field in 2024.

FIA WEC

Starts	42
Victories	2
Podiums	16

MAIN RESULTS

2023	European Le Mans Series	1st LMP2 Pro-Am
2022	FIA WEC	2nd
2022	24 Hours of Daytona	3rd
2021	FIA WEC	3rd
2021	24 Hours of Daytona	2nd
2019	12 Hours of Bathurst	2nd
2019	12 Hours of Sebring	2nd
2016	E-Trophée Andros	1st
2015	Formula Renault 3.5 Series	2nd
2011	French Formula 4 Championship	1st

24H OF LE MANS

2023	12th (4th LMP2)
2022	23rd (5th Hypercar)
2021	3rd (3rd Hypercar)
2020	7th (3rd LMP2)
2019	8th (3rd LMP2)
2018	NC
2017	DNF



MICK
SCHUMACHER

Born on 22 March 1999
in Vufflens-le-Château (Switzerland)

mickschumacher.ms
f /mickschumacherofficial
t @schumacherMick
i @mickschumacher

Mick Schumacher continues to chart his course in motorsport by joining the Alpine family. Methodical and diligent, the German won in Formula 4, then won titles in F3 and F2 in just three years. Mick raced for the Haas F1 Team in 2021 and 2022, where he perfected his skills at the highest level before becoming a reserve driver for Mercedes. In 2023, he discovered driving a prototype in test sessions with Alpine Endurance Team. Thanks to his promising approach, Alpine and Mick Schumacher decided to take up the challenge of the premier endurance category together.

FIA WEC

2024	Rookie
------	--------

MAIN RESULTS

2020	FIA Formula 2 Championship	1st
2018	FIA Formula 3 European Championship	1st
2017	MRF Challenge	3rd
2016	Italian Formula 4 Championship	2nd
2016	ADAC Formula 4 Championship	2nd

24H OF LE MANS

2024	First start
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Q&A

NICOLAS LAPIERRE

What was it like being the main development driver for the Alpine A424 ?

It was extremely interesting and rewarding. I was also immensely proud to do the first laps of the Alpine A424, which was a great show of confidence and a first accomplishment, given that Alpine's contemporary history in endurance racing was aiming to a premier class return.

It was a superb adventure involving much work, as the prototype is technically quite complex. We're pleased with how far we've come, and I'm tremendously proud to have been so involved in the process, but now, I'm only looking forward to seeing where we stand compared to the competition!

What are your impressions of the A424?

One thing's for sure: the car behaves well. It handles well, and we've been able to rack up a fair amount of mileage. For now, I'd say the indicators are green, but the competition remains the ultimate judge of our true potential and performance level.

For example, we'll learn more in the first races by studying how it handles in traffic, with the fierce competition in an incredible field where the biggest names in motorsport will battle.

Is there a particular destination that appeals to you, with four new circuits this year?

We represent les Bleus, so we look forward to seeing the fans at the 24 Hours of Le Mans and the other races in the championship. Among the other tracks, Qatar promises to be a tough physical challenge for the cars and drivers. On a personal note, I'm also very keen on Interlagos, where I won in the premier class in 2012. I've got some fantastic memories from there, and I can't wait to go back.

MATTHIEU VAXIVIERE

How much do you look forward to your fourth campaign with Alpine?

I'm looking forward to this first season in the Hypercar category with the new Alpine A424. We've all been looking forward to it for a long time, so there's a particular buzz about beginning this new chapter in Qatar. I can't wait to get to work and take on our rivals on the track in this great field.

How does it feel to be back in the premier class?

It's a veritable mixture of feelings. I'm happy and proud that Alpine has put its trust in me, but I'm also very grateful and I can't wait for the season to start. After experiencing the premier class in 2021 and 2022, we all wanted to return to it as soon as possible.

It's the most attractive category for us because it allows us to fight for the general classification and outright victory in the 24 Hours of Le Mans, which is one of my career goals. I want to be where I can get to the top, and I'm convinced we have everything we need to achieve that over the next few years.

What do you think about the trio you form with Nicolas and Mick?

We're a solid crew with a lot of experience. I don't think we need to introduce Nicolas. He is one of the references in Endurance with his experience, professionalism and talent. Over the years, he's become a real friend, and it's great to have the chance to drive with him.

We welcome Mick, whom I got to know during our tests in Portimão and Barcelona. We've got on well, and he speaks excellent French. He is an extremely friendly guy to talk to. His F1 experience is also interesting and enriching. Nicolas and I will try to help him adapt to the world of endurance racing. Lastly, the sister car also features a promising trio combining experience and speed, so we'll all work together in the same direction!

MICK SCHUMACHER

What are your main challenges heading into your first season in endurance racing?

It is no secret that I've never driven with closed cars and in such full grid, and the biggest challenge will probably be managing the traffic. But then, I'm looking forward to gaining experience in this area and broadening my horizons. I am excited for the season to start.

What qualities can you bring to the team and vice versa?

Having a F1 background, I have insights and knowledge that the other drivers do not have, and I am sure this will be beneficial for the development of the team.

And on the other hand, the other drivers have different knowledge, different ways and views and sometimes a lot of experience, so in return I will be able to benefit from that. Already now, I find the discussions we had at testing extremely interesting. I think the team can profit greatly from the exchange of information.

What are your first impressions behind the wheel of the Alpine A424?

At first, I admit having a close cockpit was somewhat claustrophobic to me, but I adapted very quickly. And sure, it is a very heavy car compared to the single-seaters which I grew up with, and you drive it differently. But in some ways it reminds me on the F2 car I drove, and I am sure I am going to enjoy driving the Alpine A424 a lot. It is still a very cool and powerful car.

RESERVE DRIVER

JULES GOUNON

Born on 31 December 1994 in Aubenas (France)



f /jules.gounon.3
t @julesgounon
i @jules_gounon

Motorsport is deeply rooted in Jules Gounon’s DNA as his father competed in F1 and finished on the podium at the 24 Hours of Le Mans. Runner-up to Anthoine Hubert in F4, he quickly proved himself in GT with an ADAC GT Masters title and victories in the 24 Hours of Spa. A winner of the GT World Challenge Europe Endurance Cup and the Intercontinental GT Challenge, Jules has established himself as one of the leading names in the discipline. Also victorious at the 24 Hours of Daytona in 2023, the Andorran-licensed Frenchman will support Alpine throughout the season as reserve driver.

FIA WEC

2024 Rookie

PALMARES

2023	GT World Challenge Europe Endurance Cup	1st
2023	24 Hours of Daytona	1st GTD
2023	12 Hours of Bathurst	1st
2023	Intercontinental GT Challenge	1st
2023	IMSA SportsCar Championship	2nd GTD
2023	24 Hours of Spa	2nd
2022	GT World Challenge Europe Endurance Cup	1st
2022	24 Hours of Spa	1st
2022	12 Hours of Bathurst	1st
2022	Intercontinental GT Challenge	2nd
2022	ADAC GT Masters	3rd
2022	24 Hours of Nürburgring	3rd
2021	GT World Challenge Europe Endurance Cup	2nd
2020	12 Hours of Bathurst	1st
2017	ADAC GT Masters	1st
2017	24 Hours de Spa	1st
2016	ADAC GT Masters	3rd
2013	rench F4 Championship	2nd

24H OF LE MANS

2020	40TH (11th GTE Pro)
2019	23rd (4th GTE Pro)

Q&A

Do you look forward to joining Alpine, and what can you bring to the team in 2024?

I am extremely pleased to join Alpine in the premier Hypercar category. I got my first taste of it with the A424 during testing in Barcelona. I must admit it is incredible to be involved in this formidable human adventure at the dawn of what I see as the new golden era of endurance racing. On a personal level, I will try to bring my experience and GT racing knowledge to the table, as I see a lot of similarities with the LMDh, particularly the weight and power.

What is your role as a reserve driver, and what are the essential qualities?

First and foremost, I must always be ready to get behind the wheel if needed, although I obviously don’t wish any harm to my teammates. I’m also on-hand during testing to support the development and offer an alternative point of view to the regular drivers, most of whom come from the world of prototypes and who may no longer see certain things out of habit.

My outside perspective and feedback can be passed on to the engineers to help them find new ways of improving the team. Technical feedback is therefore vitally important, as is the feeling with the car and professionalism in debriefing, describing and transcribing the effects of our tests on the car. The goal is to help Alpine improve, while progressing in my prototype driving.

After a long and brilliant career in GT racing, what was it like to make your Hypercar debut?

My first run in the car last week was magical. I was really looking forward to getting to know the Alpine A424, and I would like to thank Mercedes-AMG for allowing me to join Alpine in this role. Many of the GT greats I’ve battled against over the years are now with various constructors in Hypercars, and this was a personal dream of mine.

I remember my father, who raced in LMP1 in 2005, and I promised myself then that I would do everything I could to win the 24 Hours of Le Mans overall in a prototype. That’s not yet the case as I’m a reserve driver, but I hope to work well and continue to improve to get closer to that goal in the future.



ALPINE IN ENDURANCE



Alpine has always relied on competition to support its development, particularly in Endurance racing, where the brand has written some of the finest chapters in its motorsport history.

THE ORIGINS (1962-1969)

In 1962, Jean Rédélé begins the development of the Alpine M63, the first model of a prototype powered by a 996cc Gordini engine. The following year, Alpine debuts in the 24 Hours of Le Mans, relying on lightness, aerodynamic finesse and reduced engine capacity to quickly win the «Energy Efficiency Index» and «Performance Index».

The Alpine M65 with Lucien and Mauro Bianchi wins the 1965 Nürburgring 500 kilometres. The Alpine A210 and its variants are next on the scene, with numerous successes in Europe and Le Mans until 1969.

THE QUEST FOR LE MANS (1973-1978)

In 1973, Alpine presents the A440 with a clear goal: to win the 2-litre European Sports Prototype Championship before designing a car to win Le Mans.

The following year, the European title goes to Alain Serpaggi's A441, and the brand launches the development of a new turbocharged 1,996 cm³ engine developing 490 bhp with the Alpine A441 Turbo chassis, then with the A442 to compete in the World Championship for Makes from 1976.

This car claims pole position in its first 24 Hours of Le Mans. Alpine then focuses exclusively on this event, and its crowning glory comes in 1978 with the Alpine A442B, driven by Jean-Pierre Jaussaud and Didier Pironi.

THE PRIVATEER ERA (1979-1994)

Having met its targets, the team switched all its focus to Formula 1, where it proved again its mastery of the turbo. Meanwhile, privateer teams continued to compete with Alpine in the Le Mans 24 Hours until 1994.

WINNING RETURN (2013-2020)

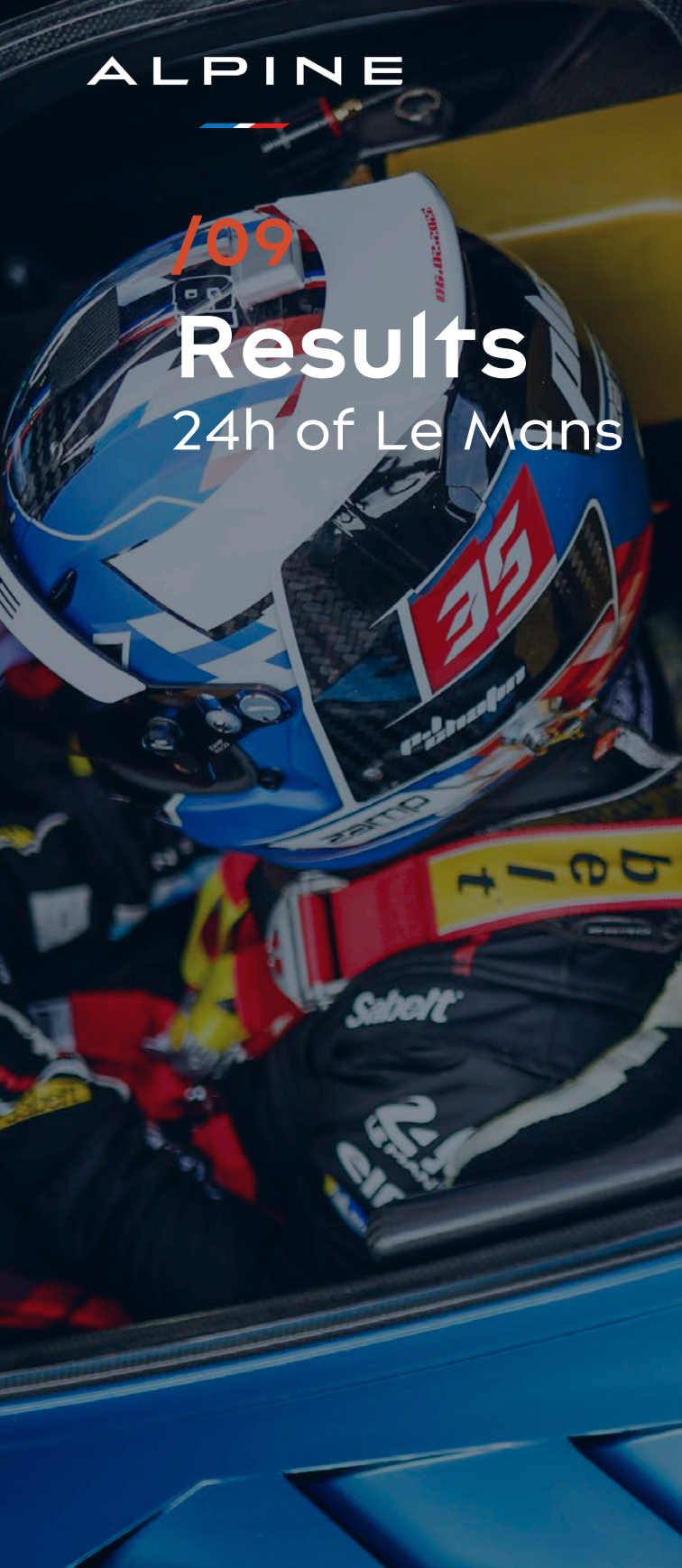
Alpine officially returns to competition to accompany its renaissance. The Alpine A450 immediately makes its mark with back-to-back European Le Mans Series titles in 2013 and 2014. After an LMP2 podium finish at Le Mans, the Signatech-Alpine team enters the FIA World Endurance Championship.

In 2016, the Alpine A460 wins in the Sarthe and takes both world titles in its category with Nicolas Lapierre, Gustavo Menezes and Stéphane Richelmi. From 2017, the Alpine

A470 also enjoys success and Pierre Thiriet, Nicolas Lapierre and André Negrão score a victory at the 2018 24 Hours of Le Mans to celebrate the 40th anniversary of the 1978 win. The trio repeats the feat 12 months later, giving Alpine its second world drivers and team titles during the 2018-2019 Super-Season.

THE PREMIER CATEGORY CHALLENGE (2021-2024)

Alpine takes on the premier class of the FIA WEC and the 24 Hours of Le Mans in 2021. In just two seasons, the Alpine A480 shakes up the elite with an overall podium finish in the twice-around-the-clock classic, followed by historic victories at Sebring and Monza in 2022. Alpine finishes runner-up in the World Endurance Championship. For 2023, it steps back a class to better prepare its Hypercar debut with the A424 in 2024.



ALPINE

/09

Results

24h of Le Mans

L : laps

C : Category win

E : Energy Efficiency Award

P : Performance Award

PP : pole position

FL : fastest lap

1963

Stré des Automobiles Alpine	M63	#50 Boyer / Verrier	227 L
Stré des Automobiles Alpine	M63	#49 Frescobaldi / Richard	63 L
Stré des Automobiles Alpine	M63	#48 Rosinski / Heins	50 L

1964

Stré des Automobiles Alpine	M64	#46 De Lageneste / Morrogh	17e ^{C E}
Stré des Automobiles Alpine	M63B	#59 Masson / Zeccoli	20e
Stré des Automobiles Alpine	M64	#47 Bianchi / Vinatier	230 L
Stré des Automobiles Alpine	M64	#54 Grandsire / Vidal	133 L

1965

Stré des Automobiles Alpine	M65	#47 De Lageneste / Vinatier	196 L
Stré des Automobiles Alpine	M64	#55 Hanrioud / Cheinisse	196 L
Stré des Automobiles Alpine	M63B	#61 Bouharde / Monneret	187 L
Stré des Automobiles Alpine	M64	#51 Masson / Verrier	148 L
Stré des Automobiles Alpine	M64	#50 Revson / Vidal	116 L
Stré des Automobiles Alpine	M65	#46 Bianchi / Grandsire	32 L

1966

Stré des Automobiles Alpine	A210	#62 Grandsire / Cella	9e ^C
Ecurie Savin-Calberson	A210	#44 Cheinisse / De Lageneste	11e ^E
Stré des Automobiles Alpine	A210	#45 Verrier / Bouharde	12e
Stré des Automobiles Alpine	A210	#46 Vinatier / Bianchi	13e
Stré des Automobiles Alpine	A210	#47 Jansson / Toivonen	217 L
Stré des Automobiles Alpine	A210	#55 de Cortanze / Hanrioud	118 L

1967

Stré des Automobiles Alpine	A210	#46 Grandsire / Rosinski	9e ^C
Stré des Automobiles Alpine	A210	#45 Vinatier / Bianchi	13e ^C
Stré des Automobiles Alpine	A210	#47 Bouharde / Andruet	219 L
Stré des Automobiles Alpine	A210	#58 Vidal / Cella	67 L

1968

Stré des Automobiles Alpine	A220	#30 de Cortanze / Vinatier	8e
Stré des Automobiles Alpine	A210	#52 Thérier / Tramont	10e ^{C P}
Stré des Automobiles Alpine	A210	#55 Nicolas / Andruet	14e ^E
Stré des Automobiles Alpine	A220	#29 Guicher / Jabouille	185 L
Stré des Automobiles Alpine	A210	#56 Marnat / Gerbault	71 L
Stré des Automobiles Alpine	A220	#28 Grandsire / Larrousse	59 L

1969

Stré des Automobiles Alpine	A210	#50 Serpaggi / Ethuin	12e ^{C P}
Stré des Automobiles Alpine	A210	#45 Wollek / Killy	242 L
Stré des Automobiles Alpine	A220/69	#29 Depailler / Jabouille	209 L
Stré des Automobiles Alpine	A220/68	#31 Thérier / Nicolas	160 L
Stré des Automobiles Alpine	A220/69	#28 de Cortanze / Vinatier	133 L
Stré des Automobiles Alpine	A220/69	#30 Grandsire / Andruet	48 L

1976

Renault Sport	A442	#19 Jabouille / Tambay / Dolhem	160 L ^{PPFL}
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1977

Renault Sport	A442	#8 Laffite / Depailler	289 L
Renault Sport	A442	#7 Tambay / Jaussaud	158 L
Renault Sport	A442	#9 Jabouille / Bell	NC ^{PP}

1978

Renault Sport	A442B	#2 Pironi / Jaussaud	1st
Renault Sport	A442A	#4 Fréquelin / Ragnotti / Dolhem / Jabouille	4th FL
Renault Sport	A443	#1 Jabouille / Depailler	279 L
Renault Sport	A442A	#3 Bell / Jarier	162 L

2013

Signatech-Alpine	A450	#36 Gommendy / Panciatichi / Ragues	14th (8th LMP2)
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2014

Signatech-Alpine	A450b	#36 Chatin / Panciatichi / Webb	7th (3rd LMP2)
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2015

Signatech-Alpine	A450b	#36 Capillaire / Chatin / Panciatichi	110 L
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2016

Signatech-Alpine	A460	#36 Lapierre / Menezes / Richelmi	5th (1st LMP2)
Baxi DC Racing Alpine	A460	#35 Panciatichi / Tung / Cheng	234 L

2017

Signatech Alpine Matmut	A470	#35 Panciatichi / Ragues / Negrão	4th (3rd LMP2)
Signatech Alpine Matmut	A470	#36 Dumas / Menezes / Rao	10th (8th LMP2)

2018

Signatech Alpine Matmut	A470	#36 Lapierre / Thiriet / Negrão	5th (1st LMP2)
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2019

Signatech Alpine Matmut	A470	#36 Lapierre / Thiriet / Negrão	6th (1st LMP2)
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2020

Signatech Alpine Elf	A470	#36 Negrão / Laurent / Ragues	8th (4th LMP2)
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2021

Alpine Elf Matmut Endurance Team	A480	#36 Lapierre / Negrão / Vaxiviere	3rd (3rd Hyper-car)
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2022

Alpine Elf Endurance Team	A480	#36 Lapierre / Negrão / Vaxiviere	23rd (5th Hypercar)
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2023

Alpine Elf Endurance Team	A470	#36 Canal / Milesi / Vaxiviere	12th (4th LMP2)
Alpine Elf Endurance Team	A470	#35 Caldwell / Negrão / Rojas	19th (9th LMP2)

OFFICIAL PARTNERS

ELF

ELF is a legendary brand worldwide: a world of passion, technological expertise and a premium-product culture, three values dear to the heart of ELF.

EXPERT

Fundamentally inspired by R&D and always anticipating, ELF maintains the image of a competitive, effective and expert brand. Through constant technological innovation, it is the brand of success, victory and winners. It inspires all the guarantees of a professional, responsible brand and has proven to be absolutely essential.

PREMIUM

The ELF brand is strongly anchored in the public consciousness in many markets. It has its own status, charisma, elegance and even prestige. Dignified and restrained, the brand knows how to attract a community with products featuring high technical value-added.

PASSION

ELF conjures up emotions – a blend of pure sensations. The brand evokes excellence, adventure and sporting achievement. It has many fans throughout the world, all of whom swear by it.

ELF x ALPINE FOR THE WORLD ENDURANCE CHAMPIONSHIP

The racing comeback of the Alpine brand in motorsport is a great achievement. As a long-standing partner in rally, single-seater and Endurance, ELF could not be absent from this new adventure alongside Alpine.

Starting in LMP2, this new journey led to two consecutive European Le Mans Series titles as well as two world titles and three victories at the 24 Hours of Le Mans.

elf.com



OFFICIAL PARTNERS

H. MOSER & CIE.

H. Moser & Cie. was created by Heinrich Moser in 1828. Based in Neuhausen am Rheinfall, it currently employs more than 90 people, has developed 18 in-house calibres to date and produces around 3,000 watches per annum. Through its sister company Precision Engineering AG (PEAG), H. Moser & Cie. manufactures parts such as regulating organs and balance-springs, which are used for its own production as well as to supply its partner companies. Independent company incorporated into Moser Watch Holding in 2012, Precision Engineering AG specialises in watch components for escapements, from their initial design to the production of a quality product ready to be integrated into the watch movement it must regulate.

H. Moser & Cie. is honoured to have a Moser family member with the company as Honorary Chairman and President of the Heinrich and Henri Moser Foundation. The aim of the Moser Foundation, created by one of Heinrich Moser's descendants, is to keep the family history alive and seek out antique pieces for the Moser Museum, located in Charlottenfels Manor, Heinrich Moser's family home. With its substantial watchmaking expertise and highly acclaimed experience in the sector, MELB Holding holds shares in H. Moser & Cie., Hautlence and Agenhor SA. MELB Holding is an independent family group, based in the heart of the legendary Vallée de Joux.

www.h-moser.com

BUSINESSOLVER

Since 1998, Businessolver has delivered market-changing benefits technology, and services supported by an intrinsic responsiveness to client needs. The company creates client programs that maximize benefits program investment, minimize risk exposure, and engage employees with easy-to-use solutions and communication tools to assist them in making wise and cost-efficient benefits selections. Founded by HR professionals, Businessolver's unwavering service-oriented culture and secure SaaS platform provide measurable success in its mission to provide complete client delight.

businessolver.com

RÉSEAU RENAULT

More than 120 years ago, Louis Renault drove the first direct drive gearbox car up rue Lepic in Paris. That moment put Renault at the heart of the transportation revolution. For five generations over the next 120 years, this passion would inspire us every day to grant people the freedom to enjoy an easy life behind the wheel. Throughout its history, Renault has developed affordable vehicles, gone along with, and anticipated the trends and changes of the automotive world. A new era begins in the mobility world and our vision remains the same: sustainable mobility for all, today and tomorrow.

renault.fr

IXELL

Created in 1976 and now present in 19 countries, ixell appeared to be the inescapable partner in all the bodywork repairation jobs. All bodywork, from bare panel to clearcoat: ixell is offering you a products and services integrated system covering all the needs of the coach-builder-automobile repairer.

ixell.com

ROOLE

Founded in 1982, Roole is France's leading automobile club, with over 1.4 million members. Roole offers theft protection services, complementary cover to primary car insurance, in addition to free media and apps to simplify motorists' lives. Roole is committed to helping those who need it most through its mobility solidarity programme on several issues: vehicle purchase and maintenance at solidarity rates, access to driving licences and car-sharing in rural areas. These solidarity projects are carried out by Roole employees as part of skills sponsorship or financed by the Roole Foundation. Created in 2017, the Foundation supports mobility initiatives for the most vulnerable members of the population. Roole has embarked on a process to become a company with a mission in 2024.

roole.fr

TECHNICAL PARTNERS

BAHCO

Bahco is a market-leading premium tool brand that provides tailored solutions and meets the needs of the highest-performing professionals working in the green, trade, automotive, industrial metal cutting and general industries. Bahco has invented some of the most essential tools in the world, such as the adjustable pipe wrench, the adjustable wrench, multi-component handles and Sandflex® saws, accumulating more than 400 registered patents and multiple awards. With an extensive catalogue of more than 24,000 products, Bahco tools offer a unique combination of state-of-the-art technology, user-centred tool design and over a century of experience.

bahco.com

DEWESOFT

Dewesoft develops and manufactures versatile and easy-to-use data acquisition systems - the ultimate tools for test and measurement engineers. Their mission is to revolutionize the measurement industry by developing innovative solutions tailored to customers' needs. Dewesoft is on a mission to challenge and change the world of measurement technology. Dewesoft develops solutions that are based on the end-user experience in mind by always thinking differently and bounding themselves to the highest standards. Dewesoft vision is to design test equipment that simplifies the advancement of humanity.

Dewesoft strives to be the customer's ultimate choice in measurement equipment created for maximum effectiveness and with stunning design. By working together with their customers on highly challenging projects, Dewesoft is able to provide the ultimate solution to the job at hand. People are the single biggest asset at Dewesoft. Dewesoft cultivates high performing talent in its organization through career development planning and talent assessments. To provide its people with the resources they need to succeed, Dewesoft provides continuing education programs and certification opportunities.

dewesoft.com

HAVAS

Havas is one of the world's largest global communications groups. Founded in 1835 in Paris, the Group now employs 20,000 people in over 100 countries. Havas Group is committed to being the world's best company at creating meaningful connections between people and brands through creativity, media and innovation. Havas is also the most integrated Group in its sector: the Together Strategy is implemented through Havas Villages, where most creative and media teams share the same premises, increasing synergies for clients and better serving their needs.

havasgroup.com

SABELT

Sabelt was founded in 1972 and started as a manufacturer of safety seatbelts for original equipment. Over the years, the expansion of the compulsory nature of seatbelts brought about new production systems allowing the company to consolidate and develop an extensive knowledge of buckle systems, seatbelts and complex retention systems.

This technological foundation made it possible to create specific systems for racing cars, in which extreme conditions and safety requirements posed a challenge that was not easy to conquer. Having achieved industry leadership, Sabelt has expanded its range by also dedicating itself to high-end sports road car accessories and niche markets, becoming the European leader in the development and production of 3 different businesses: Racing, OEM (original equipment seats) and belts for special applications.

sabelt.com



OFFICIAL SUPPLIERS

ORECA

Founded by Hugues de Chaunac in 1973 and based near the Paul Ricard and Nevers Magny-Cours circuits in France, ORECA (ORganisation Exploitation Compétition Automobile) has evolved across nearly 50 years of existence into a group of 300 collaborators with international influence.

Originally a racing team, ORECA now covers all sectors of activity related to motorsport through its various divisions:

- **ORECA Technology** | In 2007, ORECA officially became a car racing constructor. Over the years, the Var-based company has acquired extensive know-how enabling it to develop a racing car from the initial design to the on-track support of customer teams. The engine department located in Magny-Cours has become one of the European benchmarks in the field of engine preparation, applying its expertise in the preparation, design and development of thrusters for manufacturers, developers and private teams using state-of-the-art equipment.

- **ORECA Store** | A reference in multi-channel sales, ORECA Store offers more than 30,000 items daily via the oreca-store.com and pro.oreca.com websites, its catalog, two shops and as a presence at many national and international events. For the past 10 years, ORECA Store through its ORECA Digital Retail branch has served as an e-commerce operator for numerous marques in the automotive and sporting worlds.

- **ORECA Events** | For more than 25 years, ORECA Events has designed and produced live and digital experiences for the automotive world with the aim of boosting performance. Experts in the automotive world in product-based, technological and sporting activities, ORECA Events helps marques better train their networks, promote their products and stimulate their communities.

oreca.com

MECACHROME

The Mecachrome Group is a High Precision Mechanics world leader. For more than 80 years, Mecachrome has been a key player in the design, engineering, machining and assembly of high-precision parts and assemblies for the aerospace, Premium automotive, motor sport, defence and energy industries.

Thanks to its industrial expertise and cutting-edge technology, Mecachrome has earned an international reputation as a first-rate integrator for its customers, which includes: Airbus, Boeing, Bombardier, Dassault, Ferrari, Alpine, Safran, Stelia, Spirit, Porsche, Rolls Royce. Mecachrome employs 2300 people worldwide.

mecachrome.com

MICHELIN

Michelin, the leading mobility company, is dedicated to sustainably enhancing its clients' mobility; designing and distributing the most suitable tires, services, and solutions for its clients' needs; providing digital services, maps, and guides to help enrich trips and travels and make them unique experiences; and developing high-technology materials that serve a variety of industries. Headquartered in Clermont-Ferrand, France, Michelin is present in 175 countries, has 132,200 employees and operates 67 tire production facilities which together produced around 167 million tires in 2022.

As the exclusive supplier to the Hypercar category of the FIA Endurance World Championship, Michelin has developed the Michelin Pilot Sport Hypercar range of tyres to meet the specific requirements of the premier category. Three compounds are available: soft cold, soft hot and medium. A multi-purpose rain tyre for light to heavy rain conditions is also available.

www.michelin.com



FIA WEC

KEY POINTS



// The FIA WEC competitors are split in two categories: Hypercar prototypes and LMGT3 GTs. The #35 and #36 Alpine A424s are entered in the Hypercar category.

// Created in 2021, the Hypercar is the premier category of the FIA World Endurance Championship, with two types of prototypes: LMH and LMDh. The latter allows constructors to compete with the same cars in the FIA WEC and the IMSA WeatherTech SportsCar Championship.

// The LMDh must be based on one of four chassis accepted by the ACO, FIA and IMSA, fitted with an engine of their choice, and a standard hybrid system developing up to 50 kW. With the A424, Alpine has chosen the LMDh route with its long-standing partner Oreca.

// To guarantee competitiveness, the governing bodies have defined a number of principles, including an aerodynamic performance window to be respected, a minimum weight of 1,030 kg and a power output of 500 kW.

// To ensure sporting equity, the FIA and the ACO are using the «Balance of Performance» (BoP) formula jointly designed by both parties and tailored to the needs of this new category. The BoP also helps to combat inflation in development costs.

// The Hypercars race numbers are white against a red background.

// The composition of the crews entered in the Hypercar category is open, as long as there are no Bronze drivers. The classification of the drivers is defined by the FIA on the basis of their past results. In addition, there are no driving time restrictions in the Hypercar category.

// Each driver has a licence issued with a capital of 12 points. In the case of a penalty sanctioning on-track behaviour, the race stewards may order a deduction of points. A driver who loses all their points is suspended for the next race.

// Michelin is the official tyre supplier in the Hypercar category. The use of slick tyres is limited. Twelve tyres are allowed for free practice, four of the softest compound for qualifying and 18 for a six-hour race (26 for eight-hour races, and 32 for ten-hour races).

// Qualifying is held in two stages. With only one driver per car, a 12-minute session gathers all the Hypercars. Following this, the ten cars with the fastest lap times will qualify for a ten-minute Hyperpole to determine the top ten grid positions.

// Points are awarded to competitors classified at the end of a race: 25, 18, 15, 12, 10, 8, 6, 4, 2 and 1 points for the top ten. A bonus point is awarded for pole position (best lap time outright in Hyperpole) in each category. This scale is assigned a coefficient of 1.5 for the eight-hour and ten-hour races, and doubled for the 24 Hours of Le Mans.

// The FIA World Endurance Championship Teams' and Drivers' titles are restricted to the Hypercar entries.

CALENDAR

// FIA WEC

February 24-25 PROLOGUE

Lusail International Circuit (Qatar)

March 2 RACE 1

Qatar 1812 km
Lusail International Circuit (Qatar)

April 21 RACE 2

6 Hours of Imola
Autodromo Internazionale Enzo e Dino Ferrari (Italy)

May 11 RACE 3

TotalEnergies 6 Hours of Spa-Francorchamps
Circuit de Spa-Francorchamps (Belgium)

June 15-16 RACE 4

24 Hours of Le Mans
Circuit de la Sarthe (France)

July 14 RACE 5

6 Hours of São Paulo
Autódromo José Carlos Pace (Brazil)

September 1 RACE 6

Lone Star Le Mans
Circuit of the Americas (United States of America)

September 15 RACE 7

6 Hours of Fuji
Fuji Speedway (Japan)

November 2 RACE 8

8 Hours of Bahreïn
Bahrain International Circuit (Bahrain)

// Alpine Racing

February

21st – 23rd – Formula 1 Pre-Season Testing: Bahrain
29th – 02nd (March) – Formula 1 of Bahrain Grand Prix
29th – 02nd (March) – FIA Formula 2 Round 1: Sakhir
29th – 02nd (March) – FIA Formula 3 Round 1: Sakhir

March

7th – 9th – Formula 1 Saudi Arabian Grand Prix
7th – 9th – FIA Formula 2 Round 2: Jeddah
7th – 9th – F1 Academy Round 1: Jeddah
22nd – 24th – Formula 1 Australian Grand Prix
22nd – 24th – FIA Formula 2 Round 3: Melbourne
22nd – 24th – FIA Formula 3 Round 2: Melbourne
29th – 1st (April) – Alpine Elf Europa Cup: Nogaro

April

5th – 7th – Formula 1 Japanese Grand Prix
18th – 20th – Alpine Elf Rally Trophy: Rhône-Charbonnières
19th – 21st – Formula 1 Lenovo Chinese Grand Prix
26th – 28th – Alpine Elf Europa Cup: Portimão

May

3rd – 5th – Formula 1 Miami Grand Prix
3rd – 5th – F1 Academy Round 2: Miami
9th – 11th – Alpine Elf Rally Trophy: Antibes
10th – 12th – FRECA: Hockenheim
17th – 19th – Formula 1 Emilia-Romagna Grand Prix
17th – 19th – FIA Formula 2 Round 4: Imola
17th – 19th – FIA Formula 3 Round 3: Imola
23rd – 26th – FIA Formula 2 Round 5: Monaco
23rd – 26th – FIA Formula 3 Round 4: Monaco
24th – 26th – Formula 1 Grand Prix de Monaco
24th – 26th – FRECA: Spa-Francorchamps
31st – 2nd (June) – Alpine Elf Europa Cup: Spa-Francorchamps

June

7th – 9th – Formula 1 Canadian Grand Prix
7th – 9th – FRECA: Zandvoort
21st – 23rd – Formula 1 Spanish Grand Prix
21st – 23rd – FIA Formula 2 Round 6: Barcelona
21st – 23rd – FIA Formula 3 Round 5: Barcelona
21st – 23rd – F1 Academy Round 3: Barcelona
21st – 23rd – FRECA: Hungaroring
28th – 30th – Formula 1 Austrian Grand Prix
28th – 30th – FIA Formula 2 Round 7: Spielberg
28th – 30th – FIA Formula 3 Round 6: Spielberg

July

4th – 6th – Alpine Elf Rally Trophy: Rouergue
5th – 7th – Formula 1 British Grand Prix
5th – 7th – FIA Formula 2 Round 8: Silverstone
5th – 7th – FIA Formula 3 Round 7: Silverstone
12th – 14th – FRECA: Mugello
19th – 21st – Formula 1 Hungarian Grand Prix
19th – 21st – FIA Formula 2 Round 9: Budapest
19th – 21st – FIA Formula 3 Round 8: Budapest
19th – 21st – FRECA: Paul Ricard
26th – 28th – Formula 1 Belgian Grand Prix
26th – 28th – FIA Formula 2 Round 10: Spa-Francorchamps
26th – 28th – FIA Formula 3 Round 9: Spa-Francorchamps

August

23rd – 25th – Formula 1 Dutch Grand Prix
23rd – 25th – F1 Academy Round 4: Zandvoort
30th – 1st (September) – Formula 1 Italian Grand Prix
30th – 1st (September) – FIA Formula 2 Round 11: Monza
30th – 1st (September) – FIA Formula 3 Round 10: Monza

September

5th – 7th – Alpine Elf Rally Trophy: Mont-Blanc Morzine
6th – 8th – FRECA: Imola
12th – 14th – Alpine Elf Europa Cup: Barcelona
13th – 15th – Formula 1 Azerbaijan Grand Prix
13th – 15th – FIA Formula 2 Round 12: Baku
13th – 15th – FRECA: Red Bull Ring
20th – 22nd – Formula 1 Singapore Grand Prix
20th – 22nd – F1 Academy Round 5: Singapore
27th – 29th – Alpine Elf Rally Trophy: Cœur de France
27th – 29th – FRECA: Barcelona

October

4th – 6th – Alpine Elf Europa Cup: Paul Ricard
18th – 20th – Formula 1 United States Grand Prix
18th – 20th – Alpine Elf Europa Cup: Monza
25th – 27th – Formula 1 Gran Premio de la Ciudad de México
25th – 27th – FRECA: Monza

November

1st – 3rd – Formula 1 Grande Prêmio de São Paulo
21st – 23rd – Formula 1 Las Vegas Grand Prix
21st – 24th – Alpine Elf Rally Trophy: Var
29th – 1st (December) – Formula 1 Qatar Grand Prix
29th – 1st (December) – FIA Formula 2 Round 13: Lusail
29th – 1st (December) – F1 Academy Round 6: Lusail

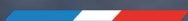
December

6th – 8th – Formula 1 Abu Dhabi Grand Prix
6th – 8th – FIA Formula 2 Round 14: Yas Island
6th – 8th – F1 Academy Round 7: Yas Island



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www.alpinecars.com
media.alpinecars.com

CONTACTS

Orianne Tamburini

Head of Product Communication Alpine
orianne.tamburini@alpinecars.com
+33 6 26 63 28 14

India de la Fressange

Alpine Motorsport Press Officer
india.designarddelafressange@fr.alpineracing.com
+33 6 34 48 51 31