

**2019/2020 FIA World Endurance Championship
Circuit de Barcelona-Catalunya - Prologue**

***Michelin to present its latest Endurance tyres at
2019/2020 FIA World Endurance Championship 'Prologue'***

Barely a month after the 2018/2019 FIA WEC concluded at Le Mans in June, the teams and drivers registered for the 2019/2020 FIA World Endurance Championship are due to convene for the traditional pre-season 'Prologue' that will take them to Circuit de Barcelona-Catalunya, Spain, on July 23-24. The collective test will provide them with a valuable opportunity to finetune the set-ups of their respective cars ahead of the next campaign's opener at Silverstone, Great Britain, on September 1.

Working in close collaboration with its carmaker and team partners, Michelin Motorsport's engineers have produced new tyre ranges for all four classes that not only take into account the changes made to the latest-spec cars but also address the challenges inherent in the 2019/2020 calendar.

Next season's schedule effectively features a wide variety of circuit layouts and track surfaces, while teams face a broad spectrum of temperatures at races that will last from four to 24 hours. On top of that, the regulations introduced for 2019/2020 mean it will no longer be authorised to change tyres while refuelling is in progress, so multi-stint tyre strategies promise to play more bigger roles than they did last season.

"We have carried over the same basic range structure for Season 8 of the FIA World Endurance Championship, with a choice of three compound options," says **Pierre Alves**, the manager of Michelin's Endurance racing programmes. "Soft, medium and hard slicks will be available in all four classes to enable our partners to benefit from consistent performance whatever the conditions. Their cars naturally evolved in the course of the exceptionally long 2018/2019 championship, so we have taken a fresh look at our tyres' constructions and tread compounds. For example, with Sao Paulo [Brazil] returning to the series, we have revised our ranges to cover an even broader overall spread of track temperatures, from 5°C to 45°C last season to from 5°C to 65°C in 2019/2020, with no detriment to performance. The Barcelona Prologue takes place in the middle of the summer, so that should provide us with some good data. At the same time, as always, our aim has been to deliver consistent high performance that lasts lap after lap, a quality that is embedded in Michelin's DNA and helped to forge the brand's reputation in endurance racing."

"Last but not least, with the Prologue coming so soon after the end of the Super-Season, we had to contend with significant manufacturing- and logistics-related challenges in recent weeks because we needed to make and supply two very different ranges over a short span of time. That clearly called for careful planning, because the tyres we make for the FIA WEC incorporate classified technologies that necessitate complex processes. But we got the job done and we are now more than ready for the 2019/2020 season which essentially kicks off in Barcelona."



MICHELIN'S FIA WEC TYRES – CLASS BY CLASS

Hybrid and non-hybrid LMP1 prototypes

In the course of the development of its latest tyres for the hybrid LMP1 prototypes, Michelin worked closely with Toyota Gazoo Racing to continue providing it with the best possible package as a function of the technical characteristics of its car which is not only the most powerful on the grid but also features a different front/rear weight distribution compared with the non-hybrid LMP1s. They have four driven wheels, too, whereas the non-hybrids are rear-wheel drive only. For all these reasons, Michelin has developed distinct ranges for the two types of LMP1 prototype.

It is important to note that it was the non-hybrid LMP1s that evolved the most significantly in performance terms during the 2018/2019 Super-Season, so Michelin placed the accent on the development of tyres for these cars.

Both the hybrid and non-hybrid LMP1 prototypes will run 31/71R18 tyres front and rear.

In addition to slick tyres, Michelin's partners in LMP1 will be able to fit the MICHELIN Hybrid, a 'slick' intermediate designed for damp and drying conditions. WETs and FULL WETs will be available for heavier rain.

LMP2 prototypes

As in the other classes, Michelin's engineers have built on the progress they made ahead of the 2018/2019 Super Season to cater for the enhanced performance and efficiency of the LMP2 cars which, although not radically different to those fielded last season, benefited from the length of the 2018/2019 campaign to improve on several fronts. In compliance with the regulations, teams will be able to choose between two types of rain tyre: an intermediate with a lightly-grooved pattern and an operating window similar to that of the LMP1 'Hybrid' slick, plus a more conventional rain tyre with more extensive grooving for conditions where higher quantities of water need to be cleared.

The tyres for the LMP2 cars are 30/68-18 and 31/71-18 front and rear.

LMGTE Pro and LMGTE Am

Here again, the work of Michelin's engineers focused on its slick compounds in order to cover broader temperature windows. Although the same family of tyres covers both classes, variants have been made to match the specific characteristics of the models raced by the different manufacturers. As in LMP2, the teams took advantage of the long Super-Season to optimise the performance of their respective cars, the objective being to take into account the specific demands made by each one on its tyres while at the same time, in keeping with Michelin's endurance racing DNA, delivering consistently high performance and allowing its partners to run multi-stint strategies.

Consistent performance lap after lap and longevity are once again poised to be the strengths delivered by the latest Michelin tyres developed for the eighth FIA World Endurance Championship.

