





In September 2020, Luca De Meo, announced the creation of Alpine F1 Team, a renaissance of Groupe Renault's F1 team, one of F1's most historic and successful.

Already recognised for its records and successes in endurance and rallying, the Alpine name naturally finds its place in the high standards, prestige and performance of Formula 1. The Alpine brand, a symbol of sporting prowess, elegance and agility, will be designated to the chassis and pay tribute to the expertise that gave birth to the A110.

It is part of Groupe Renault's strategy to clearly position each of its brands. For Alpine, this is a key step to accelerate the development and influence of the brand. Renault remains an integral part of the team, with the hybrid power unit retaining its Renault E-Tech moniker and unique expertise in hybrid powertrains.

Luca De Meo, CEO Groupe Renault: "It is a true joy to see the powerful, vibrant Alpine name on a Formula One car. New colours, new managing team, ambitious plans: it's a new beginning, building on a 40-year history. We'll combine Alpine's values of authenticity, elegance and audacity with our in-house engineering & chassis expertise.

That's the beauty of racing as a works team in Formula 1. We will compete against the biggest names, for spectacular car races made and followed by cheering enthusiasts. I can't wait for the season to start."

Alpine Today and Tomorrow

As part of Groupe Renault’s strategic plan ‘Renaulution’, Alpine unveiled its long-term plans to position the brand at the forefront of Groupe Renault’s innovation.

Alpine is arguably the epitome of French motoring, building on remarkable victories throughout its history. It is a brand with heritage and pedigree. It is also a factory with highly skilled specialists manufacturing the A110 in Dieppe.

The activities of Alpine Cars, Renault Sport Cars and Renault Sport Racing are united as one entity under the Alpine brand. The newly created entity intends to be a “new generation” automotive Brand for discerning, passionate early adopters.

Alpine will also leverage the scale and capabilities of Groupe Renault and the RNM Alliance including technology with the Alliance EV-native platform, a global manufacturing footprint, a powerful purchasing arm ensuring optimum cost competitiveness, a global distribution network and RCI Bank and Services. The clear objective is to be profitable in 2025 including investment in motorsport.

Alpine is present in 16 countries globally with a network of 74 dedicated dealerships.

Laurent Rossi, CEO Alpine:
“The new Alpine entity takes three brands with separate assets and areas of excellence to turn them into an empowered, fully-fledged business. The craftsmanship from our plant in Dieppe, the engineering mastery from our Formula One and Renault Sport teams will shine through our tech-infused, 100% electric line-up, taking the beautiful Alpine name to the future. We’ll be on the tracks and on the roads, authentic and high-tech, disruptive and passionate.”

“Formula 1 will be at the centre of the business unit. Alpine’s reputation has stemmed from racing and placing the pinnacle of motorsport at the heart of the company is certainly exciting. Formula 1 provides a fascinating marketing platform with half a billion fans worldwide. That brings the unique opportunity for the best possible global branding to create value around Alpine. In addition, Formula 1 is built on ingenuity and cutting-edge features, with every detail absolutely paramount to success. This Formula 1 know-how will play a seminal role in transitioning expertise from the track into our road cars.

“More immediately, as a team, we enter an exciting chapter in the sport with the 2022 regulation changes on the horizon. This marks a new era for Formula 1 and an opportunity to climb the summit. This year is a transitional year – as it is for all teams – and we look forward to racing and putting Alpine on the global stage.”



“**Formula 1** will be at the **centre** of the business unit.”

About Alpine Cars

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 70s, 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. The company 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 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; overall victory at the 24 Hours of Le Mans. The factory continued to release new and innovative road cars throughout the 70s and 80s, including the A310 V6 and the GTA. Alpine production would eventually cease in 1995.

In 2017, the brand presented the new A110, a sports car faithful to Alpine's timeless principles of compactness, lightness, agility and driving pleasure. Fast forward to 2021 and Alpine Cars, Renault Sport Cars and Renault Sport Racing join forces under the Alpine flagship, becoming the brand dedicated to innovative, authentic, exclusive sportscars of Groupe Renault.



The Alpine A110



Underpinning the A110 are the very same technical principles that were determined first by Jean Rédélé, 64 years ago and that has been evident in every Alpine car since, be it a dedicated competition machine or a road-going model.

Alpine cars draw their performance from compact dimensions, a particular focus on lightweight engineering and a high power-to-weight ratio, rather than extremely powerful engines and very wide tyres. A foundational Alpine principle is the elevation of driving pleasure - for drivers with any level of experience - over lap times, top speeds and acceleration figures. Importantly, Alpine cars must be comfortable and civilised in everyday use as well, which is especially true of the new A110.

The A110's aluminium body is both very strong and exceptionally light. The lightest

version of the car, the A110 Pure, weighs less than 1100kg (with fluids). The mid-engine configuration ensures perfect weight distribution for agile and responsive handling, while all-round double wishbone suspension gives a very high degree of control and precision in bends.

Ride comfort is a particular strength of the A110. All versions of the sports car use seven-speed paddle shift dual-clutch transmissions that deliver almost instantaneous gearshifts. The common engine is a 1.8-litre four-unit with a turbocharger. In the A110 Pure and Légende

this engine develops 252PS, while for the A110S that figure is increased by 40PS to 292PS. All versions of the A110 feature the same three driving modes: Normal, Sport and Track.

Inspired by the original 1962 A110 Berlinette, the A110's exterior design forms a link between Alpine's heritage and its future. Led by Frenchman Antony Villain, the design team set out to capture the spirit of Alpine in the car while also creating a design language that would stand the test of time. The twin front headlights, sculpted flanks, distinctive bonnet spine and wraparound rear screen

are clearly borrowed from the A110 Berlinette, while the LED running lights and 'X'-shaped LED taillights, with dynamic turn indicators, hint at the car's modern-day engineering and performance.

The car's clean, uncluttered silhouette has been achieved by working in parallel with the engineering team.

A completely flat underside and functional diffuser ensures optimal airflow and downforce. Although the exterior dimensions are very compact - contributing to the car's agility - the cabin still offers enough space for taller

drivers to sit comfortably, even if they're wearing a helmet.

Access to cabin is among the best in the sports car sector thanks to the low and narrow sill, while the interior itself mirrors the A110's lightweight construction. The floating centre console, for instance, gives a sense of lightness. Between two compartments the A110 offers 196 litres of storage space. The 96-litre compartment in the front is big enough for a pair of airline carryon cases, while the 100-litre rear compartment can accommodate two full-face helmets plus an overnight bag.

Alpine and Motorsport

Motorsport is in Alpine’s DNA. From the creation of the brand in 1955 to the present day, models with the arrowed A have always been entered in automobile competitions. Whether by the brand itself or through private commitments, Alpine has shone on rally stages or on circuits all over the world.

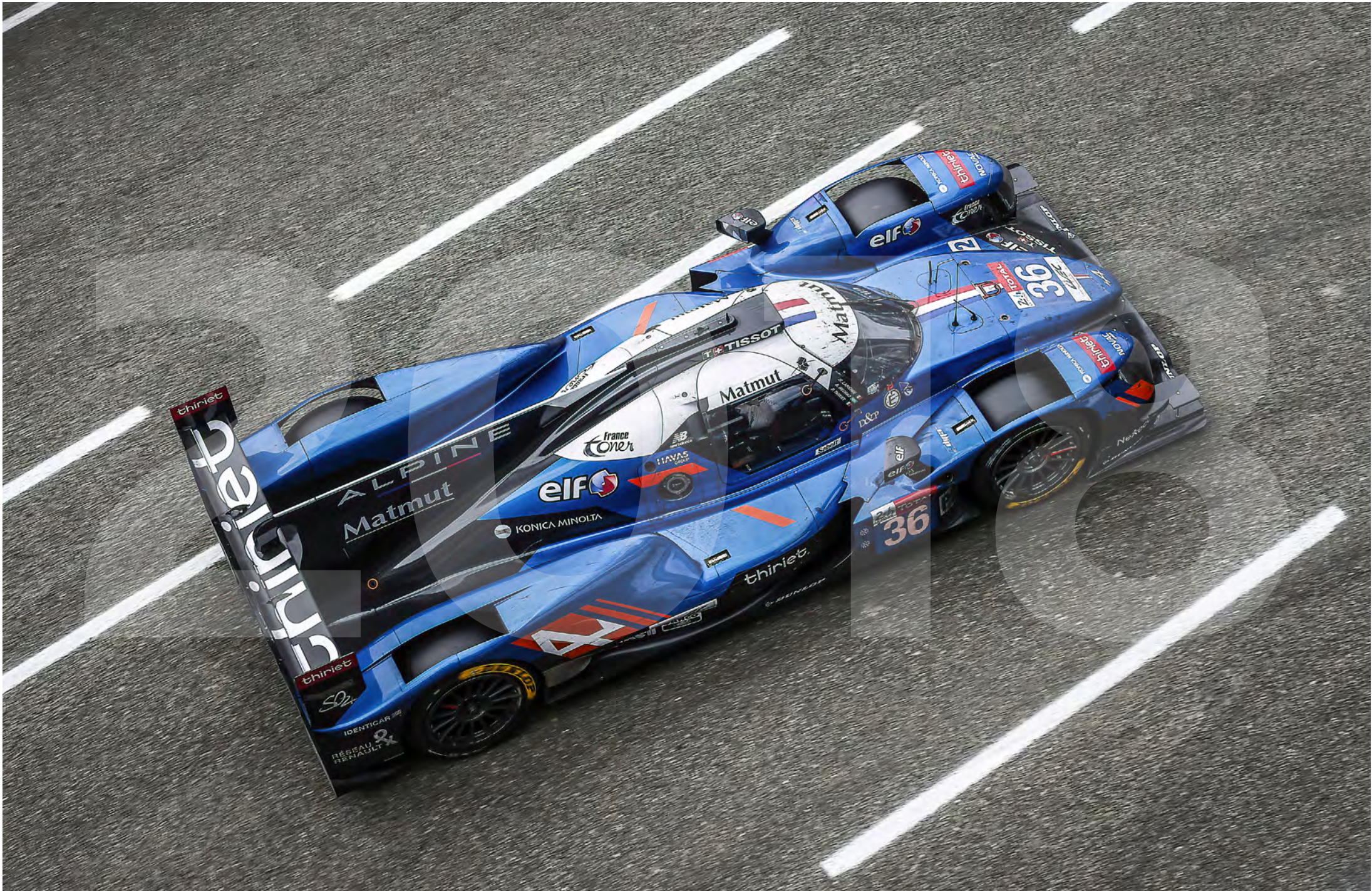
As soon as Alpine’s relaunch in 2012 was announced, a competition programme was decided to develop the brand’s awareness. This commitment was underlined in endurance racing, through a partnership with the Signature team, which has enjoyed numerous successes on international circuits.

The team, named Signatech Alpine, won the European Endurance Championship (ELMS) in its first season in 2013, and repeated the triumph the following year. Alpine’s intention has always been to take up challenges at the highest level. The team then met the challenge of the World Endurance Championship (FIA WEC) in the LMP2 category.

The results were not long in coming, after a victory and a podium finish in the 2015 season, Signatech Alpine won the 24 Hours of Le Mans and the LMP2 world title in 2016, a feat that the team repeated in the 2018-2019 ‘Superseason’ by winning both editions of the 24 Hours of Le Mans and the LMP2 world title.

The year 2021 will mark an important milestone in the history of the brand, with a commitment for the first time in its history to Formula 1, a return to the premier class of the World Endurance Championship, and the involvement in the FIA R-GT World Cup with Alpine Rally from customers competition program.

The Alpine name will be present in junior single seaters with the merger of the Formula Regional European Championship, certified by the FIA, with the Formula Renault Eurocup to create an all new competition, the Formula Regional European Championship by Alpine – certified by the FIA. The grid of a maximum of 36 cars in maximum three-car teams, and the possibility of an additional fourth in case of a female driver, will be powered by a 1.8-litre Renault engine, feature chassis by Tatuus and Pirelli tyres. New cars will be built in the racing department at the Alpine factory of Dieppe.





The team first entered the Formula 1 World Championship in 1977 as Renault with Jean-Pierre Jabouille and the famed R.S.01, which featured the first ever turbocharged engine in Formula 1.

Although initially going without success, the team secured its first points in the 1978 United States Grand Prix with Jabouille's fourth place. Regular success soon followed, and the team claimed its first Formula 1 victory in the 1979 French Grand Prix, again, with pioneer Jabouille, who was joined on the podium by René Arnoux after his legendary on-track battle with Gilles Villeneuve.

Over the next five years, more wins followed, with Alain Prost signing with the team from 1981 to 1983, a period in which the team won 11 races, including nine for Prost. The team continued in Formula 1 until 1985. For the latter part of the 1980s and 1990s, Renault focused its Formula 1 efforts solely on engine supply with extended success mainly with Williams.



The works Renault team did not return to Formula 1 until 2002 – housing its entry at Enstone for the first time.

By 2003 it was fighting for Grand Prix wins and podiums and in 2005 and 2006 claimed back-to-back world championship titles with Fernando Alonso for the first time in its history. The team continued in Formula 1 until 2011 with a handful of wins, the last of which occurring in the 2008 Japanese Grand Prix with Alonso. Renault returned to Formula 1 in 2016 with the aim of climbing

its way back to the front of the grid. In 2020, the team secured its first podium since the 2010 Belgian Grand Prix, courtesy of Daniel Ricciardo's fine effort in the Eifel Grand Prix before he repeated that feat in Imola weeks later with Esteban Ocon claiming second in Sakhir at the penultimate Grand Prix of the season.

Now, the team takes on a new guise in Alpine, ready to write the next chapter in its Formula 1 history with two-time world champion Alonso partnering Frenchman Ocon at the wheel of the A521.

Team History with Enstone

Enstone and Viry-Châtillon have collaborated to develop and enter a Formula 1 team since 1995, winning three Formula 1 Constructors' and Drivers' Championships during that time, including: Michael Schumacher in 1995 (Benetton-Renault) and Fernando Alonso's double for Renault F1 Team in 2005 and 2006.

The Enstone-Viry effort has completed 25 Formula 1 seasons under a number of guises between Benetton, Renault, Lotus and now, for the first time, Alpine. A whole host of world championship winning drivers have competed for the team during that

time from Schumacher and Alonso to Kimi Räikkönen and Jenson Button. Enstone and Viry are synonymous with Formula 1 as it begins its new chapter with Alpine, which is steeped in its own motorsport heritage, notably in rallying and endurance racing in the 1970s.

1995 – 2001
Benetton/Renault, Benetton/Playlife



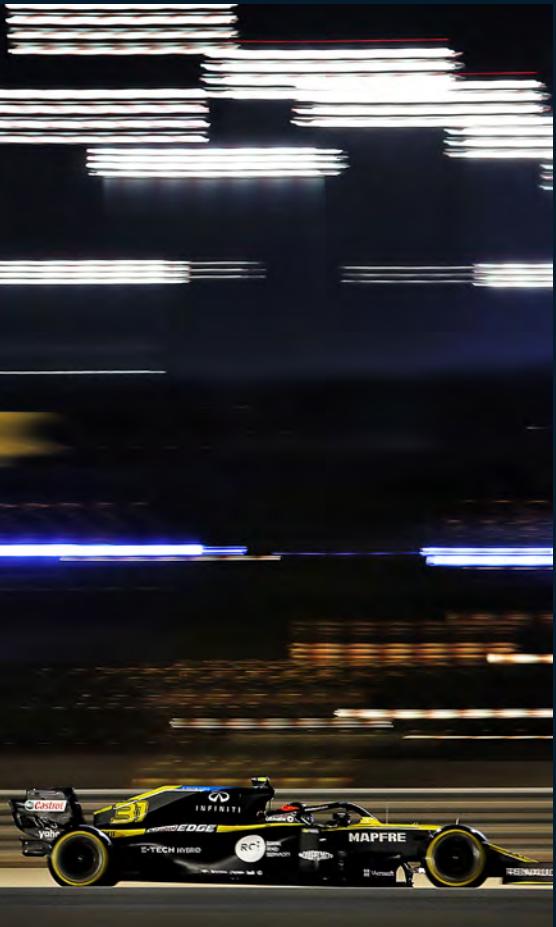
2002 – 2011
Renault F1 Team



2012 – 2014
Lotus F1 Team



2016 – 2020
Renault F1 Team



2021 –
Alpine F1 Team

1995 Brazilian Grand Prix (Benetton-Renault)
First entry

3 (1995; Michael Schumacher, 2005; Fernando Alonso, 2006; Fernando Alonso)
Drivers' Championships

3 (1995, 2005, 2006)
Constructors' Championships

25
Seasons

467
Grands Prix

34
Wins

27
Pole positions

126
Podiums

34
Fastest laps

First year with Enstone, first championship victory in the 90s

The Enstone-Viry collaboration began with immediate success in 1995 when Benetton-Renault claimed a Drivers-Constructors' Championship double. It was Michael Schumacher's second of seven career titles, having also won with the already Enstone-based Benetton the previous year. Johnny Herbert

finished the season fourth, contributing to the team's 137 points on its way to the Constructors' Championship. Benetton finished the 1996 and 1997 Formula 1 seasons third in the championship with Jean Alesi, Gerhard Berger and Alexander Wurz.



Double championship success in the 2000s

Benetton continued in Formula 1 under Renault power – branded Playlife between 1998-2000 – before Renault took over the entry, and the Enstone site, from 2002. The team finished fourth in 2002 and 2003 before edging closer to the top of the field in 2004 by finishing third. 10 years after partnering for its first title in 1995, the Enstone-Viry bases combined for its second

Driver-Constructor double when Fernando Alonso delivered his and Renault's first championship titles. The team repeated the feat in 2006 with Alonso adding a second championship trophy. During those two seasons, the team recorded 16 wins, 14 Pole Positions, 8 Fastest Laps, 21 further Podiums and 397 points from 37 races.



Lotus in the 2010s

Renault continued in Formula 1 until the end of the 2011 season with Lotus taking over the Enstone base under Viry's strong, V8, Renault power, which had contributed to Red Bull Racing's Championship success in 2010 and 2011. The team caught the eye with the signing of Kimi Räikkönen, marking the Finnish driver's return to the sport, alongside Romain Grosjean. The combination proved strong with the team punching above

its weight between 2012 and 2013, finishing fourth in the championship on both occasions with memorable Grand Prix victories in Abu Dhabi (2012) and Australia (2013) with Räikkönen. New engine regulations came into place in 2014 and Lotus opted for Mercedes power units for 2015, bringing a temporary end to the Enstone-Viry partnership, which had spanned 20 consecutive seasons.



Renault's return

Renault announced its intentions to return to Formula 1 at the end of 2015, ahead of the 2016 season, ending a four-year absence from the sport and reuniting the Enstone and Viry bases. The team finished ninth in 2016 before climbing its way through the championship over

the following years: sixth in 2017, fourth in 2018 and fifth over the last two seasons. Daniel Ricciardo's podium at the Eifel Grand Prix was the first Enstone-Viry podium since Grosjean's second place at the 2013 United States Grand Prix.

Alpine

Midway through the 2020 season, the team announced its plans for a rebrand in 2021 with Alpine F1 Team becoming the team's entry, maintaining Enstone as its chassis base and Viry for its power unit.



Alpine F1 Team HQ: Enstone

The Whiteways Technical Centre is based on the site of a former quarry and has housed a Formula 1 team since 1992. In the past, the facility has been home to Benetton, Renault and Lotus.

Now, Enstone is home to Alpine F1 Team’s A521 chassis operations with on-site facilities including: manufacturing, gearbox development and integration, electronics, research and development, wind tunnel, driver simulator, paint shop, engineering offices and the home base of the race team.

There are 750 employees at Enstone, made up of 32 different nationalities from across the globe, ranging from Britons to Cypriots, Kenyans to South Koreans.

Enstone has contributed to three championship victories, beginning with Benetton-Renault in 1995 and the double championship winning years in 2005 and 2006.

The low-lying ground provides an ideal location for the team’s operations with the Enstone buildings complying with the landscape restrictions in the Oxfordshire area, known as “an area of outstanding, natural beauty”. The area is also unofficially known as “motorsport valley” because of the number of Formula 1 teams based in the geographical triangle between Birmingham, London and Bristol in the United Kingdom. The factory receives frequent visits from the local wildlife throughout all four seasons. Rabbits and wild cats are the most common on the site, as are red kite and tawny owls in the air.



Viry-Châtillon

On the other side of the Channel, Viry-Châtillon, Paris, France, is the base of the Renault E-Tech 20B Power Unit design and development.

Located just south of the French capital, the Viry site is 25,300m² and employs over 500 people. The Formula 1 Power Unit is designed, assembled and tested in Viry.

Formula 1 operations in Viry began in 1976 following the close of the Alpine competition department. The factory manufactured the first turbocharged engine seen in Formula 1, the Renault-Gordini EF1 1.5litre V6. After supporting its own manufacturer team from 1977 to 1983, Renault first began its engine customer supply in 1983 with Team Lotus. Success soon followed, as did demand for more customer supply including deals with Ligier and Tyrrell in the 1980s. The first period of

extended success began with Williams who dominated the early part of the 1990s, winning the championship in 1992, 1993, 1994, 1996 and 1997. Contributing to the manufacturer team’s championship success in 2005 and 2006, Renault then supplied engines to Red Bull Racing, who clinched four consecutive championships between 2010 and 2013.

Recently, the factory has seen extensive upgrades to combat the growing technology capabilities in car racing. In more recent times, in 2018, a new engine dyno was installed to allow improved accuracy and refinement in the development of the Power Unit and, in 2019, a new 4000m² building was finalised to accommodate the growing workforce and to update the current facilities.



Viry: In 2019, a **new 4000m² building** was finalised to accommodate the growing workforce and to update the current facilities.

Laurent Rossi
CEO Alpine



Laurent was appointed Chief Executive Officer of the Alpine brand in January 2021.

He will report to Luca De Meo, Chief Executive Officer of Groupe Renault. He is a graduate of ENSEIHT and IFP School / ENSPM. He began his career in 2000 at Renault, in the mechanical engineering department.

In 2009, after obtaining an MBA from Harvard Business School, he was recruited by the Boston Consulting Group, where he worked in the New York office as an automotive expert. In 2012, he joined Google, where he was in charge of developing business relations with key accounts in the automotive industry. He then returned to Renault in 2018 and was appointed Director of Strategy & Business Development for Groupe Renault.

Alain Prost
Special Advisor



Alain is Special Advisor to the team, remaining in the role he has held since 2017.

Four-time Formula 1 world champion, Alain, is a legend in the sport, having won 51 races across 202 Grand Prix starts throughout the 1980s and 1990s.

Alain and Renault have a long working history. Alain raced for the Equipe Renault Elf F1 Team in the early part of his F1 career, from 1981 to 1983. Over this period, he won nine races, only missing the drivers' title in

1983 by two points. He resumed his relationship with Renault in 1993 after joining Williams. The Frenchman went on to dominate the championship with seven wins, securing his fourth and final world title in the process.

Alain is also a Non-Executive Director on the Board of Directors for Alpine F1 Team.

Marcin Budkowski

Executive Director



Marcin joined the team in April 2018, following roles at Prost GP, Ferrari, McLaren and the Fédération Internationale de l'Automobile (FIA).

He graduated from École Polytechnique, Paris, in 1999 and continued his studies between 1999 and 2001 at the Institut Supérieur de l'Aéronautique et de l'Espace (ISAE SUPAERO) and Imperial College London, specialising in Aeronautics and Aerodynamics.

Marcin began his career in Formula 1 in 2001 as an Aerodynamicist for Prost GP. Marcin then moved to Maranello, working for Ferrari between 2002 and 2007 in a period that saw the team winning multiple World Championships.

He then joined McLaren in 2007, working in a range of technical roles both at the factory and at the track, notably during the 2008 title winning year, before becoming Head of Aerodynamics in 2012.

His seven years at McLaren finished in 2014 when he joined the FIA to become Charlie Whiting's right-hand man, initially as Formula 1's Technical and Sporting Coordinator, subsequently becoming Head of the Formula One Technical Department in 2017.

Marcin is based at the team's headquarters in Enstone, Oxfordshire. He oversees the running of Alpine F1 Team, leads the teams responsible for the development, production and operation of the car and ensures good alignment and collaboration between the Chassis and Power Unit entities. He represents the team at the F1 Commission and contributes to its overall strategy, working closely with Laurent to ensure the team meets its objectives.

Marcin is fluent in four languages: Polish, English, French and Italian.

Q&A

What are the expectations for the 2021 Formula 1 season?

As a result of the Covid pandemic, the introduction of the new regulations was delayed to 2022 and a significant part of the cars has been frozen for 2021, so this season is a somewhat an extension of the 2020 campaign. However, the FIA has imposed some aerodynamic changes to reduce the downforce and protect the tyres, which have forced us to redevelop the back of the car, and we have worked to improve every area that has not been homologated.

Due to the relative regulatory stability, we shouldn't see big differences in the competitive order of the field, however, the gaps are so small in the midfield that we still expect close fights at every track. We know that small differences in performance can make a big difference in the final championship position. Certainly, we hope to build on the good momentum of last season,

especially the second half where we scored three podiums, and carry it into this year.

What challenges has the team faced to prepare for this year?

Understandably, it's been a challenging year for everybody. From a Formula 1 team point of view, we had to cope with the numerous restrictions imposed by the Covid pandemic. But F1 organisations are agile and good at this type of challenge. Once we were able to reopen our factory, we had to adapt to social distancing rules with a large proportion of personnel working from home. This impacted the collaborative work by not having people sat close together, exchanging ideas and working creatively, and led us to take innovative approaches. It also forced us to change the way we operate our production facility to maintain our capacity while keeping our team members safe.

How is the team balancing the 2021 season with preparations for 2022?

Together with the postponement of the new regulations, it was decided early last year to impose a temporary ban on 2022 aerodynamic development, both in the wind tunnel and in CFD, until 1 January this year. This brings an interesting challenge, as we have to tread carefully between the temptation of developing the A521 into the season and ramping up the whole new 2022 car project. It's a balancing act that F1 teams face every season, but the magnitude of the rule change for 2022, which is unprecedented in Formula 1, makes it even more important to begin early and get the initial concept right. All teams are facing these decisions and it will be fascinating to see how early they will switch their focus to 2022 and what impact it will have on this year's championship.

The team has a new driver line-up, what are your thoughts on Fernando and Esteban?

It's a great line-up. Fernando's motivation is incredible and observing him driving and working with his engineers at the Abu Dhabi test last year was nothing short of impressive. He has the professionalism of an experienced driver combined with the hunger of a young driver. Esteban ramped up his performance all the way through last year and was rewarded by a superb, and well deserved, second place in the Sakhir Grand Prix. He is very working very hard and I'm expecting him to make another step this season, making the most of his experience with the team. It's important the drivers work well together and with the team as we expect them to play an essential role in the development of the car this year and provide important feedback on the directions we are taking for 2022 in the simulator.

Davide Brivio

Racing Director



Davide signed with Alpine F1 Team in January 2021 as Racing Director reporting to Alpine CEO Laurent Rossi.

Davide previously held senior roles in MotoGP, most recently guiding Suzuki to the world championship title double with rider Joan Mir winning the riders’ championship and the team winning the manufacturers’ crown.

The Italian grew up near Monza, Italy, and developed a passion for motorsport beginning by racing motocross at his local track. By 1990, Davide started a career in motorsport as a press officer in World Superbikes and in 1992, he became team manager of the Belgarda Yamaha Racing Division in the series.

He moved to the factory Yamaha team in 1993, becoming team manager in 1995.

Davide stepped up to the Yamaha MotoGP team in 2002, a move that would bring an era of success for the team between 2004 and 2010 with four riders’ championship wins and four manufacturers’ championship titles. During that time, Davide was pivotal in signing MotoGP legend Valentino Rossi to the team – leading the Italian to four world championships. He continued to work with Valentino until 2013 as a consultant.

Ahead of Suzuki’s return to MotoGP in 2015, Davide became team manager tasked with bringing forward talented, young riders, alongside the team’s climb to be amongst the frontrunners in the sport. By 2020, Suzuki claimed the team’s championship with two wins and 11 podiums with Mir winning the riders’ title.

Q&A

How have you settled into your new role at Alpine F1 Team?

It’s a new role and everything is very interesting. I’ve been virtually meeting new people and trying to understand as much as possible how the team operates within the Formula 1 environment. There are some aspects which are in common with my previous experiences in motorsport, whereas there are other aspects that are completely new. The team is operating at a very high level and I’m happy to see how everything is organised. I enter this new environment looking to see how I can contribute.

What are your main job responsibilities?

As Racing Director, I’m in charge of all the track operations. I’ll be dealing with everything concerning the trackside team and, of course, working with both race drivers. Our target is to use the full potential of the car, which, of course, is developed and prepared at the factories at Enstone and Viry. Once we are at the track, we have to extract the maximum level with what we have. My job is to be responsible

for that and co-ordinate everything as best as possible. The team has been doing a great job in recent years. We want to see how we continue that, while being more competitive and optimising the operations. There are areas we can improve to maximise the performance of the car. It’s a big responsibility knowing there are more than 1,000 people at the factory developing the cars, which is then down to 60 people at the track who have the pressure and responsibility to deliver. I think that is very exciting, though.

How much are you looking forward to the new challenge; switching from two-wheel motorsport to four?

It’s an interesting challenge, but one that I’m looking forward to starting. The big difference I have seen is the design and development of the car, which, of course, is much more complex in Formula 1 than MotoGP. In simple terms, it’s a lot more pieces! What I have also noticed is that the approach is focused on winning. Of course, it’s the same in MotoGP, but in Formula 1, everybody is in a rush to win and everything is

with a ‘quick as possible, best as possible’ mentality. To compare, in MotoGP it’s a little slower where you try and improve to gain performance within a certain timeframe. In Formula 1, it’s about cutting the timeframe to make everything quicker and quicker. It’s a fascinating process to learn to see how everything is developed and managed.

I have followed Formula 1 for a long time. I watched the races on TV when I was free, and I used to visit the Formula 1 paddock once or twice a year. I used to look at Formula 1 for inspiration to take ideas, which I thought would be good for MotoGP, so I’ve always been used to looking at it from that perspective. To now be involved in it means I’m going to learn much more and see closely how everything operates. I do think there is a lot of crossover. Formula 1 and MotoGP are both team led sports with similar dynamics in terms of a group of people interacting and creating a working environment together. Drivers and riders will have similar problems and ways of fixing them, while keeping together a good, group spirit.

What are your thoughts on the team’s 2021 driver line-up?

It’s a great combination. Fernando is a world champion and one of the biggest talents in Formula 1 who will bring his experience and skill to the team. He has been away for a couple of years to have another experience but now, he wants to come back to Formula 1, which shows his strong desire to achieve something here and have good results. He could have had a golden career in other series, but he wanted to get back to the most competitive environment and compete against some of the new talents coming up. Esteban is an interesting driver as well and he’s amongst the young generation. Last year he improved a lot by the end of the season. He reached a good level, which means he can look positively at this season continuing with the same team and a similar car. I’m looking forward to seeing them pushing each other. The best combination you get is when the two drivers push each other, so I hope we can have this type of situation both from a sport and a performance point of view.



Pat joined Alpine F1 Team in February 2020 as Chassis Technical Director. Entering his second year at Enstone, Pat will look to continue to push forward the development of the A521 this season, as well as focusing on the future 2022 car ahead of the significant regulation changes coming to Formula 1.

Born in Surrey, United Kingdom, Pat has extensive experience in Formula 1 having worked for McLaren, Ferrari, Manor and Benetton since entering into a career in the sport in 1987.

He first began at Benetton in the team's Research and Development Department in Witney working on active suspension systems. After working on the Test Team for a short period, Pat's first racing trackside role was

working as Race Engineer to Martin Brundle in 1992.

In 1993, he moved to McLaren where he would remain for 17 years, contributing to 66 Grand Prix victories, one Constructors' Championship and three Drivers' Championships. Pat held a number of roles at the Woking-based team beginning on the Test Team before stints as Race Engineer to Mika Häkkinen and David Coulthard. He later took on a role overseeing both

team's race cars and he was then promoted to Chief Engineer of Race Development where he played a seminal role in the success of the McLaren race team.

A move to Ferrari followed in July 2010, bringing to a close his 17 years at McLaren. He started as Assistant Technical Director and later Head of Race Track Engineering. Pat continued in lead positions at Maranello including Director of Chassis and Director of Engineering.

He left Ferrari in December 2014 but returned to Formula 1 in 2016 as Manor Racing's Engineering Consultant. Pat then returned to McLaren in 2018 on a temporary contract as Engineering Director, aiding the team to its best Championship finish since 2012 with fourth place. Pat's arrival at Enstone was confirmed in November 2019 and he began his current role in February 2020.

Q&A

How has your time with the team been so far?

Well it wasn't quite a normal year! I started the job towards the beginning of the year, and there was about seven weeks of getting to know the company and different departments before we all went straight into lockdown. It was then followed by the decision to delay the 2021 rules a year and large parts of the 2020 car carrying over to now. I think the team has coped well with the stop-start nature of the last year, but there's been a huge amount of work to effectively keep three car programs running at one time.

Have you had to adjust much in the planning of this year's car with the impending regulation changes now coming for 2022?

The 2021 car has a large amount of enforced carryover from the 2020 car. We've tried to do as much as the rules allow in terms of re-designing and improving the car. This combined with some late aerodynamical rule change has led to a significant development program, and we're in the process of delivering this to the Bahrain test and the first

few races of the new season. The delayed rule changes to 2022 and with the FIA ban on testing to this set of rules in the CFD and wind tunnels from the end of March 2020 to January of this year, meant all teams had to put their aero development on hold for next season's cars. We picked this up in anger like all the teams will have done from 1 January this year. This still doesn't leave a huge amount of time to adapt to a completely new set of regulations, but we are working hard on this new era along with developments for this season.

Can we expect anything different or unusual about the car this year?

This year's car is a logical development from 2020, with us looking to improve on the aerodynamic performance while working around the structures that have been homologated between this year and last. There are a few things that look a little different, but it's evolution rather than revolution.

What's the atmosphere like at Enstone currently?

I think anywhere in the country

feels a little strange at the moment. We have a large proportion of people working from home where possible and at the same time we have been putting the 2021 car together for the first time. This is always a challenging period at the best of times and it has certainly not been a standard winter this time around. We've made some good progress on developments for the car, but time will tell how we stack up with the competition.

How is the team preparing and shaping up for the 2022 regulation changes?

There's a huge amount of work to do, our aerodynamic development program is now back up to speed after the enforced break and there has always been a constant design presence on the project in the engineering office. There are challenges on all fronts both in terms of performance and the cost cap – the effect of which ramps up further for 2022 and then again for 2023. The whole company is taking on the challenge to shape the team for this new future in Formula 1.



Rémi has been part of Renault’s Formula 1 involvement since 1999 and currently takes overall responsibility for the power unit developed at the Viry-Châtillon site. Rémi ensures the team of engineers produce an optimised unit that works in perfect harmony with the chassis.

After studying as a mechanical engineer at ESTACA, an engineering specialised school in Paris, Rémi’s first experience of motor-racing was in 1998 as a race engineer for Signature in Formula 3. In 1999, Rémi joined Renault working across the roll call of clients, including British American Racing as race engineer to Ricardo Zonta, Arrows as race engineer for Jos Verstappen, Benetton and Renault F1 Team.

He has worked directly with two World Champions, Jenson Button and 2021 Alpine F1 Team Driver Fernando Alonso, engineering the latter to victory in his two title-winning years in 2005 and 2006. Rémi continued his race engineering role with Heikki Kovalainen in 2007 and Alonso again in 2008.

Rémi stepped up to manage Renault F1 track activities in 2009. Then with the creation of Renault Sport F1 in 2011, he took

responsibility for the on-track engine performance of Renault Sport F1’s partners. Attending all races and tests throughout the season, Rémi oversaw customer support for the Renault-powered teams and was instrumental in the four world titles secured by Red Bull Racing in the V8 era.

In 2014 he became Director of Operations, managing the teams of engineers and technicians in the dynos and assembly department at Viry and ensuring

a smooth transition to track by overseeing the engineers integrated to Renault’s partner teams. Since 2016, Rémi has managed Renault’s power unit development as Engine Technical Director, leading this year’s Renault E-Tech 20B.

Q&A

What changes are there to the 2021 power unit?

For 2021, there are minimal changes to last year’s power unit specification since we commit to focus on 2022 after we had to shift by one year our original 2021 program. The minimum weight requirement for the whole power unit has increased by 5kg as a cost-saving measure on material restrictions. As always for a new season, the plan is to secure our reliability while maintaining a high level of engine performance at every race. We aim to keep integrating the engine and the chassis as best as possible to maximise the overall package.

With only one power unit upgrade allowed between now and the end of the year, what has the team planned?

There is a restriction on power unit upgrades effective from

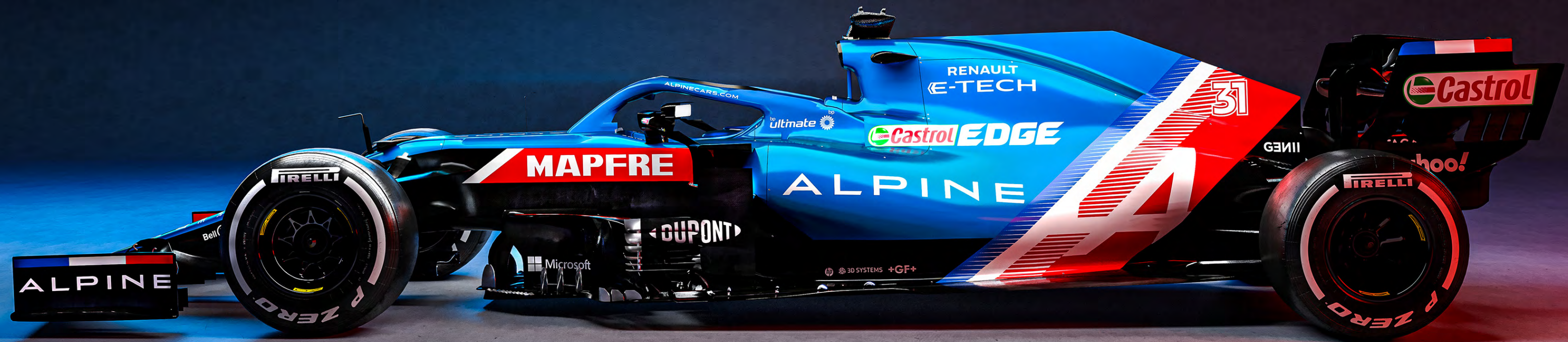
the end of 2020 to the end of 2021, which places an emphasis on extracting maximum performance consistently, straight away from the first race. We have planned to introduce our engine upgrade, the R.E.20B from the first round of the 2021 Formula 1 season in Bahrain, which sets us up to deliver consistent performance at each and every race weekend.

There are 23 races this season – the longest ever Formula 1 championship – how challenging will that be for the team, and for the power unit?

We have done our preparations over the last months, even years, on extending reliability and performance with an eye on more races being added to the calendar. Even last season, the plan was to race 22 times over the course of the year, and we were well prepared for that scenario.

This year, it is no different. There are 23 races scheduled – we have anticipated this challenge well – and we know our package is already capable of achieving this figure. I’m looking forward to racing again this season where, more than ever, finishing races will be key to the sporting outcome. From now on, every single minute of running will count for our drivers to learn the car and get the most out of it from round one.

ALPINE A521



Alpine A521

Technical specifications

Chassis

Moulded carbon fibre and aluminium honeycomb composite monocoque, manufactured by Alpine F1 Team and designed for maximum strength with minimum weight. Renault E-Tech 20B power unit installed as a fully-stressed member.

Front Suspension

Carbon fibre top and bottom wishbones operate an inboard rocker via a pushrod system. This is connected to torsion bar and damper units which are mounted inside the front of the monocoque. Aluminium uprights and OZ machined magnesium wheels.

Rear Suspension

Carbon fibre top and bottom wishbones with pull rod operated torsion bars and transverse-mounted damper units mounted inside the gearbox casing. Aluminium uprights and OZ machined magnesium wheels.

Transmission

Eight-speed semi-automatic carbon maincase gearbox with reverse gear. “Quickshift” system in operation to maximise speed of gearshifts.



Fuel System

Kevlar-reinforced rubber fuel cell by ATL.

Electrical

MES-Microsoft Standard Electronic Control Unit.

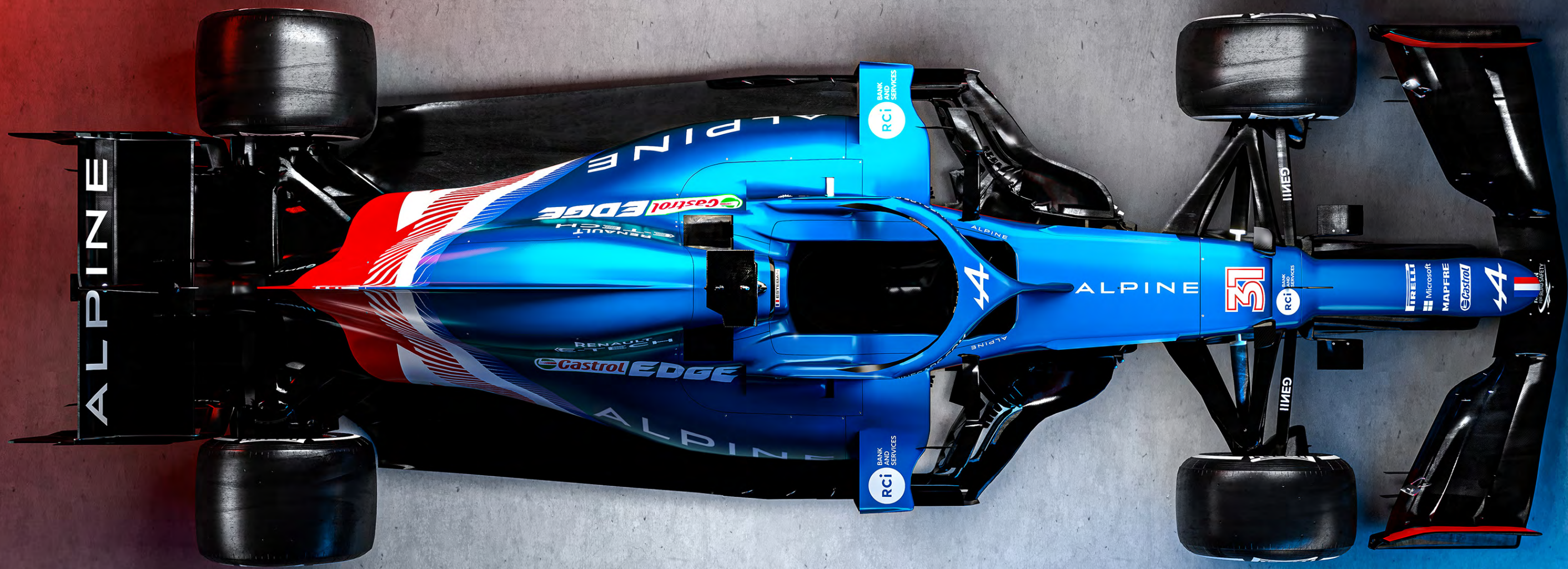
Braking System

Carbon discs and pads. Calipers and Master cylinders Brembo S.p.A.

Cockpit

Removable driver's seat made of anatomically formed carbon composite, with six-point harness seat belt. Steering wheel integrates gear change paddles, clutch paddles, and DRS.

Alpine A521
Dimensions and weight



2000mm
Overall width

1550mm
Rear track

5425mm
Overall length

950mm
Overall height

1600mm
Front track

749kg
Overall weight
(with driver, cameras and ballast)

Renault E-Tech 20B

Technical specifications

Engine

1.6L V6
Displacement

6
Number of cylinders

15,000rpm
Rev limit

Single turbocharger
unlimited boost pressure (typical 5 bar abs)
Pressure charging

100kg/h
Fuel flow limit

Max 110kg
Permitted fuel quantity per race

90° V6
Configuration

80mm
Bore

53mm
Stroke

90mm
Crank height

24 (4 per cylinder)
Number of valves

Direct fuel injection
Fuel

Renault E-Tech 20B

Technical specifications

Energy Recovery Systems

Max 50,000rpm
MGU-K rpm

Max 120kW
MGU-K power

Max 2 MJ/lap
Energy recovered by MGU-K

Max 4 MJ/lap
Energy released by MGU-K

>100,000rpm
MGU-H rpm

Unlimited
Energy recovered by MGU-H

General

Min 150kg
Weight

3 (ICE/Turbo/MGUH/MGU-K and 2 ES/CU)
Number of Power Units permitted per driver in 2020

8
Sets of engine exhausts

More than 950hp
Total horsepower



OUR DRIVERS

Esteban Ocon

Race Driver #31



Esteban Ocon begins his second season with the team ahead of the 2021 FIA Formula 1 World Championship season. Esteban returned to the sport in 2020 after one year off the grid in 2019.

This season will be Esteban’s fourth campaign in Formula 1, which he enters off the back of a promising year last time out on his Formula 1 return, which included a sensational maiden podium in the Sakhir Grand Prix. Esteban is well known to the Enstone-Viry family having spent the 2016 season as the team’s Reserve Driver, and, prior to that, was part of the Lotus junior programme during which he won the FIA European Formula 3 title in 2014. A year later Esteban won the GP3 Series crown.

The 24-year-old has started 67 Grands Prix and accumulated 198 points during that time since making his Formula 1 debut as a teenager at the Belgian Grand Prix in 2016. His best qualifying performance to date remains his superb third place in Belgium in 2018, while his best race result was his second place in Sakhir last December.

17 September 1996

Date of birth

Évreux, France

Place of Birth

French

Nationality

@OconEsteban

Twitter

estebanocon

Instagram

KEY DATES

2020
After a year out from racing, 2020 marked Esteban's return to Formula 1 with Renault DP World F1 Team, partnering Daniel Ricciardo in black and yellow. The season began well for Esteban as he climbed from fourteenth on the grid to an eighth-place finish in Austria. In Sakhir, he claimed a first Formula 1 podium with a faultless drive to second place, before capping the year off with a hard fought ninth place in Abu Dhabi. He finished twelfth in the Drivers’ Championship on 62 points.

2019
Esteban was Mercedes-AMG Petronas F1 Team’s Reserve Driver for the 2019 FIA Formula 1 World Championship season. In December he officially completed his handover to Renault, where he featured in the two-day post-Abu Dhabi test in the Renault R.S.19.

2018
Esteban finished his second full season in Formula 1 with Force India (later, Racing Point) in twelfth place in the Drivers’ standings. In Belgium, Esteban enjoyed his best-ever Formula 1 qualifying performance by cl inching third on the grid in a tricky, wet-dry session behind Lewis Hamilton and Sebastian Vettel.

2017
In 2017, Esteban finished a career-best eighth in the Drivers’ Championship in his first full year in Formula 1 with Force India.

2016
Esteban began the 2016 season as Renault Sport F1 Team’s Reserve Driver, taking part in four FP1 sessions. Later that year, he was handed his Formula 1 debut as a 19-year-old when he replaced Manor Racing’s Rio Haryanto from the Belgian

Grand Prix. Esteban finished the remainder of the season with Manor before landing a full-time race seat with Force India for the following year. Between his debut in Belgium and the 2017 Mexican Grand Prix, Esteban set an all-time Formula 1 record for the most consecutive finishes with 27 straight races without a retirement.

2015
Esteban made the step to the GP3 Series on the Formula 1 support bill. He won the title as a rookie.

2014
Esteban made his mark in junior single-seater racing with a scintillating rookie year in the FIA European Formula 3 Championship where he won the championship ahead of an impressive field, which included current Formula 1 drivers Max Verstappen and Antonio

Giovinazzi. On the back of his title triumph, Esteban, a Lotus junior at the time, appeared in FP1 for Lotus F1 Team at the season finale in Abu Dhabi.

2012 – 2013
Following on from his success in karting, Esteban enjoyed a first taste of single-seaters in 2012 in the Formula Renault Eurocup and Formula Renault Alps series.

Karting
Esteban began karting in 2006 in the French Minime Championship winning the series in 2007. In 2008, he beat compatriots Anthoine Hubert and Pierre Gasly to the French Cadet Championship before spending three years in the KF3 series, winning in 2010, before finishing runner up in the WSK Euro Series in 2011.

Stats

67

Grands Prix started

0

Pole positions

1

Podiums

0

Wins

198

Points

0

Fastest laps

2nd Sakhir 2020

Best finish

3rd Belgium 2018

Best qualifying

Q&A

How much are you looking forward to representing Alpine F1 Team?

I'm very excited. I think it's great to see the changes in the team and seeing new colours is always exciting. I've already had my first outing as an Alpine driver at Rallye Monte-Carlo, which was a brilliant way to start the year. I have to say, I love the new colours and having the French flag on the car makes me very proud. It's great, it's exciting and I think it's going to be a great season ahead.

It's your second season with the team, do you feel more prepared going into this year?

I definitely feel more prepared. Going into a second year with the team means we're building from the already good working relationship we have and that's very good. It's going to be a different car but a lot of it is carried over from last year and we've already work on a lot of those things,

which we already understand. Everything is a lot clearer for me than my first season. I aim to feel more comfortable straight away from the get-go.

How much has the podium visit last season helped your confidence?

Claiming a podium last season has done a lot of good things. Of course, standing on the podium in Formula 1 has always been one of my goals and dreams. I really wanted to get that at some point, so to do it last season was fantastic. Now we have ticked that box, that's one thing done, but we want to have more of them and that's very clear. We know it's going to be a very tight season as our competitors are going to be working hard. It's going to be close, but we're aiming for more good results this year.

Are you looking forward to working with Fernando?

I'm very much looking forward to working with Fernando. It's

exciting to see how a two-time Formula 1 world champion works and to be teaming up with him is a privilege. I'm definitely looking forward as we'll have a great collaboration. We already started to work together towards the end of the year and there's going to be more of that in the coming days and weeks. It's all positive and I look forward to hearing what he says about the car.

What do you know about the Alpine A521?

I know a lot already as most of the key parts of the car are the same as last year. It's a continuation of last year's package with the same chassis that we carry over as that's in the rules. On the outside there are some aero changes and throughout the winter, the guys at the factory have worked hard on those. We'll test this new version of the car in Bahrain, so that's exciting and then we continue the development of it. We go into the season with more knowledge of the car than ever before,

because of the rules and how the season is shaped. We've tested some 2021 parts in 2020, so I think we have good knowledge and a solid base to begin the year. I think that will help me get that feeling straight away.

What do you think about the 2021 F1 calendar and what will be the important parts to manage?

I think it's going to be important for the whole team, not just the drivers, to save energy when it's needed. It's 23 weeks over the year and we'll all need to take care of ourselves and our energy. I think the final five races will be difficult as that's when you start to run out of battery. We'll push hard, that's needed, but it's important to look after each and every person on the team.

What are your targets for the year?

I aim to start stronger. I finished last season a lot stronger than how I started

it. I want to start on that level straight away and find more improvements throughout the year. I don't put too many specific targets for the year, but, initially, starting stronger on a personal level is the first aim.

How have you been preparing over the winter?

I've been preparing very well. I've been working at high altitude in the Pyrenees and that's very good preparation. I arrived in early January and I've been building some strong results from my pre-season physical tests. For the moment, I'm in one of the best shapes I've been in for a long time. We've changed a few things in my development and that all seems to be working well. I've tried to keep my competitive edge going with some simulator practice on my home set-up. It's good fun and keeps the routine going.

Fernando Alonso

Race Driver #14



Legendary two-time Formula 1 World Drivers’ Champion Fernando Alonso returns to the Formula 1 grid and Alpine F1 Team in 2021, twenty years on from making his debut in the sport. Fernando is one of the most experienced and successful drivers in Formula 1 history, with 311 Grands Prix starts and 32 race wins to his name.

The Spanish driver is synonymous with the team’s history in Formula 1. During two prior stints with Renault F1 Team from 2002-2006 and again between 2008 and 2009, he claimed 17 wins, 41 podiums and two Formula 1 Drivers’ World Championships, making him the most successful driver in the team’s history. In his Formula 1 career to date, Fernando has always been a close contender in the drivers’ championship, racing for the title in 2007, 2010, 2012 and 2013.

Away from the sport, he’s also set his sights on claiming motorsport’s ‘triple crown’. After two Formula 1 wins in Monaco, Fernando has also won the legendary 24 Hours of Le Mans twice and has attempted to take victory in the Indianapolis 500; the final hurdle to complete the accolade. Showing his dexterity, Fernando also participated in the fearsome endurance challenge, the Dakar Rally.

For this year, Fernando is back in Formula 1 hungrier than ever to steer Alpine F1 Team back to the front of the grid.

29 July, 1981

Date of birth

Oviedo, Spain

Place of birth

Spanish

Nationality

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Website

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Instagram

KEY DATES

2019 and 2020
Having initially retired from Formula 1 at the end of the 2018 season, Fernando embarked on a journey to win the ‘triple crown’ in motorsports. The ultimate accomplishment of winning the Indianapolis 500, the 24 Hours of Le Mans and the Monaco Grand Prix. With both Le Mans and the Monaco Grand Prix already in his cabinet, Fernando set his sights on winning the Indianapolis 500. During his two years away from Formula 1, the Spaniard secured a second 24 Hours of Le Mans win and missed out on qualifying for the Indianapolis 500. He also took part in the Dakar Rally finishing thirteenth. With an opportunity to return and embark on his eighteenth season in Formula 1, Fernando was signed by Alpine F1 Team

following the news that Daniel Ricciardo would depart the team at the end of the 2020 season.

2018
In his final season of his first stint in Formula 1, Fernando went on to finish eleventh in the drivers’ championship leading McLaren to sixth in the overall constructors’ standings. The two-times Formula 1 World Drivers’ Champion secured a season high fifth place at the Australian Grand Prix, in addition to multiple top ten finishes, aiding McLaren in their rebuilding efforts. Fernando claimed the first of two victories in the 24 Hours of Le Mans in June that year.

2017
Following a strong showing the year before, Fernando and McLaren were unfortunately hampered by bad luck in 2017 leaving the Spaniard fifteenth in the overall drivers’ standings by the end of the year. He took a season high sixth position at the Hungarian Grand Prix as well as setting the fastest lap of the race. He missed the Monaco Grand Prix that year to compete in the Indianapolis 500 for the first time. He ran at the front for much of the race before retiring with a technical problem.

2016
In his second year back with McLaren, Fernando finished in tenth position in the drivers’ championship with a season best fifth place at the Monaco and United States Grands Prix.

2015
Fernando re-joined McLaren at the start of the 2015 season returning to the team he drove for in 2007. With engine supplier Honda returning to the sport with McLaren, hopes were high for Fernando and the team entering the new season, but unreliability left the Spaniard seventeenth in the drivers’ standings at the end of the year.

2014
Formula 1 regulation changes were brought in for the 2014 season ushering in the new V6 hybrid engine era. It was Fernando’s final year driving for Scuderia Ferrari, but the team couldn’t capitalise on the seismic rule changes with the Spaniard finishing the season sixth in the championship with two podiums.



KEY DATES

2013

The two-times Formula 1 World Champion finished as runner-up for a second consecutive year in 2013, with Red Bull-Renault and Sebastian Vettel storming to both titles in a dominant car. Despite this, Fernando still claimed two wins at the Chinese Grand Prix and his home race in Spain.

2012

Fernando started the 2012 season strong and built up a lead in the championship over his main rivals. His competitors soon clipped him back and heading into the final round in Brazil, Fernando needed results to go his way. Vettel claimed enough points to secure another championship, leaving Fernando second.

2011

In his second year with Scuderia Ferrari, Fernando pushed the car beyond its limits and delivered ten podiums against the fiercely competitive Red Bull-Renault cars. He finished the season in fourth place.

2010

Fernando left Renault F1 Team for a second time and joined Scuderia Ferrari at the start of the 2010 season. The Spaniard had a successful first year at the Prancing Horse, finishing second in the drivers' championship just four points behind eventual winner Vettel.

He took five wins that year, his most since the championship winning years of 2005 and 2006 with Renault.

2009

Due to become a free agent heading into the new year, Renault F1 Team managed to convince the Spaniard to stay with the French outfit for another season. Despite some glimpses during the season and a shakeup of the order thanks to some radical aerodynamic changes, Fernando finished ninth in the championship.

2008

Fernando re-joined Renault F1 Team in 2008 after a difficult first year with the McLaren-Mercedes team. His season got off to a slow start, but Fernando went on to score more points than any other driver in the final five races ending his first year back with the team fifth.

2007

After five years with Renault F1 Team, Fernando decided to move to pastures new and suited up for McLaren-Mercedes in 2007. In what proved to be a competitive season, the championship wasn't decided until the final round with his team-mate Lewis Hamilton and Scuderia Ferrari's Kimi Räikkönen in the title picture with Fernando. The Spaniard just fell short of securing his third title, finishing level on points with Hamilton, with Räikkönen securing his first ever Formula 1 Drivers' Championship.

2006

The team and Fernando became back to back champions in Formula 1 in 2006, with a memorable title battle with

Scuderia Ferrari and the legendary Michael Schumacher. The Spaniard held his own and with the support of the team went on to claim seven wins, clinching the title at the final Grand Prix of the season. In doing so, he became the youngest ever two-time Formula 1 World Champion.

2005

Fernando etched his name forever in the folklore of Enstone and Viry-Châtillon after he helped secure his and the team's first-ever drivers' and constructors' championship in 2005. In a tense title battle with his rivals, Fernando stormed to seven victories, six pole positions and fifteen podium finishes en-route to

eclipsing Emerson Fittipaldi as the youngest ever Formula 1 World Drivers' Champion.

2004

Entering his third year with the Enstone based outfit and with his feet firmly under the table, Fernando improved on the year before and finished fourth in the drivers' championship with four podiums, setting the team up nicely for the years to come.

2001 - 2003

Fernando made his Formula 1 debut in 2001 racing under the black liveried Minardi outfit having been its Test and Reserve Driver the year before. The following season saw Fernando join Renault F1 Team as its official Test Driver.

After impressing the team in this role, Fernando quickly made the jump to a race seat with Renault in 2003. He went on to break several records that season becoming the youngest driver to secure a pole position and race win. The Spaniard finished sixth in the championship with four podiums.

Fernando Alonso
Race Driver #14

Stats

311
Grands Prix started

2
Drivers' Championships

32
Wins

97
Podiums

22
Pole positions

23
Fastest laps

1899
Points

Q&A

Welcome home Fernando, how does it feel to be back?

I am extremely happy to be back after two years away from Formula 1. I'm very motivated heading into this new chapter with Alpine, and It's of course very special to be back with the team that I achieved so much with in the past. The spirit is strong at both factories in Enstone and Viry-Châtillon, and we're all very excited for what's ahead.

What are your goals heading into this year with Alpine F1 Team?

We want to have a strong year obviously and build on what the team did last year. There were a lot of positives to take from 2020 and the team were very close to

finishing third in an extremely competitive championship. The three podiums were of course a big step from previous years, but we need to build on this momentum and do even better this year. It's still very important to have a strong year in 2021 despite next season's radical rule changes, which all teams have one eye on already!

Have you seen the A521 car yet, what are the early thoughts about it?

I've seen it yes and kept constant communication with Enstone and Viry. There is a buzz in both factories and we're eagerly looking forward to seeing the car on track this season. We won't truly know how our car stacks up against the rest

until qualifying in Bahrain, but we're confident that we can have a strong year and build on last year's performances.

Are you looking forward to racing with Esteban Ocon this year?

I am excited to race alongside Esteban this year, I raced against him briefly in 2018. He had a good season last year and it obviously ended on a high note with his first podium at the Sakhir Grand Prix. I was there with the team that race, and it was special to see the whole team celebrating. I think together we are both extremely motivated and can form a strong partnership to help push the team to achieving its goals.



Guanyu Zhou remains the team’s Test Driver for a second season after a strong year in 2020 in an identical role.

Zhou will work closely with the F1 Team in 2021 as Test Driver, including race attendances, test days and simulator sessions at the facility in Enstone to drive on-track performance. The Shanghai-born Chinese driver joined the team the start of 2019 when he began racing in the FIA Formula 2 Championship. Two seasons later, Zhou will compete a third year in the primary Formula 1 support series aiming to add to his maiden victory he claimed in Russia in September.

KEY DATES

2020
Zhou entered a second season in the FIA Formula 2 Championship with UNI-Virtuosi alongside his Academy membership and role as the team’s Test Driver. He claimed his first Formula 2 win in Russia and also collected five podiums on his way to finishing sixth in the championship. Zhou took part in the official Formula 1 post-Abu Dhabi test.

2019
In 2019, Zhou signed with the Renault Sport Academy while also taking on the role as Development Driver for Renault F1 Team. He claimed the best rookie title in Formula 2 courtesy of a superb debut year, which included five podiums and one pole position.

2018
Zhou finished eighth in the FIA Formula 3 European

Championship and contributed to Prema Theodore Racing’s Team’s Championship win with a 203-point contribution.

2017
Zhou ended his second season in the FIA Formula 3 European Championship in eighth place after recording five podiums across the season.

2016
After finishing second in Italian

Formula 4 in 2015, Zhou took on his first of three seasons racing in the FIA Formula 3 European Championship. Prior to that campaign, Zhou travelled to New Zealand for the Toyota Racing Series, taking sixth in the championship.

2015
In his first season in single-seater racing, Zhou finished second in the Italian Formula 4 Championship. It was a

solid year for him, which included a memorable hat-trick of wins at the legendary Autodromo di Monza.

2007-2014
Zhou began his racing career as an eight-year-old karter in China. By 2012, he had moved to London, United Kingdom, to combine his studying with racing. In 2013, he won the European Junior Rotax and ABKC S1 Rotax Junior Series.

Q&A

It’s your second year as Test Driver, how much are you looking forward to remaining in that role?
I’m definitely looking forward to it. As Test Driver, you spend a lot of time with the engineers where you can learn so much and be involved. It also means I get to drive the F1 car, the R.S.18, again with plenty of testing. Last year I had the opportunity to test a lot and get used to everything and go into detail about how an F1 car works and how the engineers work to get the best from it. Thanks to the team for trusting me as Test Driver for another season.

What was it like to drive the R.S.20 in the post-Abu Dhabi Formula 1 test?
It was an unbelievable experience. I worked closely with the F1 Team with all the race mechanics and race engineers for the first time. I had Fernando alongside me too, which was extremely cool. To share a garage with him as a driver was a privilege and with his experience, I was able to learn so much. The opportunity that day was huge, and I think we did a decent job. We went through the planned programme to help the team and, for me, I was learning bit by bit and continuing to develop my own driving.

What, in particular, did you learn from Fernando at the test, and what did you learn from Esteban over the course of last season?
Fernando gave me a lot of tips on the day, which was very useful. I was able to understand what he likes and some of the advantages in the current car. I was able to understand what a great driver he is and copy some things he was doing in a way to improve myself. He was a brilliant reference for the test. I was with the team in Portugal last season sitting in all the meetings and learning what it’s like to be an F1 driver. It was all about learning

the format of a race weekend, understanding a race, looking at the on-boards and helping me to have a better picture of what an F1 driver does over a whole weekend. It was great to see up close Esteban working with his engineers and then putting it in place on track. It was also good to see how they do all their setup changes and how they interact with the engineers.

How much does driving a Formula 1 car help you in Formula 2?
When you drive a faster car and then transition to a slower car, it gives you a little bit more time

to focus more on the smaller details. For me, I’m used to adapting to both the Formula 1 car and the Formula 2 car. In Formula 2, we have no power steering, less downforce, less horsepower and different tyres. In the past, I needed a little bit of time to switch between Formula 1 and Formula 2 because the driving styles are different, and you need a different approach to how the car behaves on the same track. I’ve developed a lot in the last year and now jumping between both cars is quite straightforward.

Further Key Personnel within Alpine F1 Team

Alan Permane, Sporting Director
Ciaron Pilbeam, Chief Race Engineer
Nico Cuturello, Trackside Operations Manager
Matthieu Dubois, Head of Race Strategy
Karel Loos, Race Engineer (Fernando Alonso)
Josh Peckett, Race Engineer (Esteban Ocon)

**Alan Permane
Sporting Director**
Alan has worked at Enstone in a number of roles. Currently Sporting Director, he first worked as an Electronics Engineer for Benetton, contributing to Michael Schumacher’s first world championship victory in 1994. Alan then worked with Jean Alesi in 1996 and 1997 and later as Race Engineer to Giancarlo Fisichella. By 2002, Alan engineered Jarno Trulli and again Fisichella in 2005 and 2006 across the two-world championship winning years. Alan then became Chief Race Engineer for Renault F1 Team and Lotus Renault GP between 2007 and 2011. In 2012, he became Trackside Operations Director for Lotus F1 Team until Renault’s return in 2016.

**Ciaron Pilbeam
Chief Race Engineer**
Ciaron is Chief Race Engineer for Alpine F1 Team and has worked in Formula 1 since 1998. He first started at British American Racing working in Vehicle Dynamics. A year later, Ciaron worked closely with Jock Clear as Assistant Race Engineer to 1997 Formula 1 world champion Jacques Villeneuve. Ciaron continued working with BAR as Race Engineer to Takuma Sato before moving to Red Bull Racing in 2006 with Christian Klien. In 2007, Ciaron took on the role as Mark Webber’s Race Engineer, keeping that position for six years. He assisted nine race wins for the Australian and contributed to three world championship titles. Ciaron then joined Lotus F1 Team as Chief Race Engineer in 2013 and then McLaren in an identical role. By 2017, Ciaron returned to Enstone as Chief Race Engineer, working closely with Alan Permane and the engineering team.

**Nico Cuturello
Trackside Operations Manager**
Nico has worked for Renault Sport Racing since 2012 and now occupies a trackside role overseeing the team’s power units. Nico’s first position with Renault was as a Test Engineer, working on the V6 project aimed at the 2014 engine regulation changes. During that season Nico began working trackside as Power Unit Performance Engineer with customer team Toro Rosso. In 2015 he continued working as Max Verstappen’s power unit engineer. Nico then worked for the manufacturer Renault entry with Kevin Magnussen and later Nico Hülkenberg. Nico continued his role in 2019, while also managing Viry’s trackside team, before changing his position to oversee all Renault power units at all races.

**Matthieu Dubois
Head of Race Strategy**
Matthieu is the team’s Head of Race Strategy and has worked for the team in Formula 1 for over 20 years. Matthieu finalised his studies in 1997 in Mechanical Engineering from Ecole Centrale, Nantes, and worked as an Engineer with Stena Offshore Limited for his first job. In 1998, Matthieu joined Renault in Formula 1 as a Dyno Engineer and then as a trackside Test Engineer. Between 2003 and 2006, Matthieu worked as Chief Test Engineer for the engine and continued in a trackside testing role until 2007. Matthieu then switched focus to strategy working as a Strategy Engineer between 2008 and 2012. He then returned into a power unit specific role from 2013, working as Trackside Operations Manager for all power units between 2015 and 2017. In 2018, Matthieu took on his current role heading the team’s race strategy.

**Karel Loos
Race Engineer (Fernando Alonso)**
Karel works as Race Engineer to Fernando Alonso having previously engineered Daniel Ricciardo, Carlos Sainz and Jolyon Palmer between 2017 and 2020. Karel studied for five years in various engineering colleges in his native Belgium, completing his education with a Masters in Motorsport Engineering and Management from Cranfield University. Karel first worked in motorsport in 2009 as a Data Engineer with PK Carsport in FIA GT – alongside his studies at Cranfield – and then in the same championship as a Race Engineer with SRT. A move to Formula 1 followed in 2011 as a Vehicle Performance Engineer with Lotus F1 Team. Karel remained at Enstone in a number of trackside-based roles before becoming Race Engineer to Palmer in 2016, Sainz in the same year, Ricciardo for his two years at the team and now Alonso.

**Josh Peckett
Race Engineer (Esteban Ocon)**
Josh is Race Engineer to Esteban Ocon for the 2021 season. Josh and Esteban first crossed paths in 2016 at Manor, when Josh worked with the team as Pascal Wehrlein’s Race Engineer, having previously engineered Will Stevens at the Banbury-based outfit the previous year. Josh graduated from the University of Sheffield in 2011 with a degree in Mechanical Engineering. With an interest in motorsport, he began his working career as a Performance Engineer at GP2 squad iSport International with Sam Bird, Marcus Ericsson and Jolyon Palmer. He then transitioned to Formula 1 in 2013 with Marussia F1 Team, joining Manor in 2015 and Renault in 2017 on the Race Support Team. In 2019, Josh became Performance Engineer for Nico Hülkenberg, continuing in the same role with Ocon last season, before taking on full Race Engineer duties in 2021.

Further Key Personnel within Alpine F1 Team

Rob Cherry, Chief Mechanic

Rob White, Operations Director

Matthew Harman, Engineering Director

Dirk de Beer, Head of Aerodynamics

Pierre Genon, Head of Performance Systems

Rob Cherry Chief Mechanic

Rob is Chief Mechanic and has occupied the role since 2016. His first involvement in motorsport mechanics came in 2004 when he worked for Arden International. Rob moved to Formula 1 in 2006 with Renault as a rear end mechanic on the Test Team. By 2008, Rob was number one mechanic on the Test Team and in 2009 stepped up to the Race Team in a similar position, remaining at Enstone across its different guises until 2016 when he became Chief Mechanic.

Rob White Operations Director

After working in a range of positions across Renault’s Formula 1 involvement, Rob is now Chief Operations Director, predominantly overseeing the development of its infrastructure at Enstone. Rob has vast experience in Formula 1, with a speciality in engine production. His career began with engine manufacturer Cosworth, firstly on IndyCar engines – boasting a number of race wins and championship victories – and later in Formula 1 as a Chief Engineer. Rob joined Renault F1 Team in 2004 as Engine Technical Director before taking on the role as Deputy Managing Director a year later. He played a leading role in Renault’s most successful period in Formula 1 with championship titles in 2005 and 2006 and later four consecutive titles with Red Bull Racing from 2010 to 2013 under V8 power.

Matthew Harman Engineering Director

Matthew joined the team in September 2018 as Deputy Chief Designer and now as Engineering Director. He signed with over 18 years of experience in powertrain design and implementation and now works closely with Enstone and Viry’s design teams to develop future concepts. Matthew’s first taste for engineering began at Ricardo, an automotive business specialising in a range of market sectors including passenger car, commercial vehicles, rail and clean energy. He then moved to Mercedes AMG High Performance Powertrains as Engineering Team Leader – remaining in that position for 11 years - before becoming Head of Powertrain Integration and Transmission Design for Mercedes-AMG Petronas Formula One Team between 2011 and 2018.

Dirk de Beer Head of Aerodynamics

Dirk re-joined the team as Head of Aerodynamics in 2019 having previously worked for the team between 2007 - 2010. Dirk’s first exposure to Formula 1 was in his home country, South Africa, when he watched some races as a child. With an interest in the technicalities presented by Formula 1, Dirk studied aeronautics at Imperial College London before working for Swift Engineering in the US. He then moved to Europe to work with Sauber F1 Team, eventually working as Principal Aerodynamicist. Sauber then became BMW and Dirk switched for his first stint at Renault in 2007 as Head of Aerodynamics, remaining in the role through Lotus’s takeover at Enstone until 2013. Since then, he has worked for Ferrari and Williams, before returning to Enstone late in 2019 ahead of the 2020 season.

Pierre Genon Head of Performance Systems

Pierre is currently Head of Performance Systems working closely with the Design Office, Aerodynamics, Viry and the Race Team to optimise the performance of the car, including Race Strategy. After graduating from the University of Liege in Mechanical Engineering and later Aeronautical Engineering at Cranfield, Pierre began working with AP Racing in Coventry. A move to rallying followed and Pierre joined Subaru World Rally Team, working with Colin McRae, Richard Burns, Tommi Mäkinen and later Petter Solberg. He became Chief Rally Engineer in 2002 and progressed Solberg to his world title in 2003. Pierre made a switch to Endurance Racing with Peugeot in 2009, contributing to the Le Mans 24 Hours win the same year. Pierre then joined Lotus F1 Team before taking up his current role with Renault when the team announced its Formula 1 comeback.

ALPINE ACADEMY



ALPINE

Formerly the Renault Sport Academy – enters its sixth year in 2021 and its first as part of the overall transition to Alpine F1 Team.

The programme has grown from strength to strength each year since it was established in 2016. Its goal from the outset has been clear and remains so: for an Alpine Academy driver to be in Formula 1 and become world champion with the team.

Despite a challenging year for the motorsports industry, the Academy was able to execute a full programme of junior motor racing in 2020 and achieve some excellent results on and off the track. On top of the individual success achieved by its young drivers in each of their respective seasons, the Academy drivers gained invaluable experience from several young driver test days with the Formula 1 team throughout the year, which in turn contributed to the overall development of the race team.

This year the Alpine Academy consists of five drivers. Christian, who is the longest serving member on the programme, enters his fifth season with the Academy and his second year in FIA Formula 2 with ART Grand

Prix, on the back of two wins in his rookie campaign. Zhou will start his third year with the Academy, remaining with UNI-Virtuosi Racing for another season in Formula 2 following his maiden win in the series last year. Rounding off the Academy contenders in Formula 2 is Oscar – the reigning FIA Formula 3 Champion – who will be racing his rookie season in the series with defending champions PREMA Racing.

Completing this year’s Alpine Academy line-up is the reigning Formula Renault Eurocup champion, Victor Martins, and the series runner-up Caio Collet. Victor joins the programme for a second time having first signed at the start of 2018, while Brazilian driver Caio embarks on his third year with the Academy. Both Victor and Caio will compete in their rookie seasons in Formula 3 this year as teammates for MP Motorsport, following on from their enthralling title battle last year in the Eurocup.





“The focus and the target has always been to **prepare the drivers** at any time when they get the opportunity to be in a formula 1 car.”

Q&A

How would you assess Zhou, Christian and Oscar's ambitions in the 2021 FIA Formula 2 Championship?

In Formula 2, we have Zhou competing his third year in the series, Christian embarking on his second year and Oscar entering as a rookie. The level and the competition between our three drivers will be very high and we hope that they will push each other and raise the bar. Zhou and Christian are staying with their respective teams from last season and Oscar remains with PREMA. This will give all three of them stability to focus and maximise

their package between team and driver. The target is clear: to win the championship. The objective comes with pressure, but we believe Zhou and Christian are experienced enough to handle those demands having already competed in Formula 2, while Oscar has the experience of being in a title fight having won last year's Formula 3 championship in the closing laps of the final race.

What are the aims for the Formula 2 trio of drivers?

Zhou will have nothing to lose but all to gain in entering his third year in Formula 2. With the

experiences he has accumulated over the past two years, we believe it will help him to perform consistently at a very high level.

This will be the first time Christian will enter a second year of a racing championship. Since he left karting, he has only done one season in an individual championship. We have full confidence in Christian's ability in maximising his potential to fight for the title.

For Oscar, we have a driver who has won back-to-back championships in Formula Renault Eurocup and Formula 3. By continuing his development

with PREMA, we believe he will challenge for podiums and wins. The three drivers know what is around the corner for them within our Formula 1 structure. The opportunity will come for those who perform the best.

What are your thoughts on Caio and Victor racing in Formula 3?

In Formula 3, we believe we have the most exciting pairing with Caio and Victor. We welcome back Victor to the programme after he won the Formula Renault Eurocup title in 2020. We have seen the strong development of Caio over the past two years in the Eurocup and we believe

he is now ready for Formula 3. Both drivers were fighting neck and neck last year and we feel by pairing them together in the same team, both will push each other and the team to the absolute limit. Selecting MP Motorsport in Formula 3 was a big decision by everyone, including the drivers. We have been building the partnership with MP in the Eurocup for the past three years with much success and we believe the time is right for us to create and build something together in Formula 3. We expect to see some good and positive results from the Caio-Victor-MP package this year.

How is the Alpine Academy collaborating with the different junior teams?

Like MP Motorsport in Formula 3, we are working closer than ever with our partners PREMA, UNI-Virtuosi and ART Grand Prix in Formula 2. We continue to grow and build relationships with them using the expertise and tools that we have with the hope they will develop our drivers and achieve greater success in the junior formulae.

Will the team continue to use its Formula 1 test team for young driver tests?

The focus and the target has

always been to prepare the drivers at any time when they get the opportunity to be in a Formula 1 car. Likewise, it trains the test team before they move onto the race team. Therefore, the Formula 1 private test programme at various circuits in the Renault R.S.18 car will continue this year to help prepare both sides. The experience the drivers gather from the Formula 1 test programme matched with performing and delivering results in Formula 2, will only strengthen our drivers' case to be selected to the Formula 1 team.

Christian Lundgaard
FIA Formula 2 Championship, ART Grand Prix



Christian remains with the programme for a fifth consecutive year having joined the Academy in 2017.

After a promising rookie campaign in the FIA Formula 2 Championship – featuring two wins – Christian remains in the primary Formula 1 support series for 2021 with ART Grand Prix; extending his collaboration with the French team for a third season.

The Danish teenager joined the Academy following an impressive career in European and World Karting Championships. His first year in single-seaters led to two Formula 4 titles – NEZ and Spanish – before he finished runner-up in the 2018 Formula Renault Eurocup as a rookie. In 2019, Christian stepped up to Formula 3, finishing sixth, before progressing to Formula 2 last year.

19
Age

Dutch
Nationality

@lundgaardoff
Twitter

lundgaardofficial
Instagram

2
Wins (2020)

4
Podiums (2020)

1
Pole positions (2020)

1
Fastest laps (2020)

149
Points (2020)

7th
FIA Formula 2 Championship
2020

6th
FIA Formula 3 Championship
2019

2nd
(1st Rookie), Formula Renault Eurocup
2018

1st SMP F4 NEZ, 1st Spanish F4 Championship
2017

Q&A

How does it feel to begin your fifth season with the Academy?
It's really positive to be with the team for five years. I joined when I was 16, when I was a kid. Now, I've grown up with the team, learned and matured throughout those years and developed not only as a racing driver, but also as a human being. I've learned so much during this process, but there are still lots of things to do and achieve and that's why we're continuing. They see potential in me, and we share the same passion and the same dream, which we want to achieve together. I'm very happy to be with the team as it's another huge opportunity.

I'm grateful to everyone involved to make this possible.

What are your thoughts on the 2021 FIA Formula 2 campaign?
Firstly, looking back at 2020, I think it was a positive year. Speaking to the team, we didn't fulfil the maximum potential of the speed we had with the overall package. We had some good results and, looking at the statistics, it looks better than the outside picture and it proves we had the potential to win the championship. Some things didn't go our way – that's no excuse, though – and we're confident if we put it all together, we can make it

work. That's the objective and the plan for 2021. We have the tools to make it happen.

What benefits do you get from being on the Academy?
The biggest benefit is learning to cope with pressure. It's great to learn how to deal with that from an early age in the lower categories as it helps you throughout the different series. All the tools we have within the Academy and within the team itself is a benefit. Everything is there and available to help us improve, for example the training camps. Anyone can organise a training camp themselves, but to have these camps with

other drivers, professional trainers and all those small things behind the scenes is what makes the difference long term. We're also able to work closely with F1 engineers and that is something completely different to the lower junior categories. We have so many tools to help us develop and improve as people and as racing drivers.

How is winter training progressing?
I relaxed over Christmas and New Year and spent time at home. From the 2 January, I've been training and working every day. The Covid situation has made physical training a little

harder than usual, but I have a home gym and Team Denmark have helped in opening some really good training facilities. My nearest one is one hour's drive away, so it's a long day and there's not much time for rest! I've also been going into other detailed things. I've been analysing individual races, looking at reports, going into detail from previous years to learn and understand as much as possible. I've been doing lots of technical things with the team and the Academy: daily calls and catching up with different people. I feel ready for the season, and I look forward to it starting.

Guanyu Zhou
FIA Formula 2 Championship, UNI-Virtuosi Racing



Guanyu Zhou continues his Academy affiliation for a third season as he remains in the FIA Formula 2 Championship with UNI-Virtuosi.

Zhou joined the programme in 2019 on the back of three consecutive years in the FIA Formula 3 European Championship. He impressed in his debut Formula 2 season, claiming the 'Top Rookie' award after achieving five podiums on his way to a seventh-place championship finish. The potential was there for a title charge in 2020, but Zhou was struck by bitter moments of misfortune, which put paid to his chances. Nevertheless, the Chinese driver took his first Formula 2 race win in Russia, as well as a further five podium visits to cement sixth in the championship. To cap off last year, Zhou took part in the official Formula 1 post-season Abu Dhabi test in the Renault R.S.20.

21
Age

Chinese
Nationality

@车手周冠宇
Weibo

gyzhou_33
Instagram

1
Wins (2020)

5
Podiums (2020)

1
Pole positions (2020)

4
Fastest laps (2020)

151.5
Points (2020)

6th
FIA Formula 2 Championship
2020

7th
FIA Formula 2 Championship
2019

8th
FIA Formula 3 European Championship
2018

8th
FIA Formula 3 European Championship
2017

13th
FIA Formula 3 European Championship
2016

2nd
Italian F4 Championship
2015

Q&A

It's your third year on the programme, how does that feel?
It feels good to be with the Academy for a third year. There's a really good relationship between the team and I and I think it's been going well. We have a lot of trust and we've worked well together over the two years, especially last year. We did the Formula 1 post-Abu Dhabi test in December and that was a special moment for me, so it's an honour to continue and having the team believe in me and in my career.

What are the main benefits of being on the Academy?
I'd say having the opportunities within the Formula 1 team. Formula 1 is my dream and my target and the team has given

me chances to test the Formula 1 car in my role as Test Driver over the last two seasons. I've done a lot of days to develop the car, including simulator work. All of these things are benefiting my future and getting me used to everything already. I feel more ready than I was three years ago when I wasn't having these opportunities. It also helps me in Formula 2 as I understand things from the engineers a lot more.

How special is it to have the opportunity to drive the Formula 1 car?
It's definitely an amazing experience. I remember my first time jumping in a Formula 1 car and the steering wheel, for example, felt quite complicated as everything was new for me. Now, I don't have to think about

any switches on the wheel as everything is in my head. I also know how I have to change my driving style between Formula 2 and Formula 1. The downforce, compared to any other category, is special. The more mileage I do in an F1 car, the better it is, as it helps me to understand the car and the engineers and they also get to know me and my preferences.

What are your targets for the 2021 FIA Formula 2 Championship?
Firstly, I learnt a lot last season. It was clear how much bad luck I had and, while finishing sixth was okay, it was only a few points away from the top three. This year, the target is to win the title. The important thing is to get the superlicense points, but that

does not mean I won't push to win the championship. Last year, I improved my driving and my mental knowledge. I had to adapt to bounce back from the bad luck, but I think that's made me a stronger driver. This year, I'll take that experience from the past and put it all together. Hopefully everything will come my way and we can have a good season.

What do you make of the new FIA Formula 2 calendar?
We have some new tracks to learn. I like new tracks as it's not just new for me, it's new for everyone. Both team and driver will need to adapt to the new circuits and have a strong baseline set-up. The new calendar has three races each weekend, so it's even more important to always

finish inside the points and have a chance for the reverse grid race. Qualifying will be tight as always and everyone will have a chance. You cannot afford mistakes, especially in qualifying or race one as that will compromise the whole weekend.

How is your winter training going?
I've been in Shanghai and it's been going well. I'm following a programme I've been set by the team, and my physio. There's lots of things I can do, and I don't have to go to the gym all the time. I've been playing some football, basketball and badminton as well. This winter has been busy with testing and racing in Asian Formula 3, so I feel even more ready than last year!

Oscar Piastri
FIA Formula 2, PREMA Racing



Oscar enters his second year with the Academy as a back-to-back single-seaters junior champion, having secured the FIA Formula 3 title last year and the Formula Renault Eurocup in 2019.

Born in Melbourne, Australia, Oscar already has a wealth of racing experience having started karting in 2011 before transitioning to single-seater racing in 2016. Oscar finished that maiden year runner-up in the British Formula 4 Championship, and, a year later, he finished eighth in the Eurocup with three podiums to his name. He clinched the 2019 title with seven victories from 20 races.

He added a second career championship to his résumé last year, claiming the Formula 3 Championship in his rookie season for PREMA Racing taking two victories and six podiums. The nineteen-year-old moves up the ranks once again this year and suits up for PREMA in FIA Formula 2.

19
Age

Australian
Nationality

@OscarPiastri
Twitter

oscarpiastri
Instagram

2
Wins (2020)

4
Podiums (2020)

0
Pole positions (2020)

4
Fastest laps (2020)

164
Points (2020)

1st
FIA Formula 3 Championship
2020

1st
Formula Renault Eurocup
2019

8th
Formula Renault Eurocup
2018

2nd
British Formula 4
2017

Q&A

How did it feel winning the FIA Formula 3 title in your debut season?
It was awesome to win the Formula 3 Drivers' Championship in my rookie season. Looking back, I probably exceeded my expectations a little with the title win. I knew I was in a historically strong car going into the season with PREMA Racing, so I set the bar quite high and started out by at least challenging my teammates. I knew if I could beat them then I would be there or thereabouts come the end of the year. It was a great feeling and I want to continue the momentum into this year.

Was there a standout moment for you last year?
I can't single out one moment,

so I'll choose two! The first one was the season opener in Austria where I took the win on my debut in the series, it was probably my highlight of the season. I couldn't have started the season any better, especially after such a long break from racing. Then the second standout moment for me was the race in Monza where I went from fifteenth on the grid to finish third. It was probably the defining moment in the championship for me and my best race.

What are your targets heading into the FIA Formula 2 season with PREMA Racing?
It's good to be with PREMA Racing again and build off what we did last year but I don't have a specific target this season.

My goal, as with any year, is to challenge my teammate. It'll be a similar mindset to last year, where if I at least beat them, I'll hopefully be near the front of the grid. But let's see, it's such an unpredictable series as we saw last year.

Has your preparation and training differed in preparation for the step up into an FIA Formula 2 car?
This year the car is obviously a bit harder to drive and the races are longer so that will be a challenge but overall my training hasn't changed much. For the last two to three years I've really been pushing myself to be in good physical condition, so I'm looking to maintain that and build on it where I can.

You drove the R.S.18 last year – your first experience in a Formula 1 car - how was it?
It's something I'll never forget. It's a short list of names who have driven an actual Formula 1 car so I'm lucky to have had that chance. The car itself was very impressive, particularly the braking. It was a good experience to learn all the different aspects and processes. It'll no doubt help me with my progression and career going forward and I hope to get more chances in the future.

What did you learn the most from your first year with the Academy?
The biggest thing I learnt was probably the amount of commitment that is required to

perform at such a high level. It's extremely beneficial to be close to the team and take learnings from that. I live close to the factory and even just going into the gym at the factory and speaking with the team most days when I'm not racing has helped to show me just how much commitment is needed. It's driven me even further to make that next step and get into Formula 1 in the future.

Caio Collet
FIA Formula 3, MP Motorsport



Caio begins his third season with the Academy after another strong campaign last year that saw the Brazilian finish runner-up in the Formula Renault Eurocup following five wins and 12 podiums.

Caio joined the Academy ahead of the 2019 season as part of his prize for winning the 2018 French F4 Championship. Born in São Paulo, Caio began his racing career as a karter in Brazil in 2009, moving to Europe in 2015 where he was crowned CIK-FIA Rookie of the Year.

His first opportunity in single-seaters was in January 2018 in the Formula 4 UAE Championship before his successful run to the French F4 title. Caio stepped up into the Eurocup in 2019 finishing fifth that year then claiming second place last year in a tight championship battle with Victor Martins.

Looking ahead to this year, Caio will race for MP Motorsport competing in his first season in the FIA Formula 3 Championship.

18
Age

Brazilian
Nationality

@caio_collet
Twitter

caicollet
Instagram

5
Wins (2020)

7
Podiums (2020)

3
Pole positions (2020)

4
Fastest laps (2020)

304
Points (2020)

2nd
Formula Renault Eurocup 2020

5th
Formula Renault Eurocup 2019

1st
French F4 Championship 2018

Q&A

How pleased are you to enter your third year with the Academy in 2021?
I'm very happy to remain with the Alpine Academy for another year and grateful for all the opportunities and everything the team has done for me so far. I've developed a lot as a driver in the two years I've been with the Academy and I'm excited to see what we can do heading into my third year.

You had a great year finishing as runner up in Formula Renault Eurocup, what did you learn the most from last season?
There were some strong results last year in a challenging year for everyone, but it ultimately

wasn't quite what we wanted with us just missing out on the championship. I learnt a lot from the experience. There were some really strong races and I picked up a few good wins and podiums. But the biggest thing I learnt from last year is that it's important to never give up and I'll take this with me into this year and beyond.

How do you feel ahead of your debut in the FIA Formula 3 Championship?
I'm really looking forward to this season with MP Motorsport. The Formula 3 series is part of the Formula 1 weekend, so naturally it has more eyes on it and it's going to be important

to perform to your best every single weekend. It's also a very competitive series with some of the best young drivers in the world so it's going to be a fight from start to finish. The target, as always, is to win the championship.

How's training going for you ahead of the new season?
My training is going very well ahead of the new season and we're currently on a training camp ahead of the start of the campaign. We do one every year with the Academy prior to a new season, but it's important to be in the best shape physically and mentally ahead of the year. I'm looking

forward to it all starting and being behind the wheel again.

Is there anything you are doing differently ahead of making the jump into slightly more powerful machinery?
On top of all the usual fitness and physical training, I've intensified my neck training in preparation for a faster car this year. I've also done more to prepare myself mentally for this season. As we've seen last year, anything can happen in a season, and you need to be able to deal with several challenges along the way not only physically but mentally too.

Victor Martins

FIA Formula 3 Championship, MP Motorsport



Victor Martins re-joins the Academy after a one-year hiatus in 2020, during which he won the Formula Renault Eurocup title.

For 2021, Victor will race in the FIA Formula 3 Championship with MP Motorsport.

Victor was on the programme between 2018 and 2019 after catching the eye during his French Formula 4 campaign in 2017 as a young rookie. His raw speed propelled him to a fifth-place finish in his maiden Eurocup effort before he narrowly missed out on the

title to Oscar Piastri a year later. The Frenchman set his sights on winning the Eurocup title in 2020 with ART Grand Prix, which he achieved following his seven wins and seven podiums across the 20-race season, ensuring his return to the programme.

19

Age

French

Nationality

victormartinsfr

Instagram

7

Wins (2020)

7

Podiums (2020)

10

Pole positions (2020)

8

Fastest laps (2020)

348

Points (2020)

1st

(Champion), Formula Renault Eurocup 2020

2nd

Formula Renault Eurocup 2019

5th

(3rd Rookie), Formula Renault Eurocup 2018

2nd

(1st Rookie), French Formula 4 2017

Q&A

How does it feel to be back on the programme?

It feels amazing because when I left the Academy for 2020 it wasn't easy. It meant I wasn't able to have all the advice from everyone in the Academy and without access to the simulator, physical training help, preparation advice and I wasn't wearing the Renault colours when I was driving. It was difficult to accept, but I'm pleased with how I moved on and how I worked hard to be back with the Academy in 2021. I knew if I did a good job in 2020, I could come back and have the valuable things and access again. I had to accept during the previous years that you need to keep going and keep doing the job. From what I

learnt with the Academy in 2018 and 2019, I knew I had to deliver good results and keep that going right to the end of the season. I managed to progress and make that final step and won the title.

How much are you looking forward to stepping up to FIA Formula 3?

I'm really looking forward to it as it's been a long time waiting to race in Formula 3. It's the next step in the junior categories, so I'm looking forward to starting the season. The most important thing for me is to enjoy the season because I have to consider myself as a rookie and an outsider. There's not too much pressure and I want to use the experience of everyone in

my new team. I know them from when I raced for MP Motorsport in 2019, even if it's not the same engineers or mechanics. I aim to create a positive environment around me and work as much as possible with those around me like the Academy, my team and my family. It's going to be good to race on the Formula 1 weekends. You see the cars up close and that's really cool and it makes the ultimate goal feel even closer. When we're in our paddock, Formula 1 is just metres away and they are watching us. There's an opportunity to surround myself with important and inspiring people like the entire F1 team, with whom I could exchange productive conversations.

What are your thoughts on the FIA Formula 3 calendar?

It's quite good with seven rounds and three races per weekend. It's going to be important to bounce back quickly if it's not going well. There's time to analyse between rounds and it's quite good to stay in the zone. I think the three races per weekend will be a challenge and I don't think it will be so important to be on pole position to have a good weekend overall. It's always nice to have pole positions for people to see your qualifying pace, but it will be more important to be consistent across the three races and pick up lots of points.

How is your training going in preparation for this new challenge?

I'm on it! I'll keep going with my training up until the beginning of the season and the pre-season tests. I've made some changes to my training programme, adding more endurance like cycling and running. It's about more cardio and more neck training to deal with the corners and G-force. It's not easy with the current situation but I'm able to do my training in a centre in Paris, so I'm working hard with them. I like going to the gym, I like every kind of sport, so I do enjoy this time of year!

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Official Partners

Alpine F1 Team



In 1992, a team of watch designers and aeronautical control panel specialists joined forces with one project in mind to create timepieces perfectly suited for professional use. Their goal: to be part of the great Swiss watchmaking tradition while meeting the demands of men facing extreme situations. Bell & Ross watches meet four basic principles: legibility, functionality, precision and reliability. Thus, every detail has its purpose, its function. This technical precision is expressed through pure lines and timeless elegance.



bp’s purpose is to reimagine energy for people and our planet. It has set out an ambition to be a net zero company by 2050, or sooner, and help the world get to net zero, and recently announced its strategy for delivering on that ambition. For more information visit bp.com.



Castrol, one of the world’s leading lubricant brands, has a proud heritage of innovation and fuelling the dreams of pioneers. Our passion for performance, combined with a philosophy of working in partnership, has enabled Castrol to develop lubricants and greases that have been at the heart of numerous technological feats on land, air, sea and space for over 100 years. Today, we are driving sustainability and the transition to lower carbon to shape the next 100 years. Castrol is part of the BP group and serves customers and consumers in the automotive, marine, industrial and energy sectors. Our branded products are recognized globally for innovation and high performance through our commitment to premium quality and cutting-edge technology. To find out more about Castrol please visit castrol.com.



DuPont (NYSE: DD) is a global innovation leader with technology-based materials and solutions that help transform industries and everyday life. Our employees apply diverse science and expertise to help customers advance their best ideas and deliver essential innovations in key markets including electronics, transportation, construction, water, healthcare and worker safety. DuPont brings together longstanding automotive heritage, applications expertise and materials science capabilities to meet the industry’s needs today and tomorrow. Working closely with industry partners, the DuPont technology and solutions portfolio covers the entire vehicle. DuPont partners with OEMs and suppliers to solve the most complex automotive challenges – with a core focus on solutions in safety, lightweighting, sustainability and efficiency. By working with motorsports partners, DuPont intends to co-engineer and test cutting-edge technology on the track today and transfer these innovations to the road cars of tomorrow. For more information on DuPont solutions for automotive, please visit dupont.com/industries/automotive. More information on the DuPont technical partnership with Alpine F1 Team, please visit racinginnovation.dupont.com.

EURODATACAR

Eurodatacar is the leader in the field of antitheft marking, approved by insurance companies for theft protection since 1978. Eurodatacar is distributed by the biggest car brands and car dealers and manage more than 3 million of vehicles. Their customers receive technical and financial assistance if their vehicle is stolen. Eurodatacar also offers its customers financial and technical assistance in the event of an accident.

GENII

Genii Capital is a Luxembourg based Private Equity and Financial Advisory firm. It holds a minority stake in Alpine F1 Team, having previously owned and managed the team between 2010 and 2015. During this time the team achieved some exceptional results, beating Mercedes and McLaren in the 2012 and 2013 seasons respectively;

earning the reputation of the leading non-backed OEM team. Today, Genii Capital continues to rely on its relationship with the team to interact with market leaders, opinion leaders, high net worth individuals, global corporate finance players and the Formula 1 community players. Utilising this dynamic business environment, Genii Capital continues to support the team whilst initiating positive dialogue developing its reach across: sustainable investing, disruptive powertrain technologies, PropTech, and entertainment & sports sectors.



Since 1882, the raison d’être de Le Coq Sportif has lied in the close links the blue-white-red brand created with athletes, whether they are champions, passionate amateurs, individual athletes or team members. This is how Le Coq Sportif today envisions and designs the outfits accompanying the events and the exploits of the France national rugby union team, A.S. Saint-Étienne, Alpine F1 Team and Tour de France leaders, but also several amateur clubs or icons: Yannick AGNEL, Richard GASQUET, Frédéric MICHALAK, Yannick NOAH, Clarisse AGBEGNENOU, Tony YOKA... This trust-based relationship is based on the demand for quality and elegance, both guaranteed by a unique savoir-faire and French fabrication: near Romilly-sur-Seine in the Aube district, the historic birthplace of Le Coq Sportif, for all the fabrics and their dyeing, and in Lorraine for the “Made in France” shoes. Its history has been affiliated with French sport for more than 130 years, which has made it a must-have that has now been taken to the streets and adopted for a daily lifestyle use. Around the world, Le Coq Sportif excels today in nearly 60 countries. This international focus is part of its history: when the Argentinean footballer Diego MARADONA raised the Cup in 1986, he was wearing le coq sportif. With the symbol of a singing rooster a new day dawns, the brand conveys positive and universal values: every single day, win is in sight!

Official Partners

Alpine F1 Team

MAPFRE

MAPFRE is a global insurance company with a worldwide presence. It is the benchmark insurer in the Spanish market and the largest Spanish multinational insurance group in the world. The company is the third largest insurance group in Latin America and is the sixth in Europe by Non-Life premium volume. MAPFRE employs more than 34,000 professionals and in 2019, the company’s revenues totaled almost 28.5 billion euros, with net earnings of 609 million euros. For more information, please visit noticias.mapfre.com/en.

Microsoft

Microsoft (Nasdaq “MSFT” @microsoft) enables digital transformation for the era of strategic innovation. Its mission is to empower every person and every organization on the planet to achieve more. Microsoft believes in leveraging its technology and its people to help sports teams and organizations solve their toughest challenges. By leveraging the company’s analytics tools and productivity solutions, sports organizations worldwide are connecting with fans, optimizing team performance, and managing their operations in new, cutting-edge ways.

PIRELLI

Established in 1872, Pirelli is among the world’s leading tyre producers. It is the only pure consumer tyre company that includes car, motorbike, and bicycle tyres as well as associated services. Pirelli has a distinct positioning in high value tyres, characterised by an advanced technology with more than 3,600 homologations obtained, thanks to partnerships with the most prestigious car manufacturers in the world. In order to achieve the highest levels of performance, safety and containment of environmental impact, Pirelli has always been strongly committed to research and development, in which it invested 6.1% of revenue from high-value products in 2019. Involved in motorsport since 1907, Pirelli has been the exclusive global tyre partner to the FIA Formula One World Championship since 2011. Moreover, starting from 2021 season, Pirelli will be exclusive supplier to FIA World Rally Championship, an environment where the tyre manufacturer already developed some of its most important specialties, later transferred to its regular road tyres products.



Created and wholly owned by Groupe Renault, RCI Banque S.A. is a French bank specializing in automotive financing and services for the customers and dealership networks of Groupe Renault (Renault, Dacia, Alpine, Renault Samsung Motors and Lada) worldwide, the Nissan group (Nissan, Infiniti and Datsun) mainly in Europe, Brazil, Argentina and South Korea and through joint ventures in Russia and India, and Mitsubishi Motors in the Netherlands. RCI Bank and Services has been the new commercial identity of RCI Banque S.A. since February 2016. With 3,700 employees in 36 countries, RCI Bank and Services financed nearly 1.8 million contracts (for new and used vehicles) in 2019 and sold more than 5.1 million services. At end-December 2019, average performing assets stood at €47.4 billion in financing and pre-tax income at €1.327 billion. RCI Bank and Services has rolled out a deposits collection business in six countries since 2012. At end-December 2019, net collected deposits totaled €17.7 billion, or nearly 35% of the company’s net assets. Find out more about RCI Bank and Services: www.rcibs.com. Follow us on Twitter: @RCIBS

Technical Partners

Alpine F1 Team

3D SYSTEMS

“More than 30 years ago, 3D Systems brought the innovation of 3D printing to the manufacturing industry. Today, as the leading Additive Manufacturing solutions partner, we bring innovation, performance, and reliability to every interaction - empowering our customers to create products and business models never before possible. Thanks to our unique offering of hardware, software, materials, and services, each application-specific solution is powered by the expertise of our application engineers who collaborate with customers to transform how they deliver their products and services. 3D Systems' solutions address a variety of advanced applications in Healthcare and Industrial markets such as Medical and Dental, Aerospace & Defense, Automotive, and Durable Goods. More information on the company is available at www.3dsystems.com.” 3D Systems have enjoyed a Technical Partnership with Alpine F1 Team since 1998, when the first SLA 5000 was deployed in Enstone with rapid prototyping purposes. Use of Additive Manufacturing developed rapidly to fulfil the team's aspiration to increase the production volume for Wind Tunnel model parts and is now used in a variety of roles, including the production of casting patterns and actual car components.



Alpinestars, the world's premier motorsports performance protection manufacturer, has been racing at the highest levels of motorsports for more than 55 years. Partnering with the world's best drivers and teams in championships from Formula 1, Formula E, WEC and NASCAR to WRC, and in events like the Dakar, provides Alpinestars' technical staff unrivalled access to a testing programme that pushes technology to the absolute limit both on and off the track. By pursuing innovation through technology research, design and development, the company's state-of-the-art facilities in the US and Europe fuel a worldwide racing development programme that ensures Alpinestars remains in pole position as a global force in every major motorsport series. The company is forever committed to delivering the highest level of technically advanced driver and team products which offer

improved breathability, optimal comfort, and the ultimate in performance and protection for the racing world's top athletes and to ALPINE F1 Team's drivers Fernando Alonso and Esteban Ocon. One goal. One vision. Please find more information at www.alpinestars.com



As the advanced central research and development organization of The Boeing Company, Boeing Research & Technology (BR&T) provides innovative technologies that enable the development of future aerospace solutions while improving the cycle time, cost, quality and performance of existing Boeing products and services. Boeing Research & Technology employees typically work in small teams across Boeing and with its global technology partners, including more than 20 international R&D consortia, to provide a broad array of innovative solutions. These include more intelligent and autonomous systems; advanced structures and materials technologies; environmentally progressive technologies; flight sciences technologies; unmanned aerial systems; advanced manufacturing processes; and more. During nearly 10 years successful collaboration, BR&T and Enstone have shared and developed technologies in such areas as Computational Fluid Dynamics, additive manufacturing and advanced materials. Formed in 2006, BR&T is comprised of more than 3,500 technicians, technologists, engineers and scientists who create and collaborate with research and development partners around the world to solve the aerospace industry's toughest challenges. The company's research and technology development is largely conducted at 12 Boeing research centers in Australia, Brazil, China, Europe, India, Russia, Korea and the United States, including Alabama, California, Missouri, South Carolina and Washington.

ELYSIUM

Elysium provides 3D Geometry solutions that enable Model Based Enterprise via a suite of sophisticated, high performance multi-CAD Translation, Migration, Simplification and Validation, Product Data Quality Management, Engineering Change Management, and a number of other tools to achieve the highest quality 3D data consumption at enterprise level. Elysium has remained a global leader in the interoperability industry for 37 years, and pushes the envelope of what's possible in the world of CAD data collaboration and quality. At Alpine F1 Team, the pressure to have high quality data and the fastest turnaround on engineering changes while collaborating with multiple divisions and suppliers using CAD, CAM and CAE is enormous, with improvement deadlines every race. This is precisely where Elysium excels, and Elysium has been a constant reliable partner helping Alpine F1 Team meet this challenge for 19 years.

+GF+

GF Machining Solutions is a leading supplier of advanced and innovative machine tool technologies, high-productivity automation solutions and best-in-class after-sales support services. The company's technology solutions combined with the drive and experience of its staff make it the natural technical partner to high-value parts as well as mould and die manufacturers. GF Machining Solutions' machine tool range is extensive and is growing constantly. The company's machine tool portfolio includes Milling, EDM, Laser texturing, Laser micromachining, Additive Manufacturing, Spindle, Tooling and Automation solutions. A comprehensive package of Customer Services completes the proposition. GF Machining Solutions' EDM and 5-axis machines allow Alpine F1 Team engineers to push Formula One technology to its limits and to adopt radical approaches to the design and manufacture of strategic car components.

Technical Partners

Alpine F1 Team



HP is one of the largest technology companies in the world, headquartered in California. Leveraging the expertise of over 55,000 employees across the globe, HP Inc. creates technology that makes life better for everyone, everywhere. Through HP's portfolio of personal systems, printers, and 3D printing solutions, HP engineer experiences that amaze with innovative solutions to meet the challenges of tomorrow.



PerkinElmer enables scientists, researchers and clinicians to address their most critical challenges across science and healthcare. With a mission focused on innovating for a healthier world, we deliver unique solutions to serve the diagnostics, life sciences, food and applied markets. We strategically partner with customers to enable earlier and more accurate insights supported by deep market knowledge and technical expertise. Our dedicated team of 14,000 employees worldwide is passionate about helping customers work to create healthier families, improve the quality of life, and sustain the wellbeing and longevity of people globally

- For more effective drugs: PerkinElmer technologies and expertise were instrumental in the development of 22 novel therapeutic drugs.
- For healthier babies: Our neonatal and newborn screening technologies have aided in screening over 650 million babies worldwide for a variety of life-threatening diseases, helping them get a healthier start.

- For better treatment: We touch over one million lives every year through cancer treatment with our advances in digital imaging technology.
- For a cleaner and safer environment: Our instrumentation and solutions test 289 billion gallons of water a year to provide safe drinking water for 1 billion people.
- For a safer food supply: 220 million tons of wheat are analysed for quality each year within the global grain supply chain.
- For more informed scientific decisions: Deploying Spotfire licenses across more than 300 enterprises so researchers can better capture and visualize insights.
- For greater efficiencies: Our OneSource services team manages assets in over 8,000 labs around the world.

For over 20 years the F1 Team at Enstone have used PerkinElmer technologies to ensure component safety, quality and integrity. Through our technical partnership with Alpine F1 Team, a dedicated PerkinElmer scientific laboratory operates within the Enstone facility; the latest PerkinElmer thermal analysis, infrared spectroscopy and imaging technologies are used to support proactive monitoring, issue prevention, reliable quality and enhanced performance of Alpine F1 Team race car components.

SIEMENS

Siemens Digital Industries Software is driving transformation to enable a digital enterprise where engineering, manufacturing and electronics design meet tomorrow. The Xcelerator portfolio helps companies of all sizes create and leverage digital twins that provide organizations with new insights, opportunities and levels of automation to drive innovation. Alpine F1 Team has used Siemens solutions for advanced composite design for over a decade to design and manufacture parts made of advanced composite materials, including carbon fibre. Engineers at the Enstone facility are using Fibersim software to significantly reduce design and production time and improve the accuracy of its composite racing car parts, which make up 85% of a car's parts but only 20% of its weight. For more information on Siemens Digital Industries Software products and services, visit www.sw.siemens.com or follow us on LinkedIn, Twitter, Facebook and Instagram. Siemens Digital Industries Software – Where today meets tomorrow.



Yahoo is a global gateway to mail, news, sports, entertainment and finance owned by Verizon Media. From XR experiences to advertising and content technology, Verizon Media is revolutionising the next generation of content creation in a 5G world. We create new ways for partners around the world to connect.

Official Suppliers

Alpine F1 Team



The Global Center for Automotive Performance Simulation (GCAPS) provides accurate and affordable models to support virtual development for the transportation industry. Our simulation group, which has significant experience ranging from mathematical model development to graphic design to tire mechanics, is an important aspect of our successful model creation. These models—including tire models, vehicle models, and environments—are created from both customer data sources and physical testing performed in our own advanced testing facilities, which feature the world’s most capable indoor flat-trac machine. Our physical testing expertise has led to research and new modeling methods for improved products delivered to our customers, including leading global vehicle manufacturers, tire manufacturers, and championship motorsports teams. These clients have used our model and testing services to elevate their performance in vehicle handling, autonomous vehicle technology, and many other aspects of transportation simulation. Collectively, our vast experience in controls development, vehicle simulation, model creation, and physical data interpretation will help any company in the transportation industry excel.



French manufacturer of adhesives for 30 years, the HEXIS group is recognized worldwide for the quality of its adhesive films intended for professionals in visual communication, customization and surface protection. HEXIS brings all its know-how and makes it a point of honour to innovatively develop ranges of adhesive products that meet the requirements of the most technical markets such as the automotive, rail, aeronautical, nautical, public transport, urban display, interior design and textiles. The agile collaboration between HEXIS and Alpine F1 Team reveals the perfect synergy between industrial engineering and the need for technological excellence and performance required by motorsport. Explore the universe and follow all the news of HEXIS on www.hexis-graphics.com. HEXIS is present on the social networks LinkedIn, Twitter, Instagram, Facebook & YouTube.



Jabil (NYSE: JBL) is a manufacturing solutions provider that delivers comprehensive design, manufacturing, supply chain and product management services. Leveraging the power of over 200,000 people across 100 sites strategically located around the world, Jabil simplifies complexity and delivers value in a broad range of industries, enabling innovation, growth and customer success. For more information, visit jabil.com.



Matrix Fitness – A total solutions partner - is the commercial division of Johnson Health Tech. Matrix is comprised of a complete range of premium, commercial-grade cardiovascular and strength-training equipment for health clubs and other fitness facilities. Renault Sport was the first commercial partner for Matrix - joining together around 12 years ago. This relationship has been retained throughout the years and continues to grow with Matrix providing fitness equipment to the team’s Technical Centre; a purpose-built sports training and sports science facility known as the Human Performance Centre (HPC).



Linde Material Handling GmbH, a KION Group company, is a leading global manufacturer of forklift trucks and warehouse trucks, and a solutions and service provider for intralogistics. The comprehensive product range includes engine powered and electric counterbalance trucks, and warehouse equipment. For seasonal or unexpected periods of peak demand, Linde (UK) Forklift Hire has access to the most modern fleet of over 10,000 trucks. Headquartered in Basingstoke, Linde’s UK Material Handling division has 18 local customer service centres across the UK. Its team of 100 experienced salesmen and over 1,000 qualified service engineers are dedicated to serving over 50,000 customers in the UK.



The Mecachrome Group is a High Precision Mechanics world leader. For 80 years, Mecachrome has been a key player in the design, engineering, machining and assembly of high-precision parts and assemblies for the aerospace, 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 include: Airbus, Boeing, Bombardier, Dassault, Ferrari, Renault Sport / Alpine, Safran, Stelia, Spirit, Porsche, Rolls Royce. Mecachrome has 11 production sites worldwide and employs more than 2,400 people. www.mecachrome.com



With a market share of around 80%, Volume Graphics holds a leading position in the industrial computed tomography (CT) software industry, as recognized by the global business consulting firm Frost & Sullivan with the “2018 Global Industrial CT Software Market Leadership Award”. Global customers, e.g., from the automotive, aerospace, and electronic industry use Volume Graphics software when it comes to quality assurance in product development and production. By choosing Volume Graphics software, you can rely on more than 20 years of experience in the development of software for non-destructive testing based on industrial CT. Since 2020, Volume Graphics has been part of Hexagon. Hexagon is a global leader in sensor, software and autonomous solutions.

Official Suppliers

Alpine F1 Team

RENAULT TRUCKS

With more than 54,000 vehicles sold in 2019 in France and abroad, Renault Trucks is one of the world leaders in heavy goods vehicles. The 10,000 employees of our company are involved in the design, production and sales of trucks and services. Building on the legacy of more than a century of innovative French truck know-how, Renault Trucks has kept its headquarters in France since 1894, where all its medium and high tonnage trucks are designed and manufactured. Renault Trucks also offers a range of services that includes solutions for financing and insurance, predictive maintenance and optimizing fuel use, as well as the supply of spare parts.

Roland

Japanese manufacturer, Roland DG, have pioneered development of digital printing and CNC technology over the past 35+ years. Today, they are the leading name in the field of print and cut devices, providing reliable and versatile equipment to thousands of businesses worldwide in industries as diverse as commercial print, graphic design and motorsport, to name a few. Aside from digital print and cut, Roland also produce several 3D milling solutions renowned for their reliability, not to mention UV printers, laser cutters and garment printing devices. All these devices are supported by an unrivalled warranty service, giving users one more reason to invest in equipment from Roland DG.

TRAK RACER

Since 2008 Trak Racer have been designing high-end gaming accessories. Trak Racer products are made from high-quality material and durable construction that gives Trak Racer the confidence to offer lengthy warranties on Trak Racer products. As we have done in the past, we will continue to develop and launch ground-breaking products that set new benchmarks.

2021 FIA Formula One World Championship

Bahrain
Sakhir
28 March

Italy
Imola
18 April

TBC
TBC
2 May

Spain
Barcelona
9 May

Monaco
Monte Carlo
23 May

Azerbaijan
Baku
6 June

Canada
Montréal
13 June

France
Le Castellet
27 June

Austria
Spielberg
4 July

Great Britain
Silverstone
18 July

Hungary
Budapest
1 August

Belgium
Spa-Francorchamps
29 August

The Netherlands
Zandvoort
5 September

Italy
Monza
12 September

Russia
Sochi
26 September

Singapore
Singapore
3 October

Japan
Suzuka
10 October

USA
Austin
24 October

Mexico
Mexico City
31 October

Brazil
São Paulo
7 November

Australia
Melbourne
21 November

Saudi Arabia
Jeddah
5 December

Abu Dhabi
Yas Marina
12 December

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