



CONTENTS

PRESS RELEASE

Pierre Ragues aims for podium return in 11th Le Mans 24 Hours

PRESS RELEASE

Top start for Pierre Ragues and Signatech Alpine Matmut after official Le Mans test day

24 HOURS OF LE MANS

Official Schedule

CHAMPIONSHIP STANDINGS

FIA World Endurance Championship Tables

PIERRE RAGUES

Career to Date and CV

SIGNATECH ALPINE MATMUT

Team Profile

ALPINE A470-GIBSON

Technical Specifications

SPONSORS

GroupAuto

Ellip6





PIERRE RAGUES AIMS FOR PODIUM RETURN IN 11TH LE MANS 24 HOURS

Press Release – 9 June 2016

French endurance ace Pierre Ragues has set his sights on a top-three finish in class in the 2017 edition of the 24 Hours of Le Mans, the 85th running of the prestigious, world-renowned motorsport event.

For Ragues, this year's edition will represent an impressive eleventh participation at Le Mans, which is located just 75 minutes from his hometown of Caen. It has become, over the years, very much a home from home for the racer.

Having contested the endurance classic across all classes from LMP1, LMP2 to GTE-Am, Ragues moves back to the competitive LMP2 category for 2017, joining the Signatech Alpine Matmut team. It's familiar territory for Ragues, as he claimed the 2013 European Le Mans Series title with the squad.

It was alongside Nelson Panciatici that Ragues claimed that title, so it's no wonder that they are eyeing a competitive performance as teammates in this year's Le Mans, with Brazilian André Negrão making up the trio of drivers in the #35 Alpine A470.

The crew made an encouraging season debut at the 6 Hours of Spa-Francorchamps in May, showing podium potential immediately, something they aim to harness at Le Mans. The official test day on Sunday 4 June gave the team and drivers an opportunity to build momentum for the most important event of the season.

Across eight hours of testing, the only chance to drive the 13.629 km Circuit de la Sarthe ahead of free practice, the team set the fastest LMP2 time out of all 25 entrants. They will now use free practice to finalise the set-up of the Alpine A470 before the three qualifying practice sessions, which includes a night session. Pierre, meanwhile, has also had a further session in the Ellip6 simulator to prepare himself for the big event.

As always, no Le Mans week is complete without the popular scrutineering, driver autograph session and drivers' parade, all of which combine to make Le Mans one of the standout events on the motorsport calendar. Another unpredictable factor will be the weather, which can often arrive unexpectedly and cause decisive changes in race strategy. Just as last year, when the race started under the safety car due to heavy rain, the teams and drivers will also have one eye on the skies.

Pierre said: *"Le Mans is the highlight of the year for me, and it is always an honour to be part of such a great, exciting spectacle. I can hardly believe this is the 11th time I've had the chance to compete in the race, but I hope to use all of my experience to help our team to a podium finish. It's great to be part of the Signatech Alpine Matmut squad again, especially as the memories of our 2013 ELMS title-winning season are still fresh in my mind. I am also thankful to have the support of my teammates Nelson and André; we've already gelled nicely as a crew and I'm excited to see what we can do. The official test day went really well, and as a team we left with the fastest LMP2 time over both sessions. We know it will be a tough challenge in LMP2 with so many strong contenders, but we're also confident in our potential. This race is more than performance over one lap, so we have to make sure we use the practice sessions to prepare ourselves fully and to perform at our maximum level. I have also had another session in the Ellip6 simulator, which has added to my confidence level. Hopefully, after 24 hours, the chequered flag will greet us with a top-three finish in class. As always, I am grateful to my partners for all their support. I hope we can deliver a fitting result for all of us."*





TOP START FOR PIERRE RAGUES AND SIGNATECH ALPINE MATMUT AFTER OFFICIAL LE MANS TEST DAY

Press Release - Sunday 4 June 2017

Pierre Ragues and the Signatech Alpine Matmut LMP2 team enjoyed a trouble-free and competitive start to the 2017 edition of the 24 Hours of Le Mans, as the #35 crew topped the LMP2 timesheets in both official test sessions.

For Signatech Alpine Matmut, who are fielding two cars into Le Mans, and indeed who won the LMP2 class last season, test work centred on aerodynamics, car balance, tyre evaluation and brakes. For Pierre, in addition to set-up work on the #35 car, he reacquainted himself with the circuit on which he has contested the prestigious 24-hour race on ten occasions previously.

The opening four-hour session, held in dry and warm conditions, saw the top-three cars separated at one point by just 0.7-seconds, showing just how closely fought the competition is this season.

The #35 crew completed 38 laps over the four hours with all three drivers on good pace, albeit with different work programmes. It was André Negrão who claimed the best time of the session, a 3:29.809, but Pierre was more than satisfied with his own personal performance and contribution to the team's run plan.

As the temperatures increased for the afternoon's four-hour test, Pierre's focus was on long runs, and establishing an important baseline for Le Mans week. Nelson Panciatici made good use of new Dunlop tyres to claim the fastest lap of the afternoon – and the best LMP2 time of the entire day – an impressive 3:28.146. It represented a real statement of intent for the Signatech Alpine Matmut crew.

A change to the LMP2 technical regulations for 2017 means that cars are more powerful than last season, and the initial lap times of the 13.629km Circuit de la Sarthe track show just what increases have been made.

Based on the official test, Pierre is set for a competitive 11th Le Mans inside the cockpit of the Alpine A470 alongside Negrão and Panciatici. The timings for the official test day can often be inconclusive, but it is clear that there is stiff competition among the 25 entered LMP2 cars.

Pierre said: *"What a way to start the Le Mans period! We had a fantastic day, completing 70 trouble-free laps and working well as a team to finish on top of the LMP2 timesheets in both sessions. We know this is just testing, but it gives us real motivation to know we can compete at the sharp end in a strong field of 25 LMP2 cars out of the 60 cars in total. I am happy with the job we have done, and in my own pace and performance. Nelson and André performed really well, and it's a pleasure for me to line up alongside these guys, in a professional team such as Signatech Alpine Matmut. We worked hard – on aero, tyres, car balance and brakes – but we've achieved everything we wanted to. Thanks to everyone at Ellip6 for the valuable pre-event sim work, which has really paid off, and to my personal partners too for their support. We are looking in good shape, but as ever this one is a marathon not a sprint with a long way still ahead of us."*





24 HOURS OF LE MANS – OFFICIAL SCHEDULE

Sunday 11 June

14:30-19:00 Administrative Checking and Scrutineering

Monday 12 June

09:30-18:00 Administrative Checking and Scrutineering

13:30-14:00 Signatech Alpine Matmut #35

Tuesday 13 June

10:30-10:45 Drivers' Photo Session

17:00-18:30 Drivers' Autograph Session

Wednesday 14 June

16:00-20:00 Free Practice Session

22:00-00:00 Qualifying Practice Session

Thursday 15 June

19:00-21:00 Qualifying Practice Session

22:00-00:00 Qualifying Practice Session

Friday 16 June

17:30-19:00 Drivers' Parade

Saturday 17 June

09:00-09:45 Warm-up Session

15:00 Start of 85th 24 Hours of Le Mans

Sunday 18 June

15:00 End of 85th 24 Hours of Le Mans





FIA WORLD ENDURANCE CHAMPIONSHIP STANDINGS

The 24 Hours of Le Mans is the most prestigious race on the 2017 FIA World Endurance Championship calendar and is worth double the number of points of any other race this season.

Pierre and Signatech Alpine Matmut scored points in their only round of the season so far, the 6 Hours of Spa-Francorchamps, but a good result at Le Mans would see them rocket up the table.

FIA ENDURANCE TROPHY FOR LMP2 DRIVERS

1=	H-P Tung / O. Jarvia / T. Laurent	40 points
2=	R. Rusinov / P. Thiriet / A. Lynn	37 points
3=	J. Canal / N. Prost / B. Senna	36 points
4=	G. Menezes / M. Rao	22 points
5=	F. Perrodo / E. Collard	17 points
6	M. Vaxiviere	15 points
7=	M. Beche / D. Heinemeier Hansson / N. Piquet T. Graves / J. Hirsch / J-E. Vergne	14 points
8	N. Lapierre	12 points
9=	R. Dumas / R. Gonzalez / S. Trummer / V. Petrov	10 points
10=	P. Ragues / A. Negrao / N. Panciatici	8 points*
11	D. Cheng / A. Brundle / T. Gommendy	5 points
12	B. Hanley	2 points
13=	N. Moore / P. Hanson / K. Chandhok	0 points

**Only one round of the Championship contested*

FIA ENDURANCE TROPHY FOR LMP2 TEAMS

1	DC Racing	40 points
2	G-Drive Racing	37 points
3	Rebellion Racing	36 points
4	Signatech Alpine Matmut (#36)	22 points
5	TDS Racing	17 points
6=	Rebellion Racing / Manor Motorsport	14 points
7	Manor Motorsport	10 points
8	Signatech Alpine Matmut (#35)	8 points*
9	DC Racing	5 points

**Only one round of the Championship contested*





PIERRE RAGUES – CAREER TO DATE AND CV

NATIONALITY	French
DATE AND PLACE OF BIRTH	10 January 1984 (age 33) – Caen
LANGUAGES	French, English, Italian
MARITAL STATUS	Single
WEBSITE	www.pierreragues.com
HOBBIES	Karting

Endurance champion Pierre Ragues has built up a successful racing career on the back of firm foundations laid in the competitive field of karting. Following initial seasons in Formula Renault and Formula Masters, Pierre soon found his spiritual home in endurance racing, in which has competed since 2006.

Well versed in both LMP2 and LMP1 categories, Pierre became an integral member of the Signature team for their debut endurance season in 2009. An official association with Aston Martin in 2010 saw the team take second place in the LMP1 team's classification, which led Pierre to stay in LMP1 for 2011 with his former team OAK Racing. Pierre enjoyed a competitive second half to the season with three consecutive points finishes, underpinning his position as one of the team's shining lights.

He rejoined Signature in 2012 as part of the G-Drive by Signatech-Nissan team, taking part in the World Endurance Championship from Spa onwards. Fourth at Le Mans and a third place podium at Silverstone heralded a successful return to the team for the amiable Frenchman. One year later, under the new Signatech-Alpine name, Pierre took the ELMS title and cemented his position as one of endurance racing's most trusted and successful drivers.

Looking for fresh challenges in 2014, Pierre made an exceptional transition into the competitive world of rallying, joining several rally events with impressive performances. Pierre also took part in his eighth Le Mans with Larbre Competition, while also joining Morand Racing for a number of ELMS races, which included a stunning win at Paul Ricard.

He continued with a joint rally and endurance programme in 2015 but moved into the competitive FIA World Endurance Championship with TEAM SARD Morand. Pierre registered an impressive podium in his first event of the year at Spa and was frequently the quickest silver driver in the field, often among the quickest of anyone in the competitive LMP2 class.

Continuing to show his class in rally and endurance, Pierre joined Larbre Competition for 2016, making his debut in the GTE-Am category. It was a move that paid off with podiums at Silverstone, Spa, Nürburgring and Circuit of the Americas.





2017 saw a move back to LMP2 with the reigning champions, Signatech Alpine Matmut, where he is embarking on a renewed campaign, including an 11th participation at the Le Mans 24 Hours.

2017

- 11th participation in 24 Hours of Le Mans
- 6 Hours of Spa-Francorchamps
- World Endurance Championship (Signatech Alpine Matmut)
- French Rally Championship (selected events: Rallye de Mézidon-Canon outright winner; Rallye du Touquet; Rallye de la Cote Fleurie R5 win and podium)

2016

- 6 Hours of Nürburgring / 6 Hours of COTA (3rd GTE-Am)
- Tenth participation in 24 Hours of Le Mans (Larbre Competition – Corvette)
- 6 Hours of Silverstone / 6 Hours of Spa-Francorchamps (3rd GTE-Am)
- World Endurance Championship (Larbre Competition – Corvette)
- French Rally Championship (selected events, Rallye du Touquet R5 podium; Rallye de la Cote Fleurie R5 win and podium)

2015

- World Endurance Championship (TEAM SARD Morand)
- 6 Hours of Spa-Francorchamps (3rd LMP2)
- French Rally Championship (selected events, Rallye du Touquet R5 podium; Rallye de la Cote Fleurie R5 win and podium)

2014

- World Endurance Championship (NewBlood by Morand Racing – 1 win)
- 24 Hours of Le Mans (Larbre Competition)
- French Rally Championship (Lyon-Charbo)
- Coupe de France des Rallyes

2013

- European Le Mans Series Champion (Signatech-Alpine – 1 win, 2 podiums)
- 24 Hours of Le Mans (15th, 9th LMP2)

2012

- World Endurance Championship
- 6 Hours of Silverstone (3rd LMP2)
- 24 Hours of Le Mans (4th LMP2)

2011

- Intercontinental Le Mans Cup (OAK Racing, 5th LMP1)





- Petit Le Mans (6th LMP1)
- 6 Hours of Silverstone (5th overall)

2010

- Le Mans Series (Signature and Aston Martin Racing Official Partner Driver – 2nd LMP1)
- 24 Hours of Le Mans (Signature and Aston Martin Racing Official Partner Driver – 6th til RET)

2009

- Le Mans Series (Signature Plus, 6th LMP1)
- 24 Hours of Le Mans (Signature Plus, 11th)

2008

- Le Mans Series (Groupe Pescarolo Automobiles, Team Saulnier Racing, 5th LMP2)
- 1000km of Nürburgring (2nd)
- 24 Hours of Le Mans (Groupe Pescarolo Automobiles, Team Saulnier Racing, 3rd LMP2)

2007

- Formula Master (Team Euronova, 3rd place at Oschersleben)
- F3000 (Team ASR, Victory Bologna Motorshow)
- Karting Super ICC (10th in European Championship)

2006

- Le Mans Series (Team Paul Belmondo Racing LMP2)
- 24 Hours of Le Mans (Team Paul Belmondo Racing – Debut)
- Karting Super ICC (10th place in European Championship elite, 18th in World Championships)

2005

- Formula Renault 2.0 (Epsilon Sport)
- Karting Super ICC French Championship (Victory in 24h of Le Mans karting)
- Karting World Cup (8th Sarno, top French driver)

2004

- Formula Renault 2000 (Team SG Formula)
- Karting (French and European Championships)

2003

- Formula Campus (French Formula Campus, Renault Elf Vice Champion with 1 win, 8 podiums, 3 poles)

1994-2003

- Various Karting Championships





SIGNATECH ALPINE MATMUT

Founded in 1990 when it was known as Signature, the Signatech team has been supplying Alpine with technical, sporting and logistics support for its racing programme since 2013. The history of the Signatech 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, 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 Signatech Group employs around forty people in four departments: Racing, Engineering, Events Management and Vintage Vehicles (restoration). 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 equipped with 3D Solidworks CAD solution, a bodywork/composite fibre department and a mechanical parts production workshop. An Ellip6 simulator is used for driver training and to devise technical simulation programmes.

Signatech's competitive record includes 19 titles, 83 race wins, 51 pole positions, 492 podium finishes and 50 lap records, acquired in single-seater racing and endurance.

Alpine in Endurance

In order to support the development of his brand, Jean Rédélé has always put his faith in racing. Whether in rallying, single-seater racing or endurance, Alpine cars have impressed, whilst also winning over the fans. At the 24 Hours of Le Mans, this passion for the brand developed in two stages: the «blue period» between 1963 and 1969 and the «yellow period» between 1973 and 1978. And now, the third chapter of this love affair is being written right in front of our eyes!

The Fastest Litre of Petrol in the World

In 1962, Jean Rédélé began 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 Strikes Back!

Thirty-five years later, Alpine returned to racing in order 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 (7th overall).

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. Although the no.35 Baxi DC Racing Alpine suffered a chronic run of bad luck, the no.36 Signatech-Alpine had an exceptional season. The crew of Lapierre, Menezes and 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 in Shanghai! After nine races, the no.36 car amassed a total of seven podium finishes.

On 17 June 2017, Alpine will line up at the start of the 24 Hours of Le Mans for the sixteenth time. The A470s will be the 60th and 61st cars officially entered at the world famous Le Mans race.





ABOUT THE ALPINE A470 - GIBSON

For the 2017 season, the LMP2 category has undergone a major transformation, with the application of new technical regulations and a generation of cars with substantially improved performance. Homologated by the FIA, the chassis of the Alpine A470 is powered by a 600bhp V8 engine, which has been provided by Gibson Technology and is identical for all competitors in the category.

The monocoque design and some mechanical components – such as the gearbox – are derived from the Alpine A460. Oreca’s work focused in particular on integrating the new powertrain and on aerodynamics. Obtained following extensive work using CFD (Computational Fluid Dynamics), the contours of the A470 reveal a level of refinement never previously attained on cars in the LMP2 category. Estimates made using simulations suggest that the cars will gain three to four seconds per lap on “traditional” circuits and between eight and ten seconds per lap on the 24 Hours of Le Mans circuit. Maximum speed is expected to be close to 330kph.

CHASSIS

Structure	Carbon, honeycomb monocoque
Bodywork	Carbon/ kevlar
Suspension	Double wishbone with pushrods, PKM shock absorbers
Steering	Electric power-assisted
Length	4,745mm
Width	1,895mm
Height	1,045mm
Front track	1,570mm
Rear track	1,550mm
Wheelbase	3,005mm
Weight	930kg

ENGINE

Type	Gibson G K-4 2 8
Configuration	Normally-aspirated V8 at 90°
Capacity	4,200cc
Maximum power	603bhp
Maximum engine speed	9,000rpm
Lubrication	Dry sump /multistage oil pump
Electronic control unit	Cosworth

GEARBOX

Make	Xtrac
Type	Magnesium housing, transversally-mounted
Gearshift	Steering wheel mounted paddles
Speed	6 + reverse





WHEELS

Tyres	Dunlop 30-68/R18 (front) and 3 1 -71/R18 (rear)
Front wheel rims	12.5"x18"
Rear wheel rims	13"x18"

BRAKES

Discs	Ventilated carbon
Callipers	Six-piston one-piece

SAFETY

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





SPONSORS

GROUPAUTO

GroupAuto is a founding member of the GroupAuto Union (GIE), which was formed back in 1990.

GroupAuto International is a network of multi-specialists for distribution of spare parts and services for cars, light vans, trucks and commercial vehicles.

The company gathers national groups of independent distributors around common international strategies, taking into account the diversity of its members: geographic, cultural, economic, number of vehicles in circulation. Among other guiding principles, the group respects the freedom of action of its members, encourages self-discipline, promotes the use of original equipment or matching quality part, and develops loyalty of its members toward approved suppliers.

GroupAuto is the ideal link between its manufacturing partners and its members in each country, including GroupAuto France; the company proves that although no-one is perfect or indispensable, business is still people. It also proves that although they never choose just one partner in a given sector, they never choose all of them either. Furthermore, the wealth of knowledge comes from 'cross-fertilisation'. Somewhere there is always an idea, an initiative to discover and use to everyone's benefit.

With its 20 international groups and its approved partners, GroupAuto constantly applies the idea of cross-fertilisation. And GroupAuto knows that Europe, the world and the automotive sector are increasingly often being built with technical rules. These norms are identical for all and it is necessary to offer all clients the same quality and reliability.

Applying these simple principles, GroupAuto proves the adage: the strength of a group is always superior to the sum of the forces of the individuals that compose it.

For more information about GroupAuto:

www.groupautointernational.com

www.groupeautounion.fr

www.ragues.fr





ELLIP6

Ellip6 is an innovative French company offering simulator entertainment concepts to the public and corporations. The groundbreaking simulator centres allow people the chance to experience the thrill of driving a race or rally car, as well as flying a helicopter.

Ellip6 simulators accurately reproduce the intense sensations of motor racing with no fuel, no speed limits and no risks! Whether for novices, amateurs, professional drivers, gamers or businesses, there is an Ellip6 solution for everyone.

The company's partnership with Pierre Ragues is a perfect example! Through a mutually beneficial programme, Ellip6 simulators allow the Caen star to get up to speed at all the circuits at which he races in the World Endurance Championship, as well as providing invaluable support to his rally programme.

www.ellip6.com

