

**2018/2019 FIA Formula E Championship
Round 5: HKT Hong Kong E-Prix**

***With the new MICHELIN Pilot Sport: a celebration full of
energy (efficiency) for the Formula E 50th race***

After the 2018/2019 ABB FIA Formula E Championship's visits so far to Saudi Arabia, Morocco, Chile and Mexico, the series travels next to Hong Kong for the third season in a row.

Unlike last year, when the campaign's two-race opener was held in December, the organisers have chosen a March slot for the first of the month's two consecutive clashes in Asia, the other being the Sanya E-Prix, on China's Hainan Island, on March 23.

The circuit in Hong Kong is one of the shortest on the calendar but the 1.850-kilometre loop through the central harbourfront quarter still features 10 turns, including an extremely tight hairpin at the end of the start/finish straight. The backdrop is provided by myriad skyscrapers and the race has proved a huge hit with Asian spectators who are big fans not only of motorsport but also of modern technology, which explains why Michelin is so popular in this part of world where the quality of the French brand's tyres is widely acclaimed.

"The Hong Kong E-Prix is the fiftieth to be held since the championship's origins in 2014," observes **Serge Grisin**, the manager of Michelin's Formula E programme. "We now have good knowledge of this circuit which may not be fast but it's still a challenge technically. We aren't expecting much wear because the track surface doesn't have any real distinguishing features. That said, the third-generation MICHELIN Pilot Sport Formula E tyre hasn't competed there before. Judging from what we have seen so far this season, however, it is quite possible we will see drivers opt to use only half their allotted tyre allocation of eight years, a move we have already seen since the beginning of Season 5."

The new MICHELIN Pilot Sport for Formula E in brief

The MICHELIN Pilot Sport is the third-generation of the tyre that the French firm developed especially for the FIA Formula E Championship and is the only 18-inch tyre to be used by a world class single-seater racing series (sizes: 24/64-18 in the front and 27/68-18 in the rear).

Because of its treaded pattern, it resembles a road tyre and, at the same time, it is the only racing tyre that is designed to perform safely in both wet and dry conditions. Meanwhile, it is engineered to deliver consistent performance from the start to the finish of every E-prix, a factor that is even more critical this season now that mid-race car-swaps have been dropped, and that the total tyre allocation per race has been cut from 10 covers last season to just eight.

Not only do these features fit perfectly with Michelin's stance on the environment inasmuch as fewer tyres need to be made, shipped and recycled than is the case for any other FIA championship, but they also illustrate Michelin's policy to carry over technology from the track to the street, since data harvested at races is channelled into the development of the brand's upcoming road tyres.



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Since the launch of Formula E in 2014, Michelin has shaved some 20 percent off the weight of its tyres for the series, which equates to a saving of nine kilograms per car! Along with the tyre's considerably reduced rolling resistance, this makes a real contribution to extending the range of the championship's single-seater race cars.



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