

PRESS KIT
16/03/2021

ALPINE ELF MATMUT ENDURANCE TEAM
FIA WORLD ENDURANCE CHAMPIONSHIP
2021 PRESS KIT



CONTENTS

Foreword

Alpine Elf Matmut Endurance Team

Alpine A480

Technical specifications

Alpine, the brand

Signature, the partner

Car #36

FIA WEC key points

2021 calendar

Alpine in Endurance

24 Hours of Le Mans results

Partners

Media contact

FOREWORD

“Motorsport is inseparable from the Alpine brand, whose passion for competition and sportsmanship is its DNA. The return to Endurance in 2013 has provided many memorable moments with two European titles in ELM2, two world titles in the WEC and three amazing wins at the 24 Hours of Le Mans.

After eight successful years against some of the best teams in the world, it is time to take a new step by challenging the constructors in the premier category as Alpine enters a new era.

The latest regulation changes allow Alpine to express all its passion and demonstrate its technical savoir-faire as well as our racing experience in a competitive, fair and cost-effective field.

We will give the best of ourselves in each race to write new chapters in the history of this great brand born out of competition and to put the Alpine colours at the highest level of motorsport.”

Laurent Rossi

Alpine CEO

“Alpine is a story made from challenges. Since 2013, we have proven ourselves step by step and demonstrated that we are capable of defending the Alpine colours at the highest level. This new challenge is in the same vein. Alpine’s confidence in this project is an immense source of pride for our teams and partners. We are tackling this programme with humility and with the desire to perform well while the Endurance scene reinvents itself. We want to be up to this exciting and incredibly motivating sporting challenge to establish the Alpine name again in the French and world motorsport hall of fame.”

Philippe Sinault

Alpine Elf Matmut Endurance Team Principal

ALPINE ELF MATMUT ENDURANCE TEAM

Alpine begins the eighth season of its contemporary Endurance programme, the first one in the FIA World Endurance Championship premier category.

Two-time champions in LMP2 (2016 and 2018-2019), Alpine Elf Matmut Endurance Team takes a step forward in entering the Hypercar category introduced this season.

To give itself the best chance for success, the team will race with the Alpine A480 boasting the same number 36 with which it has won the LMP2 category in the 24 Hours of Le Mans three times in the past five years.

On track, the Alpine A480 is entrusted to:

- **Nicolas Lapierre.** Major contributor in the world titles won by Alpine, the Frenchman ticks all the boxes required for an Endurance driver: fast, expert in tyre and fuel management, as well as set-up with a strong team spirit.
- **André Negrão.** A revelation since his superb debut in Endurance in 2017, the Brazilian has improved year after year and is one of the cornerstones of the Alpine team in the category with his determination to win and his joy of life.
- **Matthieu Vaxiviere.** Young, versatile, determine and hard worker, one of the most promising hopefuls in Endurance fulfils the dream of many French drivers by representing the Alpine's colours in the World Championship.

ALPINE A480

Initially designed and built to meet the technical regulations for the non-hybrid LMP1 category, the Alpine A480 is based on the Rebellion R13 designed by Oreca.

After scoring three wins, 13 podium finishes, four pole positions and four fastest laps in 15 races in the top-flight category, this package having already proved itself now benefits from the expertise of three of Endurance racing's leading forces: Alpine, Signatech and Oreca.

Homologated by the FIA under the Alpine A480 name, the prototype powered by a 4.5L V8 provided by Gibson Technologies and shod on Michelin tyres conforms to the regulations of the Hypercar class introduced in 2021.

The Alpine A470 that competed in LMP2 and the Alpine A480 today entered in the Hypercar category have two very distinct philosophies: where LMP2s are reserved for independent structures with one of the mandated chassis' and a single engine, the Hypercar class welcomes factory teams freed from such restrictions, resulting in more power, less weight and more refined and complex aerodynamics!

TECHNICAL SPECIFICATIONS

CHASSIS

Structure	Carbon fibre & honeycomb body shell
Bodywork	Carbon/kevlar
Suspension	Double wishbone with pushrods, PKM shock absorbers
Steering	Electric power-assisted
Length	4,645mm
Width	1,995mm
Height	1,045mm
Front track	1,560mm
Rear track	1,550mm
Wheel base	2,905mm
Weight	Around 900kg (depending on BOP)

ENGINE

Type	Gibson GL-458
Configuration	Normally-aspirated V8 at 90°
Capacity	4,500cc
Maximum power	Around 625bhp (depending on BOP)
Maximum engine speed	Around 8,400rpm (depending on BOP)
Lubrication	Dru sump/multi-stage oil pump
Electronic control unit	Cosworth

GEARBOX

Brand	Xtrac
Type	Magnesium housing, transversally-mounted
Gearshift	Steering-wheel mounted paddles
Gears	6 + reverse

WHEELS

Tyres	Michelin 31-71/R18
Front wheel rims	13"x18"
Rear wheel rims	13"x18"

BRAKES

Discs	Ventilated carbon
Callipers	Six-piston one-piece

SAFETY

Harness	Six-point safety harness adapted to Hans® system
Fuel tank	75-litre safety rubber tank with built-in reserve system

ALPINE, THE BRAND

Alpine was founded in 1955 by Jean Rédélé, a young man passionate about competition. He named his company after his favourite playground for racing: The Alps.

When the original A110 road car was introduced in 1962, the company began to take off. By then, Alpine and Renault were close collaborators, Alpine cars being sold and serviced by Renault dealerships. By the early Seventies 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, then again in 1973. Alpine went on to win the World Rally Championship Manufacturers' title later that year.

At the same time Alpine's road car sales were growing. Alpine built a dedicated factory in Dieppe in 1969 - the same site that produces the all-new A110 today - and in 1971 the A310 entered production. Two years later, Alpine was acquired by Groupe Renault.

Alpine achieved its most famous motorsport triumph in 1978 with the overall win at the 24 Hours of Le Mans. The factory continued to release new and innovative road cars throughout the Seventies and Eighties, including the A310 V6 and the GTA. Alpine production would eventually cease in 1995.

In 2016, Groupe Renault confirmed the renaissance of Alpine and the A110 was officially presented at the 2017 Geneva Motor Show. This rebirth is supported by an Endurance programme to kick off the launch of the new A110, a model faithful to the timeless principles of the original A110.

As part of the "Renaulution" strategic plan unveiled on 14 January 2021 by Luca de Meo, CEO of the Groupe Renault, Alpine unveiled its long-term plans to position the brand at the forefront of innovation.

Alpine Cars, Renault Sport Cars and Renault Sport Racing activities are now combined into a single entity under the Alpine flagship. Together, they are laying the foundations for a "new generation" automobile brand aimed at demanding and passionate customers.

The new organisation, the intensification of synergies with the Groupe Renault, the Alliance, and the collaboration with selected partners will be essential to support the Alpine product plan.

This will include a 100% electric sport compact (B-Segment) based on the Alliance's CMF-B EV platform, a 100% electric sport crossover (C-Segment) based on the Alliance's CMF-EV platform, and a 100% electric substitute for the A110 developed with Lotus.

SIGNATURE, THE PARTNER

The technical, sporting and logistical aspects of the Alpine Endurance programme were then entrusted to the Groupe Signature, created in 1990. This partnership has since been extended to the design and marketing of the Alpine A110 Cup, GT4 and Rally as well as the organisation of the Alpine Elf Europa Cup and Alpine Elf Rally Trophy.

The history of the Groupe Signature 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, including Benoit Tréluyer, Loïc Duval, Nicolas Lapierre, Romain Grosjean and Edoardo Mortara. A substantial shift was made in 2009, when the team first competed in the 24 Hours of Le Mans.

Based in Bourges, in the heart of France, the Groupe Signature has a staff of 40 employees in four departments: Racing, Engineering, Events and Classics.

Two workshops, covering a total surface area of 2,500m², are dedicated to designing, building and running racing cars. The facilities include a design office, a bodywork/composite fibre department and a mechanical parts production workshop. An Ellip6 simulator is used for driver training and to develop technical simulation programmes.

Signatech's competitive record includes 21 titles, 86 races, 55 pole positions, 508 podiums and 53 fastest laps in single-seater and Endurance racing. This unique experience and savoir-faire now serve the Alpine Elf Matmut Endurance Team in the FIA World Endurance Championship.

MANAGEMENT

Team Principal	Philippe Sinault
Technical Director	Lionel Chevalier
Race engineer	Thomas Tribotté

CAR #36**NICOLAS LAPIERRE (FRA)**

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

FIA driver category: Platinum

nicolaslapierre.com

FB /NicolasLapierreOfficiel

TW @Nico_Lapierre

IG @nico_lapierre

With a wealth of success in open-wheel racing and his triumph in the 2003 Macau Grand Prix with the Signature team, Nicolas turned to endurance racing in 2008. Collecting his first laurels with Team Oreca Matmut, he finished third in the FIA WEC with Toyota in 2012. Following six wins in three seasons with the Japanese constructor and a victory in the LMP2 category in the 2015 24 Hours of Le Mans, he joined Signatech Alpine with whom he won again at Le Mans and won the LMP2 title in 2016. Nicolas and *Les Bleus* repeated in 2018, then won the second world title for Alpine in 2019. Back for 2021, the Frenchman will be one of the pillars of the new trio tackling the Hypercar challenge.

COMPETITIVE RECORD

2020	FIA WEC	5th (LMP2)
2019	FIA WEC	1st (LMP2)
2017	FIA WEC	6th (LMP2)
2016	FIA WEC	1st (LMP2)
2015	FIA WEC	5th (LMP2)
2014	FIA WEC	6th
2013	FIA WEC	4th
2012	FIA WEC	3rd
2010	Le Mans Series	2nd (LMP1)
2009	Le Mans Series	3rd (LMP1)
2009	Asian Le Mans Series	3rd (LMP1)
2006	A1 GP	1st
2004	Formula 3 Euro Series	3rd
2003	Macau Grand Prix	1st

24 HOURS OF LE MANS

2020	12th (8th LMP2)
2019	6th (1st LMP2)
2018	5th (1st LMP2)
2017	DNF
2016	5th (1st LMP2)
2015	9th (1st LMP2)
2014	3rd
2013	4th
2012	DNF
2011	5th
2010	DNF
2009	5th
2007	16th (9th GT1)

ANDRÉ NEGRÃO (BRA)

Born on 17 June 1992 in Sao Paulo (Brazil)

FIA driver category: Gold

andrenegrao.com

FB /AndreNegrao.Racer

TW @NegraoAndre

IG @anegrao

Like many of his well-known countrymen, André Negrão was a standout in his native country before heading to Europe where he reached the final step before F1. After a year in the United States, the Brazilian converted to endurance racing where he made a name for himself with Alpine. Fourth overall and third in LMP2 in his first 24 Hours of Le Mans, he became a proper contender for the title throughout the campaign. Promoted to the n°36 Alpine for the 2018-2019 season, he took his racing to the next level with eight podiums in as many races, but above all two victories in the 24 Hours of Le Mans. Consistent, reliable and now famous for his spectacular starts, André will be one of team's most important assets in the top-flight!

COMPETITIVE RECORD

2020	FIA WEC	9th (8th LMP2)
2019	FIA WEC	8th (1st LMP2)
2017	FIA WEC	10th (5th LMP2)
2016	Indy Lights	7th
2015	GP2 Series	20th
2014	GP2 Series	21st
2013	Formula Renault 3.5 Series	10th
2012	Formula Renault 3.5 Series	15th
2012	Brazil F3 Open	2nd
2011	Formula Renault 3.5 Series	20th
2010	Formula Renault Eurocup	13th
2010	Brazil F3 Open	2nd
2009	Formula Renault Italia	15th
2008	Formula Renault Portugal - Winter Series	3rd

24 HOURS OF LE MANS

2020	8th (4th LMP2)
2019	6th (1st LMP2)
2018	5th (1st LMP2)
2017	4th (3rd LMP2)

MATTHIEU VAXIVIERE (FRA)

Born on 3 December 1994 in Limoges (France)

FIA driver category: Gold

matthieuvaxiviere.com

TW @matt_vaxiviere

IG @matt_vaxiviere

After a remarkable start in karting and Mitjet, Matthieu made his debut in single-seater racing, where he won the French F4 Championship and stood out at all levels of Formula Renault. With the support of the Lotus F1 Junior Team then based in Enstone, he discovered endurance racing in 2014 before winning the Formula Renault 3.5 Series title and Electric Andros Trophy. Subsequently, Matthieu brilliantly took up all the challenges that arose in both prototype and GT... This eclecticism worthy of an Alpine driver enabled him to score several podiums in FIA WEC, including two in a row at the 24 Hours of Le Mans before joining the Alpine Elf Matmut Endurance Team!

COMPETITIVE RECORD

2021	24 Hours of Sebring	2nd
2020	GT World Challenge Europe Endurance	13th
2019	Petit Le Mans	2nd
2019	12 Hours of Sebring	2nd
2019	FIA WEC	24th (8th LMP2)
2018	FIA WEC	16th (9th LMP2)
2017	Asian Le Mans Series	4th GT3
2016	E-Trophée Andros	1st
2015	Formula Renault 3.5 Series	2nd
2014	FIA WEC	23rd (9th GTE)
2013	Formula Renault Eurocup	10th
2012	Formula Renault Alps	14th
2011	Championnat de France F4	1st

24 HOURS OF LE MANS

2020	7th (3rd LMP2)
2019	8th (3rd LMP2)
2018	NC
2017	DNF

FIA WEC KEY POINTS

The FIA WEC competitors are split into four categories: the prototypes in Hypercar and LMP2 and the GTs in LMGTE Pro and LMGTE Am. The Alpine A480 competes in Hypercar.

Introduced in 2021, the Hypercars form the new premier class of the FIA World Endurance Championship. Open to special prototypes and cars based on road models, it imposes fewer regulations than LMP2, but the chassis and engines remain subject to ACO and FIA approval.

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.

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.

The use of slick tyres is limited. For example, for six-hour races: 12 tyres are allowed for free practice and 18 for qualifying and the race. Michelin is the official tyre supplier in the Hypercar category.

The fastest time of each car in qualifying is now used to determine the starting grid. With only one driver per car, two ten-minute sessions will be held: one for the Hypercars and LMP2, the other for LMGTE.

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, then 0.5 points for competitors finishing lower down the order. A bonus point is awarded for pole position (best lap time outright) in each category. This scale is assigned a coefficient of 1.5 for the eight and ten-hour races, and doubled for the 24 Hours of Le Mans.

During a six-hour race, an Hypercar driver must spend at least 40min on track in order to score points (1hr 30min during eight or ten-hour races). Maximum driving time is set at 4hrs 30min per driver (5hrs for the eight or ten-hour races). If the ambient temperature is higher than 32°C, the maximum consecutive driving time is limited to 80 minutes. These times are adjusted according to the length of the race.

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

2021 CALENDAR

26-27 avril : Prologue Spa-Francorchamps (Belgique)

1er mai : Total 6 Heures de Spa-Francorchamps (Belgique)

13 Juin : 8 Heures de Portimao (Portugal)

18 juillet : 6 Heures de Monza (Italie)

21-22 août : 24 Heures du Mans (France)

26 septembre : 6 Heures de Fuji (Japon)

20 novembre : 8 Heures de Bahreïn (Bahreïn)

ALPINE IN ENDURANCE

Alpine has always used competition, whether it be rallying, open-wheel or Endurance to develop its brand. Some of the most unforgettable moments of its sporting history have taken place at the 24 Hours of Le Mans with the overall victory of the A442B of Didier Pironi and Jean-Pierre Jaussaud in 1978... Echoed by the successes of 2016, 2018 and 2019!

"THE FASTEST LITRE OF PETROL IN THE WORLD"

In 1962, Jean Rédélé began the development of the Alpine M63 with the 24 Hours of Le Mans in his sights. None of the three cars entered in 1963 made it to the end, but the performances of these prototypes – powered by a little 996cc Gordini engine – were impressive.

The adventure continued with a strategy based on "ingenious economy". Opting to focus on aerodynamic performance and reduced capacity, Alpine went after the "Index of Thermal Efficiency" and "Index of Performance" trophies. In these categories, the brand won several times at Le Mans. At the other circuits, it scored a host of class wins before its first outright win was claimed by Mauro and Lucien Bianchi in the M65 at the 500 kilometres of Nürburgring in 1965.

The arrival of the Alpine A210 marked a turning point. Whilst appearing similar to the M65, this model finished by convincing Renault to invest in the development of a three-litre V8 engine capable of targeting outright victory... Although the first attempts of the 'big' A211 and A220 met with disappointment, the project continued and developed.

VICTORY AT LE MANS!

In 1973, Renault took over control of Alpine. The A440 was therefore presented under the name "Renault Alpine". The aims of the programme were clear: Alpine must win the newly-created European Two-Litre Sports Car Championship before developing a car capable of winning at Le Mans. The Renault Alpine A440 was refined, becoming the A441. It amassed a series of race wins and claimed the European title with Alain Serpaggi in 1974. A new 1996cc turbo engine, developing some 490bhp, was then installed in the chassis and the car was renamed the A442.

Following the creation of the Renault Sport entity, significant resources were deployed to take part in the World Championship for Makes in 1976. The only A442 competing in the 24 Hours of Le Mans secured pole position before retiring during the race.

Counting on the experience acquired, Renault Sport decided to concentrate exclusively on Le Mans. Success finally arrived in 1978. Four cars were entered, with the Alpine A442B driven by Jean-Pierre Jaussaud and Didier Pironi winning the race! Having achieved its goals, Renault switched its involvement to Formula 1.

ALPINE IS BACK!

Thirty-five years later, Alpine returned to racing to support the brand's renaissance. The new Alpine A450 beat its rivals to claim two consecutive titles in the European Le Mans Series (2013-2014) and an LMP2 podium finish at the 2014 24 Hours of Mans.

2015 witnessed the arrival of the Signatech-Alpine team in the FIA WEC, coming first in the LMP2 category in Shanghai and finishing fourth overall in the championship. In 2016, the team entered two new closed-cockpit A460 prototypes. The no.36 Signatech-Alpine had an exceptional season as the crew of Nicolas Lapierre, Gustavo Menezes and Stéphane Richelmi won at Spa-Francorchamps, the 24 Hours of Le Mans, the Nürburgring and in Austin. With one race still to go, Alpine won the Drivers' and Teams' titles!

Developed for the 2017 season, the Alpine A470 is even more successful with Pierre Thiriet, Nicolas Lapierre and André Negrão. The team celebrated the 40th anniversary of the 1978 triumph with victory in the 2018 24 Hours of Le Mans in style. The three men repeated the feat 12 months later in the Sarthe region while also securing Alpine's second world crown!

NEW CHALLENGES

On the strength of this enviable track record, Alpine is now setting itself a challenge by tackling the premier class of the FIA World Endurance Championship and the 2021 24 Hours of Le Mans.

While integrating the pinnacle of motorsport by joining Formula 1, this new Endurance project affirms the living and growing ambition of Alpine, a brand born from competition for competition.

As of this year, the brand founded by Jean Rédélé is one of the few to be simultaneously entered at the highest level of two FIA-recognised World Championships, while at the same time deploying a full customer competition programme with the Alpine A110 Cup, GT4 and Rally.

24 HOURS OF LE MANS RESULTS

1963

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

1964

Sté des Automobiles Alpine	M64	46	De Lageneste / Morrogh	17th ^{CE}
Sté des Automobiles Alpine	M63B	59	Masson / Zeccoli	20th
Sté des Automobiles Alpine	M64	47	Bianchi / Vinatier	NC (230 L)
Sté des Automobiles Alpine	M64	54	Grandsire / Vidal	133 L

1965

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

1966

Sté des Automobiles Alpine	A210	62	Grandsire / Cella	9th ^C
Sté des Automobiles Alpine	A210	45	Verrier / Bouharde	12th
Sté des Automobiles Alpine	A210	46	Vinatier / Bianchi	13th
Sté des Automobiles Alpine	A210	47	Jansson / Toivonen	217 L

ALPINE

Sté des Automobiles Alpine	A210	55	de Cortanze / Hanrioud	118 L
Ecurie Savin–Calberson	A210	44	Cheinisse / De Lageneste	11th ^E

1967

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

1968

Sté des Automobiles Alpine	A220	30	de Cortanze / Vinatier	8th
Sté des Automobiles Alpine	A210	52	Thérier / Tramont	10th ^{CP}
Sté des Automobiles Alpine	A210	55	Nicolas / Andruet	14th ^E
Sté des Automobiles Alpine	A220	29	Guichet / Jabouille	185 L
Sté des Automobiles Alpine	A210	56	Marnat / Gerbault	71 L
Sté des Automobiles Alpine	A220	28	Grandsire / Larrousse	59 L

1969

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

1976

Renault Sport	A442	19	Jabouille / Tambay / Dolhem	160 L ^{PP FL}
---------------	------	----	-----------------------------	------------------------

1977

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

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 / Panciatici / Ragues	14th (8th in LMP2)
------------------	------	----	--------------------------------	--------------------

2014

Signatech-Alpine	A450b	36	Chatin / Panciatici / Webb	7th (3rd in LMP2)
------------------	-------	----	----------------------------	-------------------

2015

Signatech-Alpine	A450b	36	Capillaire / Chatin / Panciatici	110 L
------------------	-------	----	----------------------------------	-------

2016

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

2017

Signatech Alpine Matmut	A470	35	Panciatici / Ragues / Negrão	4th (3rd in LMP2)
-------------------------	------	----	------------------------------	-------------------

ALPINE

Signatech Alpine Matmut	A470	36	Dumas / Menezes / Rao	10th (8th in LMP2)
2018				
Signatech Alpine Matmut	A470	36	Lapierre / Thiriet / Negrão	5th (1st in LMP2)
2019				
Signatech Alpine Matmut	A470	36	Lapierre / Thiriet / Negrão	6th (1st in LMP2)
2020				
Signatech Alpine Elf	A470	#36	Negrão / Laurent / Ragues	8th (4th in LMP2)

L: laps

C: category win

E: Energy Efficiency Award

P: Performance Award

PP: pole position

FL: fastest lap

PARTNERS

ELF

www.elf.com

Matmut

www.matmut.fr

Réseau Renault

www.renault.fr

Identicar

www.club-identicar.com

Thiriet

www.thiriet.com

Havas Group

www.havasgroup.com

Dewesoft

www.dewesoft.com

Bahco

www.bahco.com

ixell

www.ixell.com

Sabelt

www.sabelt.com

PRESS CONTACT

Christophe Deville

Alpine Motorsport Communication Manager

Tel: +33 (0)6 72 84 63 24

Email : christophe.deville@alpinecars.com

www.alpinecars.com

www.media.groupe.renault.com

TWITTER

@Alpinecars

@SignatechAlpine

FACEBOOK

@alpinescars

@AlpineEnduranceTeam

INSTAGRAM

@alpinecars

@alpine_endurance_team