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## PIERRE RAGUES AIMS HIGH WITH SIGNATECH ALPINE ELF AT 13<sup>TH</sup> LE MANS

Press Release

12 September 2020

Pierre Ragues will return to the fabled Circuit de la Sarthe for the postponed running of this year's 24 Hours of Le Mans, the highlight on the endurance racing calendar, aiming to fight for a podium finish in the LMP2 class.

The iconic event was moved from its traditional June slot due to the impact and restrictions imposed by the global COVID-19 pandemic. In its place, a virtual 24-hour race was held, bringing together 200 competitors - including Pierre - from 37 different countries.

Taking part in the unique esports event from the studio in Paris, Pierre was able to join the FIA World Endurance Championship (WEC) and the wider motorsport community to celebrate Le Mans in lieu of the actual event. Now, three months on, teams will converge in person at Le Mans for the 88<sup>th</sup> edition of the classic race in very different circumstances to normal.

Sadly, ongoing restrictions mean that members of the public are prohibited from physically attending the event. There will be none of the usual fanfare with no drivers' parade or pit walk, but the track action will nonetheless be broadcast around the world, allowing fans to follow the 24 Hours of Le Mans - the penultimate round of the revised 2019-20 WEC season - remotely.

Organisers, Automobile Club de l'Ouest, have worked closely with the FIA, WEC and the local authorities to ensure the event will be fully compliant with COVID regulations and with safety of the Le Mans 'bubble' of utmost importance.

As a consequence, the event itinerary will be more intense than a typical Le Mans week with all pre-race sessions condensed into a shorter schedule, and the usually public scrutineering taking place behind closed doors at the track. However, the on-track action will surely not lack any of the usual high drama and intensity once the race gets underway on Saturday afternoon.

There will also be a new element for 2020: The Le Mans Hyperpole, which will see the fastest six cars from qualifying practice, in each of the four classes, battle it out in an all-out speed chase to determine the leading positions on the grid.

For Pierre, this year's edition will mark an incredible 13<sup>th</sup> participation at Le Mans, as he joins the Signatech Alpine Elf team, who have taken LMP2 honours over the past two editions. Pierre has put in competitive showings with the team during the 2019-20 FIA WEC season, alongside team-mates Thomas Laurent and André Negrão, with a podium at Silverstone the highlight so far! Misfortune has hampered the team's progress, but the pace and potential of the #36 Alpine A470-Gibson has been clear.

60 cars will take to the 13.6km circuit for the opening practice on Thursday morning, with almost 11 hours of track time available on that day alone. There will be a total of 24 cars in the competitive LMP2 category, offering Pierre and the Signatech Alpine Elf squad an opportunity to showcase their talents against a strong field.





While the team has previously proved its capabilities, Pierre too is no stranger to success at Le Mans, having scored a class podium in 2008 and again in 2017, when he was fourth overall. There is no official test day for this year's event but the recent 6 Hours of Spa-Francorchamps proved a useful reacquaintance for teams and drivers, as all attention turns to the biggest event of them all... the 24 Hours of Le Mans.

Pierre said: *"In a year as disrupted and difficult as this one, it is heartening that the 24 Hours of Le Mans has been allowed to go ahead. This is a result of hard work on the part of the ACO, the FIA, WEC and the authorities to permit the race to take place under strict guidelines. It is important that we all respect and comply to these precautions and to stay safe. We will miss the presence of the fans at the track, which will definitely give the event a different vibe, but we hope everyone will follow online and cheer us on. We saw from the Virtual 24 Hours event in June that there is loads of support around the world for this special event. I am honoured to have the chance to compete in my 13<sup>th</sup> Le Mans with Signatech Alpine Elf alongside my team-mates Andre and Thomas. We have shown during the season that we have the capability to score good results, but things haven't always gone our way; I hope this will be different for 'the big one', but we know that over 24 hours we will have things to deal with. Thankfully, we have a hard working and dedicated team, who have shown their spirit and determination. It will be a Le Mans like no other, but hopefully one where we can uphold the Signatech Alpine Elf name and secure a strong result."*

#### 2019-2020 FIA World Endurance Championship (after six rounds)

##### Trophy for LMP2 Drivers

1. F. Albuquerque / P. Hanson	120 points
2. P di Resta	105 points
3. H-P. Tung / W. Stevens	98 points
4. F. van Eerd / G. van der Garde	91 points
5. G. Aubry	90 points
6. A-F Da Costa / R. Gonzalez	80 points
7. A. Davidson	79 points
8. A. Borga / N. Lapierre	79 points
<b>9. A. Negrao / P. Ragues / T. Laurent</b>	<b>64 points</b>

##### Trophy for LMP2 Teams

1. United Autosports	120 points
2. Jackie Chan DC Racing	98 points
3. Racing Team Nederland	91 points
4. JOTA	89 points
5. Cool Racing	79 points
<b>6. Signatech Alpine Elf</b>	<b>64 points</b>





## 24 HOURS OF LE MANS – OFFICIAL SCHEDULE

### Wednesday 16 September

08:00-18:00 Administrative Checking and Scrutineering (behind closed doors)

### Thursday 17 September

10:00-13:00 Free Practice Session 1

14:00-17:00 Free Practice Session 2

17:15-18:00 Qualifying Practice

20:00-00:00 Free Practice Session 3

### Friday 18 September

10:00-11:00 Free Practice Session 4

11:30-12:00 Le Mans Hyperpole (top six cars from each class)

### Saturday 19 September

10:30-10:45 Warm-up Session

14:30 Start of 24 Hours of Le Mans

### Sunday 20 September

14:30 End of 24 Hours of Le Mans

\*All times local

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## WHERE TO WATCH IN 2020?

The 2020 edition of the 24 Hours of Le Mans will be like no other, taking place behind closed doors. While the lack of passionate fans on-site will undoubtedly change the atmosphere at the track, the support from around the world will continue to be unparalleled. There are plenty of ways to follow the action - on TV, online and on devices.

In France, the whole race will be broadcast live on Eurosport 2 starting at 14:00 on Saturday 19 September and finishing at 15:00 the next day. It will also be available on Eurosport Player. Eurosport will also be covering the Hyperpole qualifying session on Friday. The race, meanwhile, will be on France 3 and [www.France.tv](http://www.France.tv), from 14:16 to 17:06 on Saturday, 00:15 to 11:45 and 12:55 to 14:55 on Sunday.

Internationally, there will be coverage in Germany and the UK, as well as TV2 Denmark, ORF, Viasat and RTL Netherlands, among others. Further afield, see Fox Latin for South America, Motortrend for the whole race in the USA and Velocity and Discovery in Canada. Full coverage via J Sports in Japan and Tencent in China.

Live timing will be available for lap times and rankings, while the various social media platforms are as follows:

<b>Facebook</b>	24 Heures du Mans
<b>Instagram</b>	@24heuresdumans
<b>Twitter</b>	@24hoursoflemans or @24heuresdumans
<b>YouTube</b>	24 Heures du Mans

Don't forget, there is also the FIA WEC 24 Hours of Le Mans **App**

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## PIERRE RAGUES – CAREER TO DATE

<b>NATIONALITY</b>	French
<b>DATE AND PLACE OF BIRTH</b>	10 January 1984 – Caen
<b>LANGUAGES</b>	French, English, Italian
<b>WEBSITE</b>	<a href="http://www.pierreragues.com">www.pierreragues.com</a>
<b>HOBBIES</b>	Karting

### ABOUT PIERRE RAGUES

Endurance champion Pierre Ragues has built up a successful racing career on the back of firm foundations laid in the competitive field of karting. Since 2006, he has become one of the most trusted pair of hands in endurance racing with championship titles, race wins and a fearless on-track attitude.

Pierre is well versed in LMP1, LMP2 and GTE classes, being hand-picked by manufacturers like Aston Martin and Nissan, as well as some of world endurance racing's finest teams: Signature, OAK Racing, Larbre Competition, Morand and Duqueine Engineering.

In 2010, Pierre took second on the LMP1 team classification with Aston Martin, kick-starting an impressive run of performances and results. 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 were highlights. One year later, under the new Signatech-Alpine name, Pierre took the European Le Mans Series title.

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 in the opening two rounds at Silverstone and Spa, and a competitive performance at Le Mans. He scored a total of four podium finishes with third places also at Nürburgring and Circuit of the Americas.

For 2017, in addition to success on the rally stages, Pierre landed a seat with reigning LMP2 champions, Signatech Alpine Matmut, and participated at Spa, Le Mans and Nürburgring. Demonstrating his





longevity and experience at the pinnacle of endurance racing, Pierre marked his 11th participation in the 24 Hours of Le Mans, claiming an impressive podium finish in LMP2 and fourth overall.

2018, Pierre joined the Duqueine Engineering team for a European Le Mans Series campaign, where he continues into 2019. In the opening round of the season, starting from eighth on the grid, Pierre showed his immense race craft by storming to the front of the pack, through a series of breath-taking overtaking manoeuvres that underscored his talent. 2019 also saw Pierre's 12th participation at Le Mans, in which he finished seventh in LMP2.

For the 2019/2020 FIA World Endurance Championship, Pierre re-joined Signatech Alpine with whom he has shared so much success in his career. The team, reigning champions in LMP2, put their faith in Pierre as part of their three-driver line-up. They started the new season strongly with a sensational second at Silverstone and they showed winning potential at COTA. Following an enforced break due to the COVID-19 pandemic, the campaign resumed at Spa-Francorchamps in August, in which the team once again showed its podium potential.

The 88<sup>th</sup> running of the Le Mans 24 Hours will offer Pierre another chance to shine on the international endurance stage.







## PIERRE RAGUES - CAREER CV

### 2020

- FIA World Endurance Championship (Signatech Alpine Elf)
- 4 Hours of Silverstone (3rd place)
- Virtual 24 Hours of Le Mans

### 2019

- European Le Mans Series (Duqueine Engineering)
- 4 Hours of Le Castellet (3rd place – having taken the lead from eighth on grid)
- 12th participation in Le Mans 24 Hours (12<sup>th</sup> O/A, 7<sup>th</sup> in LMP2)

### 2018

- European Le Mans Series (Duqueine Engineering)
- 4 Hours of Le Castellet (3rd place)
- Rallye de le Cote Fleurie (Citroën DS3 WRC, outright victory)

### 2017

- 11th participation in 24 Hours of Le Mans (LMP2 podium and 4th overall)
- 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 – Podium at Spa, ninth Le Mans)

### 2014

- European Le Mans Series (Morand Racing – 1 win at Paul Ricard)

### 2013

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

### 2012

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







## 2011

- Intercontinental Le Mans Cup (OAK Racing, 5th in LMP1)
- Petit Le Mans – 6th LMP1, 7th Overall
- 6 Hours of Silverstone – 5th overall

## 2010

- Le Mans Series (Signature and Aston Martin Racing Official Partner Driver, 2nd in LMP1)
- 24 Hours of Le Mans (Signature and Aston Martin Racing Official Partner Driver, 6th until retirement)
- Karting KZ2 (Sodi/TM, 2nd in GPO Championship classification, winner of the Lyon Grand Prix)

## 2009

- Le Mans Series (Signature Plus, 6th in LMP1)
- 24 Hours of Le Mans (Signature Plus, 11th)
- Karting KZ2 (winner of Ostricourt Grand Prix)

## 2008

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

## 2007

- Formula Master (Team Euronova, 3rd place at Oschersleben)
- 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 participation)
- Karting Super ICC (10th place in European Championship Elite)

## 2005

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

## 2003-4

- Formula Renault 2000 (Team SG Formula)
- Formula Campus (French Formula Campus, Renault Elf Vice Champion with 1 win, 8 podiums, 3 poles)

## 1994-2003

- Various Karting Championship





## SIGNATECH ALPINE ELF

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 2,500m<sup>2</sup>, 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.

### 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 endurance 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.

The team continued its winning form over subsequent years, taking prestigious victory honours in LMP2 at the 2018 and 2019 editions of Le Mans, as well as the 2018-19 LMP2 teams' title. Signatech Alpine Elf heads to Circuit de la Sarthe in 2020 aiming to demonstrate once again why it is such a *tour de force* in endurance racing.





## ABOUT THE ALPINE A470 - GIBSON

The Alpine A470-Gibson has powered the Signatech Alpine Elf team to numerous victories and titles since its introduction for the 2017 season. The application of new technical regulations led to a new 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.

### 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	612bhp
Maximum engine speed	9,000rpm
Lubrication	Dry sump /multistage oil pump
Electronic control unit	Cosworth





## PARTNERS

### F1RST

F1rst was launched in 2018 as part of the wider Ragues Group of businesses, as a specialist in supply of automotive parts and tools. The fast-growing company has three main areas of business: consumable products, tooling and technical parts.

In the consumer area, the products cover a range of oils and lubricant sprays, protection kits and brake cleaners. Tooling covers bodywork trolleys, tool centres and cabinets and LEDs, while technical parts include items such as batteries, clutches, wheel bearings and EGR valves.

### ELLIP6

Ellip6 is an innovative French company offering simulator entertainment concepts to the public and corporations. The ground-breaking 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, as well as providing invaluable support to his rally programme.

[www.ellip6.com](http://www.ellip6.com)

### BOSCH

Bosch Motorsport develops and sells electronic complete systems and components for use in racing vehicles. Bosch Motorsport is your partner for systems and components for use in motorsport. We offer our customers a comprehensive product portfolio for a variety of automobile and motorcycle applications. You benefit from the Bosch Group's systems expertise, as well as from its integration know-how as the world's leading automotive supplier. Whether the application is a single vehicle or an entire spec electronics system, Bosch Motorsport is able to deliver.

<https://www.bosch-motorsport.com/>

