

THE COMING AGE OF FIA WEC HYPERCAR



A guide for partners, sponsors, investors and fans to the Hypercar class WEC series poised to challenge F1 as the world's most technically innovative racing championship



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From 2023, the traditional Le Mans LMP1 and other legacy categories such as GTE will be retired in favour of a more streamlined WEC series

The curated refresh of the international endurance racing championship is open to both specialised prototypes and cars based around existing road-going 'Hypercar' vehicles.



The new Hypercar class, refreshed to promote increased technical innovation by rolling back restrictions on cost and development from 2021 onward, is now the top-tier category in the FIA World Endurance Championship (FIA WEC)

WEC will now focus more tightly on Hypercar competitive powertrain and aero development along with cutting edge innovation through technology and data in world endurance racing.

New Flagship WEC Hypercar Categories



○ LMH (Le Mans Hypercar)

Cost Cap: Unlimited

Powertrain: ICE maximum power output limited to **500 kW** (671 hp)

Hybrid: Limited to **200kW** (268 hp)

Chassis: Can be based on either a bespoke pure racing chassis, or a road going 'Hypercar' model

Aero: Balance of Performance caps aerodynamic downforce:drag balance at **4:1**

Restrictions: Maximum dimensions **5100mm** length, **2000mm** width, **3150mm** wheelbase. Minimum weight **1030kg**. Hybrid drive not engaged below **120 kph** (75 mph)

○ LMDh (Le Mans Daytona h)

Cost Cap: **€1,000,000** (minus Internal Combustion Engine)

Powertrain: ICE maximum power output limited to **500 kW** (671 hp)

Hybrid: Limited to **200kW** (268 hp)

Chassis: Based on enhanced iteration of LMP2 next-generation chassis. Supplied by **Dallara, Multimatic, Ligier** or **Oreca**

Tyres: Single manufacturer (**Michelin**)

Aero: Balance of Performance caps aerodynamic downforce:drag balance at **4:1**

Restrictions: Maximum dimensions **5100mm** length, **2000mm** width, **3150mm** wheelbase. Minimum weight **1030kg**. Hybrid drive not engaged below **120 kph** (75 mph)

The series is designed more broadly for the two types of hypercar to participate together in world motorsport, with the option for LMDh to race in both the **24 Hours of Le Mans** and the **Rolex 24 at Daytona** as part of the **IMSA WeatherTech SportsCar Championship**.

The new Balance of Performance (BoP) philosophy in WEC Hypercar is about ensuring that both LMH and LMDh classes can remain competitive with each other, bringing the **FIA World Endurance Championship (FIA WEC)** and **IMSA Championship** into closer alignment.

2022

Hypercar

class teams

Toyota Gazoo Racing

Glickenhaus Racing

Alpine ELF Team

Peugeot Racing



#7 – Toyota GR010 Hybrid

Mike Conway (GBR) | Kamui Kobayashi (JPN) | José María López

TOYOTA GAZOO RACING



#8 – Toyota GR010 Hybrid

Sébastien Buemi (CHE) | Brendon Hartley (NZL) | Ryo Hirakawa (JPN)



Toyota Gazoo Racing

#7 – Toyota GR010 Hybrid – Mike Conway (GBR) – Kamui Kobayashi (JPN) – José María López

#8 – Toyota GR010 Hybrid – Sébastien Buemi (CHE) – Brendon Hartley (NZL) – Ryo Hirakawa (JPN)

Le Mans 24hr Winner 2021 (#7) & 2022 (#8)

TOYOTA GAZOO Racing ushered in the Hypercar era in 2021 by winning the inaugural 24 Hours and the FIA World Endurance Championship title



The Toyota GR010 Hybrid has undergone several modifications for its second season

Powertrain

The GR0010 is built around a **3.5-litre V6 twin-turbo engine**, providing **671 hp** to the rear wheels and combining with a **272 hp motor generator unit**.

Wheels

Toyota Hypercar now uses different sizes of tyres and wheels.

- **Front: 12.5 x 18-inch magnesium alloy wheels** equipped with **Michelin 29/71-18** tyres
- **Rear: 14 x 18-inch magnesium alloy wheels** sheathed in **34/71-18 Michelin rubbers**

Bodywork

To accommodate changes to wheel resizing, small bodywork modifications were required to maintain airflow and stay within the aerodynamic performance regulations.

The most visible change to the revised car's aero is a set of **enlarged wing end plates**

#708 – Glickenhaus 007 LMH

Olivier Pla (FRA) | Romain Dumas (FRA) | Felipe Derani (BRA)



GLICKENHAUS RACING

#709 – Glickenhaus 007 LMH

Ryan Briscoe (AUS) | Richard Westbrook (GBR) | Franck Mailleux (FRA)



Glickenhaus Racing

#708 – Glickenhaus 007 LMH – Olivier Pla (FRA) – Romain Dumas (FRA) – Felipe Derani (BRA)

#709 – Glickenhaus 007 LMH – Ryan Briscoe (AUS) – Richard Westbrook (GBR) – Franck Mailleux (FRA)

Third at Le Mans 2022, Third in 2021 WEC series

Glickenhaus Racing's two Glickenhaus turbocharged V8 007 LMH have been consistently competitive rookie cars throughout their first two years running at 24 Hours of Le Mans, improving on 2021's result to place third this year.



In the broader FIA WEC series, Glickenhaus placed third in their rookie year and are on track to do the same again in 2022

While the smaller field size may make third place less lofty than it will be next year when the series becomes denser and more competitive, the reduced pressure to perform against more experienced incumbents from previous years may have been a perfect window of opportunity for Glickenhaus to set the pace and establish its trajectory as a future WEC winner.

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- For the 90th running of Le Mans 24 Hours in 2022 the American team once again fielded a pair of 007 LMHs.
- While few teams manage to finish the unusually demanding race in their rookie attempt, Glickenhaus finishing Le Mans strongly two years in a row is a sign of their intent and capability to grow as a WEC leading brand.
- Glickenhaus has already had a promising start to the 2022 season with the #708 finishing **third in the 1000 Miles of Sebring** and securing **pole position at the TotalEnergies 6 Hours of Spa-Francorchamps**.
- The team were tripped up by an uncharacteristically poor strategy at the end of the race in Belgium.

To build on the experience gained last year, Glickenhaus Racing's main goal is to improve on its WEC 2021 result by finishing ahead of Alpine.



#36 – Alpine A480-Gibson

André Negrão (BRA) | Nicolas Lapierre (FRA) | Matthieu Vaxivière (FRA)

ALPINE ELF TEAM



Alpine ELF Team

#36 – Alpine A480-Gibson – André Negrão (BRA) – Nicolas Lapierre (FRA) – Matthieu Vaxivière (FRA)

Six podiums in six years, third place Le Mans 2021

In the 2022 WEC season, Alpine finished a ninth consecutive 24 Hours of Le Mans and is competing in its second season in Hypercar.

Drivers

- Nicolas Lapierre (age 38, 14 participations in Le Mans 24 Hours)
- André Negrão (age 29, five participations in Le Mans 24 Hours)
- Matthieu Vaxivière (age 27, five participations in Le Mans 24 Hours)



“With the arrival of new competitors in the class, the technical elements are subject to change and we have carried out a huge amount of significant work with the aim of doing better than last year. We have to be ambitious as we evolve among other top contenders, and we do our best every day to live up to this prestigious and exhilarating challenge.”

—Team manager Philippe Sinault

The 24 Hours of Le Mans this year has provided additional opportunity to leverage research and hard track for the development of the future Alpine LMDh Hypercar.

Destined for the Hypercar class in 2024, the 2024 evolution of the Alpine car will feature a chassis produced by ORECA, one of the world’s premiere and most disruptive high speed chassis manufacturers over the last decade.

Scaffolded by the world class chassis, the upgraded LMDh package will be driven by a purebred Alpine works engine developed in Viry-Châtillon.



Already in 2022, the Alpine ELF team has placed first at the 1000 Miles de Sebring and second at the TotalEnergies 6 Hours of Spa-Francorchamps.

#93 – Peugeot 9x8 LMH

Jean-Eric Vergne (FRA) | Paul di Resta (GBR) | Mikkel Jensen (DNK)



TEAM PEUGEOT TOTALENERGIES

#94 – Peugeot 9x8 LMH

Loic Duval (FRA) | Gustavo Menezes (USA) | James Rossiter (GBR)



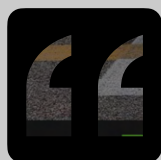
Team Peugeot TotalEnergies

#93 – Peugeot 9x8 LMH – Jean-Eric Vergne (FRA) — Paul di Resta (GBR) — Mikkell Jensen (DNK)

#94 – Peugeot 9x8 LMH – Loic Duval (FRA) — Gustavo Menezes (USA) — James Rossiter (GBR)

The next evolution of the Hypercar concept

The French manufacturer Peugeot's latest creation is the 9X8 LMH, bringing an unprecedented aero design philosophy wrapped around a 2.6-litre, turbocharged V6 engine to the FIA WEC grid beginning with Monza in 2022.



A distinctive cat-like stance, uniquely sleek silhouette, forceful brand identity and the same familiar three-claw

lighting signature as the manufacturer's road-going models



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Showcasing Peugeot's technological expertise in the fields of hybridisation and electrification, two key areas of the brand's energy transition strategy.

The striking design of Peugeot's 9x8 makes a bold statement about the team's passion for motorsport and technological excellence in racing.

- A four wheel-drive racing prototype with powertrain developed internally from the ground up by Peugeot Sports' advanced engineering team
- Rear wheels driven by a 2.6-litre, bi-turbo, 520kW, V6 internal-combustion engine (ICE)
- Front wheels powered by high-performance 200kW electric motor
- Featuring a silicon carbide-based inverter developed in association with Marelli

The PEUGEOT 9X8 measures 4.995 metres in length, 2 metres wide and 1.145 metres tall, with a total weight of 1,030kg. Its tank holds up to 90 litres of TotalEnergies' 100% renewable Excellium Racing 100 fuel.

Key regulation changes to FIA WEC racing series



- Cost optimisation through homogenisation of chassis and components across categories
- Minimum weight and maximum size changes to more closely align Hypercar formats
- Balance of Power and energy expenditure restrictions designed to optimise competitive racing
- Retirement of LMP1 and GT3 categories to streamline competition for sharper Hypercar focus
- Impetus on technical and aero development streams to produce competitive edge in racing

How Hypercar will challenge F1 dominance



- Unlimited cost cap in Hypercar category allows for more intensive development of cutting edge racing technology
- Strategic focus on innovation when tuning powertrain, drivetrain, and aero to find winning edge
- Balance of Power for closer racing challenges teams and drivers to explore absolute limits
- Streamlined Hypercar focus fuels more commercial sponsorship and partnership interest
- Growing popularity and deeper understanding of motorsport brands and technology with fans

2023-2024

Hypercar

class cars

Porsche

Cadillac

BMW

Glickenhaus

Ferrari

Toyota

Acura

Peugeot

Acura

- Car: Acura ARX-06
- Ruleset: **LMDh**
- Chassis: Oreca
- Engine/ Hybrid: (LMDh standard Williams/ Bosch/ XTrac Hybrid drive)



BMW

- Car: BMW M Hybrid V8
- Ruleset: **LMDh**
- Chassis: Dallara
- Engine/ Hybrid: 4 litre twin-turbo V8 (LMDh standard Williams/ Bosch/ XTrac Hybrid drive)



Cadillac

- Car: Unnamed
- Ruleset: **LMDh**
- Chassis: Dallara
- Engine/ Hybrid: 5.5 litre normally aspirated V8 (LMDh standard Williams/ Bosch/ XTrac Hybrid drive)



Ferrari

- Car: Unnamed
- Ruleset: **LMH**
- Chassis: Ferrari
- Engine/ Hybrid: Not known



Glickenhaus

- Car: SCG 007 Hypercar
- Ruleset: **LMH**
- Chassis: Podium Engineering
- Engine: Pipo Moteurs 3.5 litre twin-turbo V8 – No hybrid



Peugeot

- Car: Peugeot 9X8
- Ruleset: **LMH**
- Chassis: Peugeot
- Engine/ Hybrid: Twin-turbo 2.6L V6 bespoke hybrid drive with front axle power harvesting and delivery



Porsche

- Car: Porsche 963
- Ruleset: **LMDh**
- Chassis: Multimatic
- Engine/ Hybrid: 4.6 litre V8 twin turbo V8 (LMDh standard Williams/ Bosch/ XTrac Hybrid drive)

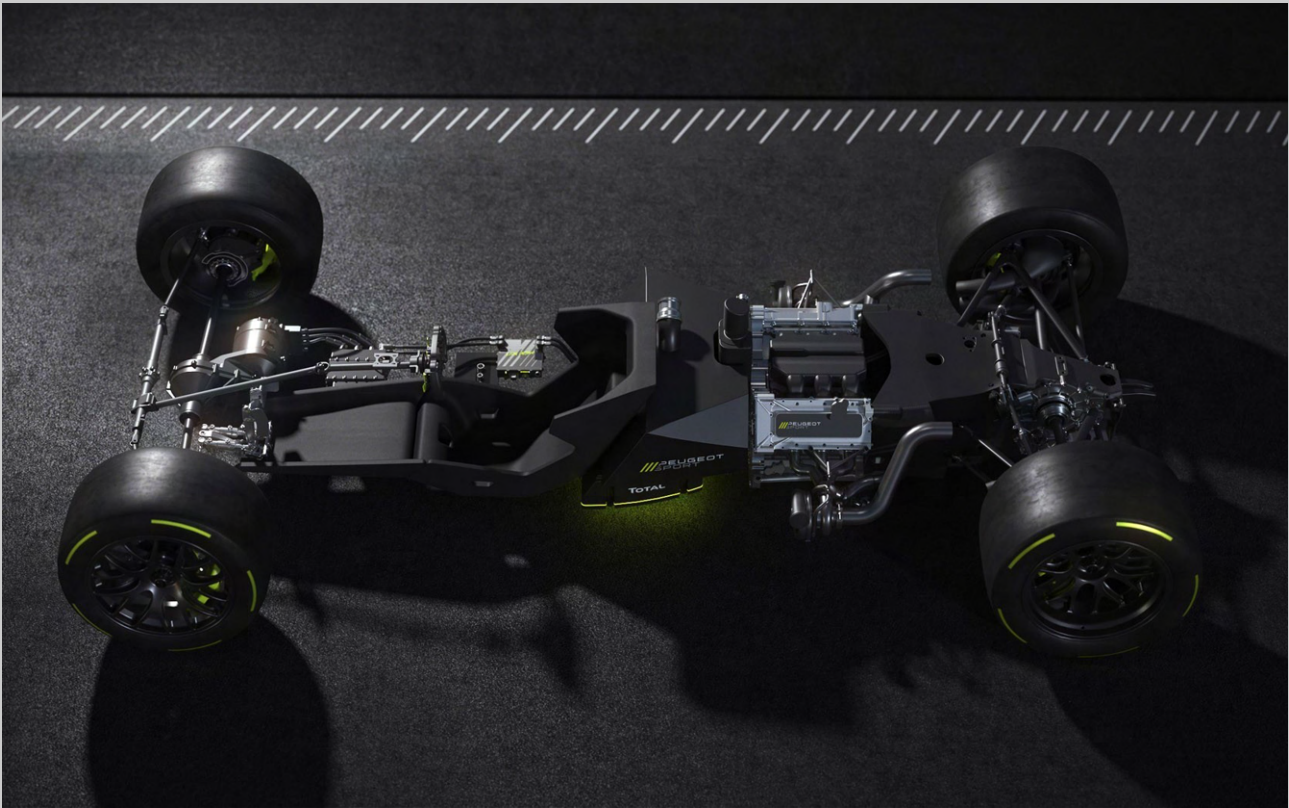


Toyota

- Car: Toyota GR010 Hybrid
- Ruleset: **LMH**
- Chassis: TMG
- Engine/ Hybrid: 3.5 litre twin-turbo V6 bespoke hybrid drive with front axle energy harvesting and delivery



A catalyst for racing technology innovation



Finding the winning edge in motorsport today is driven by consistent evolution across many technological disciplines. Modern racing technology is about more than the components that let a driver push harder.

Data collection and analysis software lets teams understand the minutia of a vehicle's performance, identifying potential efficiency gains and informing race strategy in realtime.

Cutting edge manufacturing processes such as 3D printing and lighter, more sustainable materials enable reduced costs and more strength for weight.

Nascent technology fields like machine learning and predictive AI-assisted designs are projected to compound data optimisation efforts.

Teams will soon be able to leverage a diaspora of emergent verticals to stay ahead, but may struggle to keep up with the depth and breadth of knowledge available.

Brands that partner with the FIA WEC teams

Toyota Gazoo Racing Sponsors



Glickenhaus Racing Sponsors



Alpine ELF Team Sponsors



Team Peugeot TotalEnergies Sponsors



Brands that partner with the FIA WEC series



Official Timepiece



Official Fuel Partner



Official Lubricant Partner



Official Partners



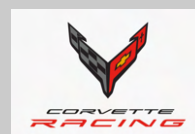
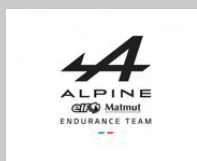
Official Media Partner



Official Champagne Partner

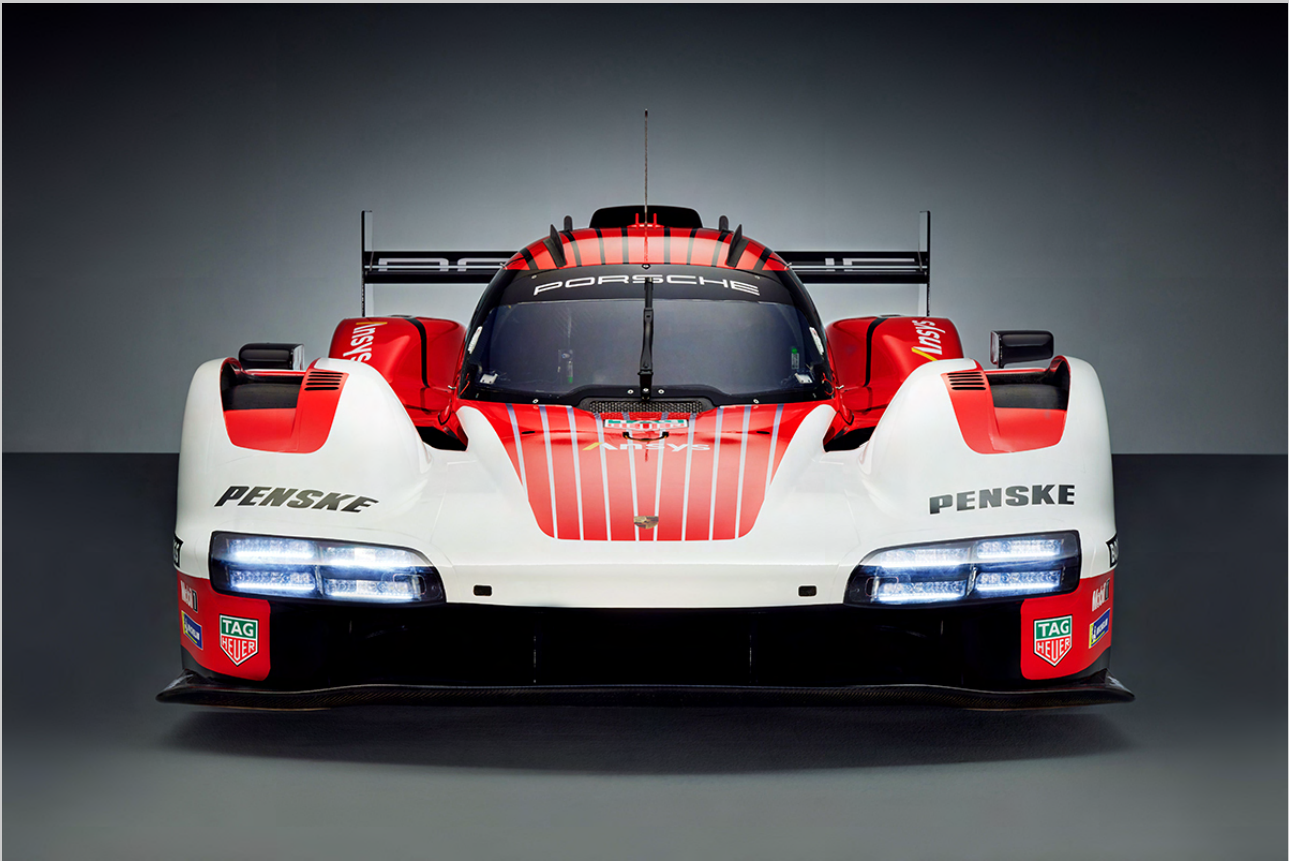


Official
Suppliers



Official Manufacturers

Sponsors can now be true auto racing partners



In motorsports, data has become the greatest technical driver of success. Key technology partnerships in motorsport can provide teams with better access to data, and the tools to analyse it.

In the age of cost caps and restrictions on the time that teams can spend interrogating vehicle data, a partnership that streamlines access while providing deeper insights is invaluable.

Having costly data analysis and access to subject matter experts included in a motorsport partnership arrangement helps teams to work around cost restrictions.

Teams are incentivised today to form collaborative technical partnerships with sponsors who can provide more than just hard cash for their name on the side of a car.

How brands can grow alongside Hypercar



There's no more tactile sales or marketing demonstration than the raw power of motor racing, and the deep well of human emotion it taps into.

Like Formula 1 before it, FIA WEC Hypercar is poised to be a popular new cutting edge motor racing category with high visibility on the world stage.

Brands will inevitably benefit from their association with the sport. Technology brands in particular can thrive innovating alongside teams in the most exciting way possible: testing new technology on the track, in competition, at the absolute limit.

The best partnerships provide both parties with the opportunity to devise new technologies and showcase them on a global stage, while also increasing brand awareness and exposure.



WHAT WE DO

Where technology, automotive, and competition intersect

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Brand Strategy and Analysis

Campaign strategy | Market research | Competitor analysis

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