

**2019/2020 FIA World Endurance Championship  
Round 1: 4 Hours of Silverstone**

***Michelin ready for new season of FIA World Endurance  
Championship action***

In the wake of July's FIA WEC Prologue test at Circuit de Catalunya, near Barcelona, Spain, the 2019/2020 FIA World Endurance Championship kicks off this Friday at Silverstone, Great Britain.

The season's opener boasts a field of 31 cars divided into four classes (LMP1, LMP2, LMGTE Pro and LMGTE Am) that will contest the 4 Hours of Silverstone on Sunday, September 1. Four hours is an unprecedented duration for a round of the FIA WEC. Fans of the discipline are more accustomed to six-hour races, with the few exceptions to date including the Le Mans 24 Hours and the 1,000 Miles of Sebring (Florida, USA) which was first run during the 2018/2019 campaign as part of the Super Sebring meeting that also featured the IMSA WeatherTech SportsCar Championship's 12 Hours of Sebring. In addition to Silverstone, there will be another four-hour clash in November at Shanghai, China, along with six-hour races at Fuji, Japan, in October, at Sao Paulo, Brazil, in February 2020 and at Spa-Francorchamps, Belgium, in April. Meanwhile, Bahrain will host an eight-hour race in December, while the 1,000 Miles of Sebring returns in March, with the competition's showpiece – Le Mans – due to wrap up the 2019/2020 series next June.

In addition to its new-look calendar, the 2019/2020 championship has attracted a mouth-watering entry, the majority of which will compete on Michelin rubber, and the French firm has effectively produced a new range of tyres for the occasion.

These tyres were developed by Michelin Motorsport's engineers working in close collaboration with the manufacturers and teams involved in the FIA WEC with a view to matching the recent progress made by the cars, while also addressing the constraints associated with the new-look schedule. The 2019/2020 season effectively features a variety of track layouts and surface types, and a broad spectrum of weather conditions can be expected, too. It was therefore important to take these specific demands into account, especially as this season's regulations prohibit tyre changes in the pits while refuelling is in progress, so multi-stint race strategies are poised to take on an important role again.

"We have carried over the same basic range structure for the 2019/2020 FIA World Endurance Championship, with three different slick compounds," notes **Pierre Alves**, the manager of Michelin's endurance racing programmes. "We will have soft, medium and hard slicks for all four classes in order to allow our partners to benefit from consistent high performance whatever the conditions. In the course of the long Super Season, our partners had time to make improvements to their respective cars, so – to cater for this – we have revised both the construction and compounds of our tyres to continue providing our partners with the high level of long-lasting performance that has forged Michelin's reputation in endurance racing."

Michelin's partners chose the two compounds they will race at Silverstone several weeks ago, with the majority opting for a combination of medium and hard slicks.





Should they have to contend with damp or drying conditions, the LMP1 teams will also be able to fit Michelin's 'Hybrid' slick intermediate. This season again, the regulations place a cap on the total number of tyres that each car can run and there is a maximum allowance for Silverstone of just 18 covers for the LMP1, LMP2 and LMGTE Pro cars for qualifying and the race itself. For the LMGTE Am cars, the quota stands at a slightly more generous 22 tyres.

“We received a lot of positive feedback concerning our new range after the Prologue test in Catalonia where we introduced our most significant innovations earlier in the summer when the weather was very hot,” says **Pierre Alves**. “We are now looking forward to being able to analyse the performance of our latest tyres at Silverstone which is a high-speed venue that was recently resurfaced. Our partners have registered their compound preferences and our team advisors will be on hand to help them benefit fully from the potential of each one.”

## MICHELIN'S 2019/2020 FIA WEC TYRES – CLASS BY CLASS

### Hybrid and non-hybrid LM P1 prototypes

In the course of the development of its new tyres for the hybrid LM P1 prototypes, Michelin worked closely with Toyota Gazoo Racing to continue providing it with the best possible package as a function of the latest 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 LM P1s. It has 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 LM P1 prototype.

It is important to note that it was the non-hybrid LM P1 cars 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 LM P1 prototypes will run 31/71-18 tyres front and rear.

In addition to slicks, Michelin's LM P1 partners will be able to fit the MICHELIN Hybrid, a tread pattern-less intermediate designed for damp and drying conditions. Wets and Full Wets will be available for heavier rain.

### LM P2 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 LM P2 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 LM P1 '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 LM P2 cars are 30/68-18 and 31/71-18 front and rear.



## LM GTE Pro and LM GTE Am

Here again, the work of Michelin's engineers focused on the compounds of its slick in order to cover broader temperature windows.

Although the same basic 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 LM P2, 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 race strategies.

Consistent performance lap after lap and longevity once again promise to be the core strengths delivered by the latest tyres developed by Michelin for Season 8 of the FIA World Endurance Championship.

