

# Engines of Empire: The World Grand Prix



# Table of Contents

Letter from CD.....	3
Sensitivity Statement.....	4
Introduction to Committee.....	5
Historical Background.....	6
Current Problems.....	15
State of Committee.....	19
Questions to Consider.....	22
Character Dossier.....	25

# Letter from CD

Dear Delegates,

Welcome to “Engines of Empire: The World Grand Prix!” My name is Teddy Sipkins and I’m so excited to be your crisis director at ENMUNC. I’m currently in my first year at Emory and am majoring in Political Science. My experience with Model UN is largely crisis, but I’m relatively new to the activity as a whole, so am very understanding and happy to answer any questions about the format itself. I was born and raised in Los Angeles, California and beyond MUN, I love spending time with my family, watching sports and sitcoms, and trying new food wherever I go.

This committee is based on Cars 2, a movie that deals with a lot of (shockingly) hard-hitting issues through the lens of the Cars universe. This means that while the premise is a Pixar movie, there’s a lot of grounded content that can be touched on and discussed. I look forward to seeing how all of you engage with these topics while in the midst of this lighter committee setting. On that note, please don’t forget that this committee is supposed to be fun! Be as creative as you want to be as long as you tie your story to your character and the basis of the Cars universe as a whole.

I look forward to seeing how you all engage with the committee throughout the weekend!

Best,

Teddy Sipkins

# Sensitivity Statement

At ENMUNC, it is our responsibility to ensure that everybody feels safe and respected in the committee. As such, we request that delegates treat each other with the highest level of respect and kindness. ENMUNC maintains a strict zero-tolerance policy for bullying or discrimination in any form. If you ever experience a problem, please raise it with your CD, ACD and or Chairs, and we will do everything in our power to help you.

While this committee is based on a children's movie, it does not mean that serious topics and issues will not be discussed. These issues, such as climate change, dramatically affect millions of people every year and cannot be trivialized. Furthermore, the movie deals with topics like nationalism that have the possibility of being intensified if the wrong thing is said or done. Thus, any arcs, h up l l l op directives, speeches, or JPDs that take steps towards utilizing this nationalism in a negative way will not be tolerated.

Overall, we want everyone in this committee to have a fun and positive experience throughout the weekend. This means that delegates are expected to be respectful to everyone involved with the committee in order to make sure everyone feels welcome in committee. We also ask that delegates also adhere to 21st century moral standards, refraining from any engagement with genocide, colonialisaton, exploitation of people etc.

# Intro to Committee

Welcome to the Engines of Empire! This committee takes place in the world of *Cars 2*, starting in 2011 as the World Grand Prix looks to begin. Famous cars such as Lightning McQueen and Francesco Bernoulli have brought a vast amount of attention to this grand prix as each country and car vies to have themselves on top of the racing world.

At the same time, debates about the environment are raging. Oil is quickly becoming seen as obsolete and a tool of the past while renewables are staking their claim as the fuel of the future. At the center of these debates are Miles Axelrod, a former oil baron now seemingly turned renewable advocate, who has been promoting the World Grand Prix as the next step for renewable energy.

These two topics have taken over the world stage, as the Grand Prix seems to be the nail in the coffin for oil and the starting gun for renewable energy. In a world where fuel is life and racing cars are the biggest celebrities, which fuel they endorse is key towards determining popularity.

Finally, international tensions rise underneath the surface. Competition in both economic and athletic sectors have led to mass hysteria and accusations of espionage. Governing bodies around the world seek to reign in this chaos before it devolves into public conflict.

# Historical Background

## Overview of Cars Universe

The world of Cars is inhabited entirely by sentient vehicles who function as both people and technology. They are born into specific vehicle types that largely determine their social roles: racers, haulers, construction vehicles, emergency responders, agricultural machines, and military or industrial units. There are no humans; infrastructure such as roads, cities, tools, and even medicine is designed by vehicles, for vehicles.

Civilization developed around transportation networks rather than geographic borders. Highways function like arteries connecting economic and cultural centers. Ports, airfields, racetracks, and industrial hubs serve as the foundations of political and social life. Speed, efficiency, innovation, and reliability are highly valued traits, and technological progress—especially in engines, fuel, and materials—has historically driven both prosperity and conflict. Motorsport is not merely entertainment in this world; it is one of the primary ways societies test technology, establish prestige, and create heroes. Over time, racing evolved from informal contests between early vehicles into massive global institutions that shape economics, diplomacy, and culture.

## The Racing World

Racing began in the early motor age as loose, regional competitions. As vehicles became faster and more specialized, these contests were formalized into leagues. Racing soon became the most visible expression of progress as the fastest cars represented not only personal glory, but

the engineering and fuel philosophies of entire regions. Different leagues emerged based on terrain, vehicle type, and ideology. Some emphasized raw speed, others endurance, international unity, or technological experimentation. Over time, these leagues developed their own governing bodies, rulesets, and legendary figures, whose careers are still studied and celebrated.

## **Historical Racing Leagues**

### Stock Car Racing / The Piston Cup Era

One of the oldest and most culturally influential traditions is stock car racing, centered on oval tracks and mass spectatorship. Early leagues were closely tied to industrial manufacturers and fuel companies, making them symbols of national pride and corporate power. Legendary figures established racing as a respectable profession rather than reckless sport. Early pioneers of the racing world were known not only for wins, but for advancing safety standards, pit strategy, and mechanical reliability.

### Open-Wheel and Grand Prix–Style Racing

More technically experimental leagues developed alongside stock racing. These series emphasized aerodynamics, lightweight frames, and extreme speeds. They were often international, drawing competitors from multiple regions and encouraging diplomatic cooperation. Historic champions from these leagues are remembered as innovators, cars who redefined what engines could handle and whose rivalries pushed the limits of physics and design.

### Endurance and Rally Racing

Another branch focused on survival rather than pure speed: desert rallies, mountain circuits, and multi-day endurance events. These leagues valued navigation systems, durability, and team coordination. These historical figures are often remembered less as celebrities and more as folk heroes—vehicles who crossed continents, survived mechanical disasters, and opened remote regions to trade and travel.

### International Exhibition Racing (World Grand Prix tradition)

Later in history, exhibition leagues emerged to reduce interregional tensions and showcase alternative fuels and experimental technologies. These races were as much political as athletic, designed to promote cooperation and soft power. However, these leagues have never fully come to fruition until now.

### **Leagues in the Present Day**

In the present era, racing is a fully globalized industry. Major leagues like the modern Piston Cup dominate popular culture, supported by massive sponsorships, televised coverage, and youth development programs. Racing academies identify promising vehicles early, shaping them into specialists through custom engineering and data analysis. Alongside the major leagues exist secondary and underground circuits such as endurance leagues and those that preserve older racing styles.

While top leagues project unity and entertainment, they are deeply tied to corporate, environmental, and technological interests. Control over fuel sources, materials, and broadcasting rights makes racing organizations some of the most powerful institutions in the world.

## **Cars 1: McQueen's Rise**

At the beginning of the franchise, Lightning McQueen, a rookie sensation, finished the final regular-season race in a three-way tie for first place in the Piston Cup standings with veteran Strip “The King” Weathers and perennial rival Chick Hicks. This unprecedented outcome exposed both the competitiveness and volatility of contemporary racing. The Racing Sports Network and the Piston Cup League announced that the championship would be decided in a final, winner-take-all race in California.

While traveling to the championship race, Lightning McQueen became separated from his transport convoy and was lost along the old Route 66 highway system. He accidentally damaged the main road of the declining town of Radiator Springs and was detained by local authorities. During his time in Radiator Springs, McQueen encountered vehicles largely excluded from the modern racing economy. He met figures such as Sally Carrera, Mater, and Doc Hudson, a former legendary racer who had withdrawn from public life after a career-ending crash and subsequent marginalization by the racing establishment.

McQueen was sentenced to repave the damaged road, forcing him into direct contact with non-competitive labor and infrastructure maintenance—sectors often overshadowed by the glamour of racing. Through repeated failures and mentorship from Doc Hudson, McQueen confronted the limitations of his purely fame and victory-oriented worldview. This period is now widely regarded by historians as the moment McQueen's political and cultural outlook shifted.

After the media rediscovered McQueen's location, he left Radiator Springs to compete in the final race of the season. However, the town's residents followed him to California, forming his first true support team.

Doc Hudson emerged from retirement to serve as McQueen's crew chief, bringing old-era racing knowledge into direct contact with modern high-speed competition. Mater joined the pit crew, introducing unconventional but effective pit strategies. With this support, McQueen took an early lead and was on pace to secure the Piston Cup. On the final lap, however, Chick Hicks forced Strip Weathers into a catastrophic crash. McQueen stopped just short of the finish line, reversed course, and pushed Weathers across instead, sacrificing his own victory. Chick Hicks was declared the technical winner, but his conduct was widely condemned, while McQueen's actions received global praise.

### **Between Cars 1 and Cars 2**

The years following the 2006 Piston Cup season marked a period of rapid consolidation and transformation in the racing world. Lightning McQueen's moral victory and rising popularity reshaped not only domestic racing, but the global perception of motorsport as a cultural and political institution.

### McQueen's Success

In the five seasons following his rookie year, Lightning McQueen established himself as the uncontested leader of American racing. He won four Piston Cups in five years, an achievement unmatched in the modern era. His success reflected the full institutionalization of Doc Hudson's training philosophy, which blended classic racing fundamentals with modern engineering.

McQueen's dominance stabilized the Piston Cup League after years of volatility. Attendance, sponsorship revenue, and youth recruitment surged. Racing academies modeled their

programs after McQueen's development path, reinforcing the idea that racing excellence required not only mechanical superiority, but discipline, teamwork, and public accountability. As McQueen's victories accumulated, his fame expanded beyond North America. International circuits began broadcasting Piston Cup races, and McQueen was increasingly invited to global exhibitions, technology summits, and cross-league events.

### The Rise of Allinol and the Fuel Question

Parallel to McQueen's rise was a structural shift far more destabilizing: the emergence of Allinol as a commercially viable alternative fuel. Marketed as cleaner, renewable, and technologically progressive, Allinol quickly attracted public enthusiasm and political support.

As Allinol adoption spread across municipal fleets, commercial transport, and minor racing leagues, oil's long-standing position as the uncontested foundation of vehicle society began to erode. Policy forums, trade organizations, and racing councils increasingly debated whether oil could remain the primary fuel source of the future.

At the center of this transformation stood Miles Axelrod, a former oil magnate who reinvented himself as the public face of the alternative energy movement. Through aggressive marketing, strategic partnerships, and heavy lobbying of racing authorities, Axelrod positioned Allinol not only as a product, but as a moral and political cause. His influence rapidly extended into motorsport, where racing leagues became testing grounds for fuel legitimacy. This convergence of energy politics and racing set the stage for the creation of a global competition meant to determine the future of fuel itself: the World Grand Prix.

## **Cars 2: International Spy Thriller**

## The Creation of the World Grand Prix

Miles Axlerod, now the world's most prominent advocate of alternative fuel, announced the creation of the World Grand Prix: a three-race international tournament designed to determine the "fastest car in the world." Publicly, the Grand Prix was framed as a technological and cultural exchange, with all major racing leagues invited to send representatives.

The event's inclusive structure marked a departure from traditional league isolation. For the first time, stock car racers, open-wheel champions, endurance specialists, and international exhibition drivers competed under a single governing framework. While widely celebrated, this unprecedented convergence also generated anxiety among racing institutions concerned about jurisdiction, safety oversight, and fuel regulation.

From the outset, the Grand Prix ignited intense rivalry—most visibly between Lightning McQueen, the dominant figure of American racing, and Francesco Bernoulli, the internationally celebrated Italian open-wheel champion. Their personal competition symbolized deeper tensions between domestic leagues and emerging global circuits. Bernoulli claimed European racing to be superior to all others, sparking McQueen's competitive ambition.

Shortly after the Grand Prix began, multiple competitors suffered sudden catastrophic engine failures, with some vehicles spontaneously igniting during competition. These incidents shattered confidence in the Grand Prix's regulatory framework and immediately raised suspicions regarding Allinol's safety.

Racing councils, sponsors, and transport authorities debated suspending the event. However, with billions invested and global prestige at stake, the tournament continued. The world entered a state of informational uncertainty: whether the failures were accidents, engineering flaws, or deliberate sabotage remained unclear.

As mechanical incidents continued, the rivalry between McQueen and Bernoulli intensified, drawing media focus away from institutional accountability and toward personal antagonism. This fragmentation of attention benefited those responsible for destabilization, as racing leagues became increasingly divided along national and technological lines.

Public confidence in international racing governance eroded. Independent leagues began reviewing withdrawal options, and some sponsors threatened to reinstate fossil-fuel exclusivity clauses, foreshadowing a broader energy realignment.

### Espionage during the Grand Prix

In response to the unexplained combustions, an international intelligence organization quietly intervened, treating the Grand Prix not as a sporting anomaly but as a coordinated security threat. Mater, a civilian vehicle with unexpected proximity to central figures, was recruited into the investigation. Through a series of intelligence operations, intercepted communications, and exposure to clandestine meetings, Mater uncovered evidence that the failures were not caused by Allinol, but by electromagnetic weaponry being used to target specific competitors.

Mater ultimately identified Miles Axelrod as the architect of the crisis. Despite his public role as an alternative-energy champion, Axelrod had covertly organized a coalition of disenfranchised vehicles and obsolete oil interests. Their objective was to discredit renewable fuel by engineering disasters, thereby forcing a return to global oil dependence.

During the final scheduled race, intelligence sources revealed that Lightning McQueen had been selected as the final target. His destruction, broadcast globally, would definitively associate alternative fuel with catastrophe. McQueen survived only because of an emergency fuel

switch, which neutralized the weapon designed to trigger combustion. The failure of this final operation exposed the conspiracy in real time.

Mater confronted Axelrod before international racing authorities, forcing him into a public admission of his role. The confession triggered immediate arrests, asset seizures, and the dismantling of Axelrod's corporate network. Racing organizations, fuel councils, and transportation unions initiated emergency reforms. Investigations were launched into regulatory negligence, security oversight, and the vulnerability of global racing infrastructure.

# Current Problems

## Fuel Debates

At the center of the current international crisis is an unresolved and deeply polarizing debate over the future of fuel. In the world of Cars, fuel is not merely an economic commodity—it is the foundation of daily life, transportation, racing, and political power. The exposure of Miles Axelrod's conspiracy did not end the debate over renewable energy; instead, it intensified it. Public trust in both oil and alternative fuels has been shaken, leaving governments, corporations, and racing institutions struggling to define a credible path forward.

## The Conventional Approach

For over a century, oil and natural gas have powered global civilization. Entire industries, transportation networks, and political institutions are built around their extraction, refinement, and distribution.

Major companies continue to dominate the energy market. These corporations control drilling operations, shipping routes, refinery hubs, and sponsorship pipelines into professional racing. Although many executives have remained publicly quiet since the Axelrod scandal, oil interests retain enormous economic leverage and lobbying power.

Prominent advocates for conventional fuel include established energy executives, logistics unions, and leaders of traditional racing leagues that fear performance instability, infrastructure collapse, and economic disruption if a rapid transition occurs. Supporters argue that oil and natural gas provide proven reliability and engine compatibility, a vast existing

infrastructure, stable performance under high-stress racing conditions, and employment for millions of vehicles worldwide.

### The Side of Renewables

In recent years, renewable fuel has rapidly moved from experimental concept to political centerpiece. The most prominent company driving this shift is Allinol, a newly dominant energy corporation that claims to have developed a clean, fully renewable biofuel capable of powering everything from civilian vehicles to elite racing machines.

Under the leadership of Miles Axelrod, a former oil magnate turned energy reformer, Allinol has positioned itself as both a technological breakthrough and a moral cause. Axelrod publicly argues that the global dependence on oil is economically unstable, environmentally damaging, and politically dangerous. His messaging has found particular support among urban governments, younger vehicles, and innovation-focused racing leagues. Advocates of renewable fuel claim it offers long-term sustainability and energy security, freedom from oil monopolies and volatile fuel markets, technological modernization of engines and infrastructure, reduced environmental and industrial degradation, and a symbolic transition into a new era of vehicle civilization

### **International Racing Tension**

As racing has expanded beyond national circuits into a globalized spectacle, competition has increasingly taken on cultural and political meaning. Racing leagues are no longer viewed merely as sporting organizations, but as representatives of regional identity, technological

philosophy, and national prestige. As a result, debates over league superiority have intensified, reshaping fan communities and straining international racing relations.

### Debates Surrounding League Superiority

Fans and commentators across the world are deeply divided over which racing league produces the most elite competitors and the most legitimate form of racing. Supporters of American stock racing emphasize durability, close-quarters competition, and consistency across long seasons. Advocates of European open-wheel and Grand Prix circuits highlight speed, aerodynamics, and engineering sophistication. Endurance leagues point to survival, efficiency, and strategic depth.

These disagreements have increasingly escaped the realm of sport. Media outlets openly frame races as ideological contests between systems rather than individual competitions. Online forums and racing networks amplify inflammatory narratives, portraying rival leagues as inferior, corrupt, or artificially protected. This has resulted in growing hostility throughout the racing community. Recent months have seen events representing the rising tensions, such as protests outside international race venues and confrontations between rival fan organizations.

### **Geopolitics and Espionage**

As racing has grown into a central global institution, it has become inseparable from international politics. Control over racing leagues, fuel contracts, broadcasting rights, and technological standards now carries economic and diplomatic consequences comparable to

traditional trade and security agreements. As a result, disputes within the racing world increasingly spill over into formal relations between countries.

### Racing as a Geopolitical Pressure Point

International racing events are no longer viewed as neutral sporting gatherings. Host locations, safety regulations, fuel standards, and judging frameworks are frequently negotiated through diplomatic channels. Governments lobby aggressively to host races, secure favorable technical rules, and protect domestic teams from regulatory disadvantage.

### Espionage and the Erosion of Trust

Alongside overt political maneuvering, covert activity has increasingly entered the racing sphere. Multiple governments have been accused of embedding intelligence operatives within racing organizations, technical crews, and logistics networks. The British and United States governments, in particular, have faced repeated allegations of maintaining surveillance operations tied to international racing events.

Although few of these claims have been formally proven, their cumulative effect has been profound. Racing leagues have restricted information sharing, governments have increased security at international events, and several countries have quietly reduced technical cooperation agreements. This climate of suspicion has produced widespread distrust within the international community. What was once framed as a unifying global sport is now increasingly perceived as a strategic arena where technological dominance, energy security, and political influence are contested.

# State of Committee

The committee convenes at a moment of extraordinary uncertainty. The inaugural World Grand Prix is scheduled to begin in one week. What was envisioned as a celebration of global racing unity has instead become the focal point of unresolved political, economic, and security crises.

No binding international framework yet exists to govern the tournament. Its structure, fuel standards, and regulatory authority remain contested. At the same time, public pressure, corporate lobbying, and covert activity are intensifying. Decisions made in this committee will determine not only the fate of the World Grand Prix, but the future trajectory of global racing and energy politics.

## **The World Grand Prix: unresolved foundations**

With only days remaining before the opening race, critical questions remain unanswered.

First, the format of the World Grand Prix has not been finalized. Delegates must determine who sets the rules, how safety oversight will function, and whether existing leagues will retain autonomy or submit to a centralized governing body. Some blocs advocate for a powerful international racing authority, while others insist on decentralized league control.

Second, the fuel framework remains undecided. Whether the Grand Prix will mandate renewable fuel, permit mixed usage, or preserve conventional fuel standards is still under negotiation. This decision carries enormous symbolic and economic weight. The fuel used in the

Grand Prix is widely expected to shape consumer behavior, government policy, and corporate investment worldwide.

Third, the committee must confront whether the Grand Prix will be used to ease international racing tensions or further entrench them. Without mechanisms for representation, conflict resolution, and media regulation, the tournament risks becoming a flashpoint rather than a bridge.

### **Fuel Debates Rage On**

Fuel debates are no longer theoretical. They are unfolding in streets, legislatures, boardrooms, and racing headquarters. Renewable fuel supporters have organized mass demonstrations in multiple host cities, demanding government intervention and a formal ban on oil-based fuels in elite racing. Activist coalitions argue that continued oil use legitimizes monopolistic corporations and delays an inevitable energy transition.

In response, major oil conglomerates have launched coordinated lobbying campaigns. Through sponsorship leverage, regulatory challenges, and strategic litigation, they have successfully stalled or reversed several proposed environmental and racing reforms. Their representatives warn that abrupt transition would destabilize economies, fracture transportation infrastructure, and compromise race safety.

### **Espionage Allegations Threaten Peace**

The security environment surrounding international racing has deteriorated rapidly. Multiple governments stand accused of conducting espionage operations within racing organizations, technology firms, and energy consortiums. The British and United States

governments have been the most frequently named in leaked reports, though many believe the network of covert activity is far broader.

Several states have threatened diplomatic and economic sanctions against governments suspected of interference unless formal concessions are made. At the same time, intelligence agencies continue to operate extensively within racing spaces, citing the protection of technological and energy interests.

This cycle of accusation, denial, and retaliation has eroded trust between racing leagues and governments alike. International organizers fear that without new transparency and enforcement mechanisms, the World Grand Prix could become a target for political manipulation or covert confrontation.

# Questions to Consider

- What race structure (single event, circuit, multi-stage, time trials) maximizes fairness while minimizing opportunities for sabotage or espionage?
- Should the World Grand Prix adopt uniform international standards for safety, fuel testing, and racer eligibility?
- Should an oversight body be formed for the Grand Prix
- How can the WGP ensure legitimacy if major countries threaten sanctions?
- Should the race use one standardized fuel or allow different countries/teams to choose their own?
- If fossil fuels remain allowed, how will the WGP respond to public backlash?
- How can the committee mediate between renewable advocates and oil-backed teams, given the protests and lobbying warfare?
- What decisions must be made this week to prevent the WGP from collapsing under political pressure?
- Can all parties accept a compromise on fuel, sanctions, and format, or is it better to proceed despite tensions?

# Character List

Lightning McQueen – A world-famous race car and Piston Cup champion, Lightning McQueen represents the United States in the World Grand Prix. Initially focused on winning, he learns the importance of teamwork and trust as global events unfold. His perspective bridges the competitive racing world and broader international concerns.

Mater – A rusty but loyal tow truck from Radiator Springs, Mater unexpectedly becomes involved in international espionage. Though underestimated due to his appearance and mannerisms, his honesty and improvisation prove invaluable. Mater represents the theme of unlikely actors influencing global affairs.

Sally Carrera – A former big-city lawyer turned Radiator Springs business owner, Sally serves as a grounded voice of reason. She encourages diplomacy, sustainability, and community-focused thinking. Sally often advocates for cooperation and thoughtful leadership.

Luigi – An enthusiastic Italian tire shop owner and racing superfan, Luigi brings cultural pride and optimism to the group. His deep love for international racing highlights the unifying power of sport. Luigi often emphasizes friendship and global camaraderie.

Ramone – Radiator Springs' custom paint expert, Ramone represents creativity and adaptability. He often uses style and self-expression as a way of building connections across cultures. Ramone supports unity through shared identity and collaboration.

Flo – Owner of the Cozy Cone Motel and a central community figure, Flo emphasizes hospitality and stability. She values maintaining strong relationships and supporting allies. Flo represents the importance of economic and social infrastructure.

Sarge – A military veteran jeep, Sarge prioritizes discipline, security, and preparedness. He often advocates caution and respect for tradition. Sarge represents the perspective of defense-minded actors in global politics.

Fillmore – A laid-back hippie van and organic fuel entrepreneur, Fillmore is a strong supporter of alternative energy. He advocates for environmental sustainability and peaceful cooperation. Fillmore's views often challenge industrial and corporate interests.

Francesco Bernoulli – A confident and flashy Italian Formula race car, Francesco represents Italy in the World Grand Prix. He embodies national pride and competitive diplomacy. Despite his arrogance, he respects true sportsmanship and international prestige.

Shu Todoroki – A disciplined and honorable racer from Japan, Shu Todoroki reflects precision and national honor. He emphasizes respect, technological excellence, and cultural tradition. Shu represents a balanced approach between competition and diplomacy.

Raoul ÇaRoule – A charismatic French rally car, Raoul brings flair and cultural pride to the global stage. He emphasizes creativity, innovation, and national identity. Raoul often highlights the importance of cultural diplomacy.

Nigel Gearsley – A refined British spy-plane and racing commentator, Nigel offers intelligence and analytical insight. He observes global developments with a strategic perspective. Nigel represents the role of media and intelligence in international affairs.

Finn McMissile – A seasoned British intelligence agent, Finn McMissile leads efforts to uncover global conspiracies. Skilled in espionage and diplomacy, he works to maintain international stability. Finn represents covert operations and security alliances.

Holley Shiftwell – A highly intelligent British spy-in-training, Holley specializes in technology and analysis. She emphasizes data-driven decision-making and modern intelligence methods. Holley represents emerging technologies in global security.

Miles Axelrod – A wealthy industrialist and promoter of alternative fuel, Miles Axelrod publicly champions sustainability. However, his hidden motives reveal the complexity of corporate influence in global politics. He represents the intersection of industry, energy, and power.

Professor Z – A secretive scientist working with villainous forces, Professor Z develops advanced weaponry and technology. He embodies the dangers of unethical scientific advancement. Professor Z represents the misuse of innovation in geopolitical conflict.

Grem – A henchman involved in the global conspiracy, Grem works to destabilize the World Grand Prix. He reflects how smaller actors can play significant roles in larger schemes. Grem represents proxy agents in international conflicts.

Acer – Partner to Grem, Acer assists in sabotage and covert operations. He highlights the role of coordinated actors in undermining global stability. Acer represents collaboration among disruptive forces.

Tex Dinoco – A wealthy oil tycoon and sponsor of Lightning McQueen, Tex Dinoco wields major economic influence. He represents traditional energy interests and corporate power. Tex often prioritizes stability in global markets.

Tomber – A small French car caught in the conspiracy, Tomber ultimately aids the protagonists. His shifting allegiance shows how individual actors can influence larger outcomes. Tomber represents whistleblowers and defectors.

J. Curby Gremlin – A conspirator working behind the scenes, J. Curby Gremlin helps orchestrate sabotage. He represents hidden networks that influence global events. His actions highlight the complexity of international plots.

Tubbs Pacer – An associate of the conspirators, Tubbs Pacer contributes to covert operations. He demonstrates how coordinated groups can destabilize global cooperation. Tubbs represents secondary actors in international crises.

Rip Clutchgoneski – A skilled racer competing in the World Grand Prix, Rip represents smaller or less prominent nations. He highlights how global events impact a wide range of participants. Rip embodies emerging voices in international arenas.

Carla Veloso – A talented Brazilian race car, Carla represents Brazil in the World Grand Prix. She embodies national pride, speed, and cultural vibrancy. Carla reflects the rising influence of emerging global powers.

Long Ge – A Chinese race car competing internationally, Long Ge represents China's growing presence on the global stage. He emphasizes discipline, technological progress, and national prestige. Long Ge symbolizes expanding geopolitical influence.