



24h
LE MANS
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MICHELIN
AND THE 2023
LE MANS 24 HOURS

PRESS KIT

Paris (France) - June 7, 2023

24h
LE MANS



100 YEARS *OF MOBILITY-TRANSFORMING INNOVATION*



#WeRaceForChange



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INTRODUCTION



MATTHIEU BONARDEL

(Director, Michelin Motorsport)

THE MAIN ENVIRONMENTAL QUALITY OF A PRODUCT IS ITS ABILITY TO LAST

"This year, we are celebrating the centenary of the Le Mans 24 Hours, the most prestigious and challenging endurance race in the world. It is an event in which Michelin has been involved since its inception. After securing victories alongside Alpine-Renault and Peugeot in the 1970s and early 1990s, Michelin has been involved in this twice-around-the-clock classic every year for the past quarter-of-a-century. It has produced some of our most memorable triumphs in motorsport thanks to the talent of our staff and the taste for innovation that has been a hallmark of our participation since the inaugural race in 1923. For Michelin, motorsport is by its very nature an accelerator of technological progress and, over the past 100 years, Le Mans in particular has served as a fertile proving ground for ideas that have enabled our company to hone and refine our tyres –

with mobility and the environment the ultimate beneficiaries.

"By winning the very first edition of the Le Mans 24 Hours, on May 27, 1923, Michelin established an unbreakable bond with motor racing. It was as a direct result of its involvement in that inaugural race that we were able to demonstrate the viability of the removable car tyre. This invention, which proved to be robust, durable, convenient and practical for race teams, revolutionised the world of mobility.

"Over the course of our longstanding involvement with Le Mans, Michelin has secured its place in the history books by repeatedly showcasing its superiority when it comes to long-lasting performance – most notably during the 1950s and 1960s, and then without fail since 1998, the year that sparked our current, ongoing run of 25 consecutive victories.

"Whether new or part-worn, Michelin tyres continue to enable drivers to push hard and with complete confidence from the first kilometre of the race to the last. Long before the environment and sustainable materials became the prevailing issues they are today, Michelin has long been firmly committed to a policy of reducing energy consumption without adversely impacting upon performance.

"The sporting direction that Groupe Michelin has pursued over the years in terms of research and development has consistently led to the emergence of tyres with unrivalled durability, be they destined for motorsport or everyday road cars. Beyond the economic benefits – in allowing drivers to cover longer distances before having to replace their tyres – this approach stands out as the perfect response to the environmental challenges we all face today."

*PAST, PRESENT AND FUTURE: **100 YEARS OF MICHELIN INNOVATIONS AT THE LE MANS 24 HOURS***

With time, racing tyres have evolved at the same pace as the cars they equip. Successive new technologies – whether mechanical or aerodynamic – have presented Michelin with as many fresh challenges. The biggest developments – from turbo engines to diesel cars, hybrid systems and even disc brakes made from different materials – have provided Michelin with repeated opportunities to showcase its ability to adapt and innovate. Increasingly higher power-outputs, downforce loads and torque levels, while at the same time reducing energy consumption, have posed the biggest challenges, inspiring the French manufacturer to dig deep and consistently push the limits in its unrelenting quest for longer-lasting performance. As the brand prepares to tackle the centenary edition of the Le Mans 24 Hours, here are some of the key moments of Michelin's success story there since 1923...





1923: FIRST VICTORY FOR MICHELIN'S REMOVABLE TYRE

The inaugural Le Mans 24 Hours was held over the weekend of May 26-27, 1923, on a circuit of more than 17 kilometres in length. It was won by the N°9 Chenard & Walcker entry of André Lagache and René Léonard who completed 128 laps (equivalent to more than 2,200km) at an average speed of 92kph. This was a remarkable achievement at the time, in a car running on removable Michelin tyres. Over the course of what turned out to be a long, gruelling race, Michelin demonstrated the viability of its groundbreaking innovation, developed by brothers André and Edouard Michelin in 1891 and originally intended for bicycles. Be it on the racetrack or

on public roads, on two wheels or four, removable tyres soon became indispensable.

1951: A SUCCESSFUL RACING DEBUT FOR RADIAL TYRE TECHNOLOGY

Patented in 1946 and on public sale from 1949, the MICHELIN X was a revolutionary concept. Its radial casing and metal belts made it durable, safe, convenient and economical all at once. Initially proving its worth in car racing circles, Michelin's radial tyre enabled Scuderia Ambrosiana's Giovanni Bracco and Giovanni Lurani to win the under two-litre category of the 1951 Le Mans 24 Hours in their Lancia B20 GT. This also established the first direct link between motorsport and mass production, with Lancia subsequently electing to fit all of its new road models with MICHELIN X tyres.

1967: THE DEBUT OF SLICK TYRES AT LE MANS

As racing cars became faster and more powerful, Michelin began looking for a solution to increase the amount of rubber in direct contact with the ground for enhanced grip and traction performance in dry conditions. It was this quest that led the French firm to develop a tyre with a groove-less tread. The slick tyre was duly born, yielding immediate results. For the first time, Le Mans witnessed a sub four-minute lap in the class entered by the Alpine A210 of Mauro Bianchi and Jean Vinatier. This would prove to be one of the greatest innovations in the sport's history.

1978: WIDESPREAD ADOPTION OF MICHELIN'S RADIAL TYRE

After its maiden competitive appearance in 1951, the MICHELIN X continued to evolve, gaining increased original-equipment

market share amongst the world's biggest volume car manufacturers. By 1978, it existed in a wide choice of sizes and versions.

In motorsport, Michelin's high-performance range was perfectly-matched to the Alpine A442 which prevailed in the 1978 Le Mans 24 Hours in the hands of Didier Pironi and Jean-Pierre Jaussaud. At the same time, Michelin was involved in Formula 1 with Ferrari, with increasing success, and the technological domination of the radial tyre on the racetrack played a vital role in its rapidly-growing adoption by road vehicles across the world. Over the subsequent two decades, Michelin competed intermittently in the Le Mans 24 Hours, before beginning its current successful spell in the race in 1998. The French manufacturer has won the legendary twice-around-the-clock classic every year since – a remarkable 25 consecutive victories and counting...

2005: SUPPLYING TYRES FOR AUDI SPORT'S DIESEL PROTOTYPES... AND 2011'S RECORD-BREAKING QUINTUPLE STINT

Michelin has won the Le Mans 24 Hours every year since 1998. In the early 2000s, car manufacturers were working to develop better-performing, increasingly efficient diesel engines with the emergence of common-rail direct fuel injection. Taking this one step further, Audi Sport set itself the target of winning the Le Mans 24 Hours with a diesel-fuelled prototype. The result was the Audi R10, and the German car maker very naturally called upon its partner, Michelin, to conceive new tyres for its new car.

Heavier, more powerful and producing unprecedented levels of torque, these pioneering prototypes forced Michelin's engineers to think outside of the box. In 2003 and 2004,

assisted by simulation software, all of the company's research and development departments were fully focused on this task. In 2005, a new chapter was written in motorsport history when a Michelin-shod, diesel-powered Audi prototype sped to glory at Le Mans. This new technological approach was soon similarly embraced by Peugeot Sport. Ever-faithful to its vision of delivering lasting performance, Michelin remained on-board as the R10's design evolved – subsequently spawning the R15 and, later, the R18 – as the Clermont-Ferrand firm produced increasingly competitive and, above all, consistent tyres. In 2011, Benoît Tréluyer, Marcel Fässler and André Lotterer earned another victory for Audi at Le Mans where the N°2 R18 TDI took the chequered flag 14 seconds clear of the chasing N°9 Peugeot 908 of Sébastien Bourdais/Pedro Lamy/Simon Pagenaud. The lynchpin of this result was home hero Tréluyer, who completed five consecutive stints on the same set

of Michelin tyres, with the time saved in the pits turning out to be crucial to the final outcome. This extraordinary achievement testified to the unparalleled consistency of Michelin's tyres, with those five stints equating to a total distance of more than 750km – equivalent to more than two Formula 1 grands prix – at an average speed of more than 240kph!

2014: NEW MATERIALS AND A NEW RANGE OF SMALLER, LIGHTER TYRES FOR LMP1

Michelin has always placed great importance on the use of advanced materials, with its engineers working tirelessly in this field and pioneering new technological solutions. The significance of these breakthroughs is such that the Group set up a specific business line tasked with the development and application of such materials, even beyond the realm of tyres. In 2014, in order to accelerate and sign off its materials- and

construction-related innovations, Michelin produced a new range of tyres for endurance racing's top tier: LMP1. Up to six centimetres narrower than before (measuring 31cm wide, compared to 37cm at the rear and 36cm at the front previously) and 15 percent lighter, these new tyres were revolutionary. Not only were they faster than their predecessors, but they also lasted for at least four stints on the latest hybrid prototypes – cars capable of producing up to 1,000hp and three tonnes of aerodynamic downforce down the long Mulsanne Straight.

2014: THE NEW MICHELIN HYBRID TYRE AT LE MANS - PAVING THE WAY FOR THE MICHELIN CROSS CLIMATE ROAD TYRE

The weather was changeable during the 78th edition of the Le Mans 24 Hours. Following a rainstorm in the second hour of the race, parts of the track began to dry

out. It was still too damp overall to warrant slicks, but the Toyota Racing cars came into the pits to switch to a tread-less Michelin tyre and immediately began posting quick lap times. Everybody was impressed by the performance of the new MICHELIN Hybrid tyre, essentially a slick intermediate. Michelin's engineers subsequently set about developing a new all-weather road tyre, the MICHELIN Cross Climate, capable of performing just as effectively in winter as it did in summer, even on snow. Once again, motorsport had proved its value as an accelerator of innovation, as Michelin's researchers hastened their progress by testing out new rubber compounds in endurance racing. The MICHELIN Hybrid was a trailblazer on the racetrack, just like the MICHELIN Cross Climate is today on the road. After 25 million sales, the second-generation MICHELIN Cross Climate 2 picked up the baton to consolidate the brand's success in the European 'all-season' tyre market.

2021: THE FIRST RANGE OF TYRES DESIGNED ENTIRELY BY SIMULATOR

In 2020, the Automobile Club de l'Ouest (ACO) and International Motor Sport Association (IMSA) reached a convergence on technical regulations to allow manufacturers to contest both the FIA World Endurance Championship and the United States' IMSA WeatherTech SportsCar Championship simultaneously. International endurance racing's new headlining category would be known as Hypercar. Technologically more straightforward and less costly, the Hypercars were an immediate hit. Acura (Honda), BMW, Cadillac, Ferrari, Lamborghini, Peugeot and Porsche were all quick to sign up – some prolonging their stay in endurance racing, others returning to the fray. Already a technological partner to IMSA, Michelin was nominated by



the ACO and FIA to be the exclusive tyre-supplier to the new class in the WEC. The design brief specified by the two series' sporting authorities was clear – and challenging: Michelin needed to develop a single range of tyres for all the Hypercars competing in the two championships. It was a considerable ask, on a number of accounts. For starters, the style of circuits in North America and in Europe is very different. Not only that, but the Hypercars were both extremely fast and heavier

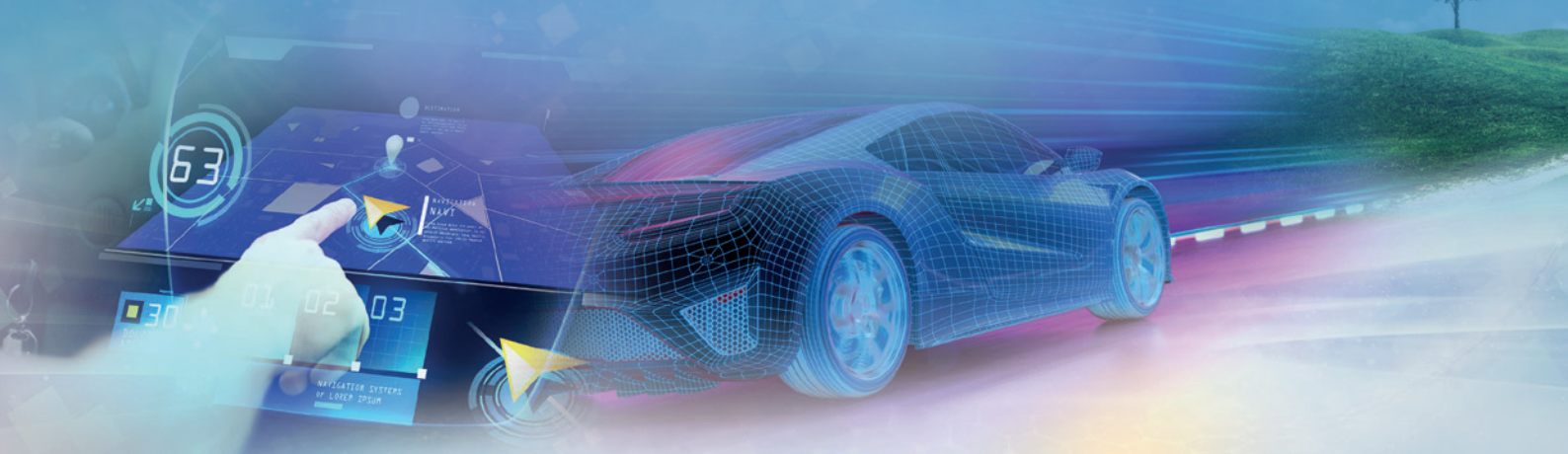
than their predecessors – placing significant strain on the tyres – and featured a variety of design philosophies. There was also not much time, with only a 10-month window between the tyres' conception and the initial production deadline, all against the wider backdrop of the disruptive global pandemic. Some of the cars still hadn't been seen in public and, due to the restrictions, teams were not able to work together in a physical sense. With that in mind, Michelin elected to put its faith in digital technology by developing its new tyres with the use of simulators. Courtesy of its thermo-mechanical modelling software, Tame Tire, the French manufacturer had access to a unique cutting-edge technology with which it could conduct the whole process virtually. This resulted in the production of the first range of tyres designed entirely by simulation software, with Michelin's work in this domain subsequently corroborated by real-life tests.

LOOKING TO THE FUTURE...

The recent introduction of the new Hypercar category in endurance racing in place of the former LMP1 prototypes presents new technological opportunities for Michelin. As the exclusive tyre-supplier in the class which had previously permitted open competition between different manufacturers, Michelin is currently working to further accelerate the development of sustainable technologies, without

compromising on either safety, performance or durability. The quest for outright performance is no longer the primary objective. Michelin tyres of the future will be made entirely from sustainable materials – a target the brand is well on-track to achieving, particularly in motorsport. The proportion of sustainable materials used in its tyres already stands at 63 percent in the case of Green GT's H24 hydrogen racing prototype, and at 53 percent in the case of its tyres for the Porsche Cayman

GT4 ePerformance. Meanwhile, in motorcycle racing's FIM MotoE World Championship, Michelin's 2023 tyres contain up to 52 percent bio-sourced, recycled or regenerated raw materials. Considering that 75 percent of the environmental impact of a racing tyre can be traced to the materials from which it is made – while other phases of its life cycle, including notably its use, account for less than 15 percent of its overall footprint – the importance of this work becomes very clear.



LE MANS 2023: MICHELIN PRESENTS A RACING TYRE CONTAINING 63 PERCENT SUSTAINABLE MATERIALS



At the 2021 Le Mans 24 Hours, Michelin announced that its tyres for GreenGT's Mission H24 hydrogen-powered prototype were made up of 46 percent sustainable materials. In 2022, this ratio increased to 53 percent, with the brand revealing that it would supply this tyre to the upcoming all-electric Porsche 718 Cayman GT4 ePerformance racecar.

The centenary Le Mans 24 Hours sees Michelin present an even more environmentally-respectful '63%' version of this tyre for the Mission H24 car. This ultra-high-performance product showcases Michelin's ability to leverage and put into practice groundbreaking technologies. The sustainable

materials used in its composition include natural rubber and carbon black recycled from end-of-life tyres, as well as scrap steel, orange and lemon peel, pine-tree resin and sunflower oil. The carbon black and recycled steel are provided by Enviro and GSW, two of Michelin's partner companies.

Michelin Motorsport's teams have already saved vital time by categorising materials and indexing suppliers. Fruit of this work includes two road-approved tyres that were presented in October, 2022, one for cars and the other for buses. These tyres respectively incorporate 45 and 58 percent sustainable materials.

Michelin is focusing on the feasibility of these new processes for large-scale manufacturing, so that they can be applied to all of the brand's products. The goal

is that every Michelin tyre will reap the benefits by 2025, with motorsport continuing to play its essential role as an accelerator of innovation.

WORKING TOWARDS MICHELIN'S 'ALL SUSTAINABLE' GOAL

Today, Michelin finds itself facing the biggest challenge it has ever confronted since tyres became commonplace, but its overall ambitions are somewhat greater. The Group's target is that all of its tyres will be made entirely from sustainable materials by 2050, with an intermediate goal of 40 percent by 2030. Michelin therefore aims to continue honing and refining the performance of its tyres while fulfilling its responsibility in response to the global climate crisis.

It is this overarching environmental approach that sets Michelin apart and drives the company to establish increasingly innovative research partnerships, alongside its pledge to curb emissions, save resources and preserve biodiversity.

Michelin regards a sustainable material as one that is either bio-sourced, renewable or recycled, considering that a tyre can only be classed as truly 'sustainable' after evaluating every aspect of its environmental impact. This entails taking into account every phase of its life cycle, from the sourcing of raw materials to its design, production, transportation and use, culminating – ultimately – in the moment when it is recycled.

Michelin is additionally aiming to be completely carbon-neutral by 2050.

MICHELIN, A DATA-DRIVEN COMPANY, AND SIMULATOR-DEVELOPED TYRES FOR RESPONSIBLE RACING AND MOBILITY

The current MICHELIN Pilot Sport Endurance Slick and Endurance Wet ranges were developed for today's Hypercar prototypes entirely using simulators. Michelin Motorsport has acquired avant-garde expertise in the field and the process involves a systematic analysis of the data collected during race weekends. This smart data is subsequently fed into its

mathematical tyre modelling tool, Tame Tyre.

The fruit of more than two decades' experience of simulation technology, Tame Tyre employs thermodynamic modelling to simulate how materials and pressures are affected by temperature fluctuations on the race track. The tyre's individual

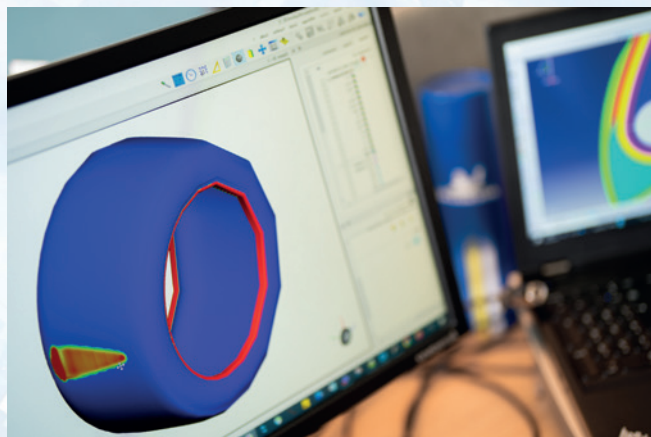
constituent elements are reproduced using independent mathematical equations for each one, thereby enabling Tame Tyre to accurately replicate how these different components interact dynamically. These patented, encrypted algorithms are the most advanced in the world and allow tyre designers to go much further during the development phase.



Michelin's mastery of mathematical data processing has seen it halve development lead-times, and eliminate the environmental impact associated with having to physically test tyres.

Today, the benefits of simulation technology extend to Michelin's working relationship with automobile manufacturers when designing tyres for road cars. For example, the latest-generation MICHELIN Pilot Super Sport and Pilot Sport Cup ranges - which have been approved by manufacturers like Ferrari, Mercedes-AMG, Porsche, Corvette, Lexus and Ford (Performance Division) - were developed with input from Tame Tire.

To perfect the process further, Michelin recently acquired the lap-time simulation leader Canopy



Simulation which is behind one of the market's most sophisticated simulation software tools. Its cloud-based system combines circuit, car and tyre (Tame Tire) models with an advanced trajectory optimisation function to simulate the input of the perfect 'virtual' driver.

It can take a broad variety of driver models into account for race and road tyre applications alike.

When employed for motorsport purposes, the virtual driver performs the basic tasks, such as a simulated four-hour quadruple stint at Le Mans to evaluate tyre consistency.

In the case of road tyres, it enables automobile manufacturers to reproduce a variety of driver profiles, as well as different car and tyre usages.

Driver modelling also highlights areas for improvement by addressing the question of whether it's the properties of the vehicle or the tyre that need to be adjusted?

Humans nonetheless have the final say, since real drivers are able to contribute to the detailed analysis work before the tyre/car association's final specification is frozen.

FOR MICHELIN, THE NATURE OF MOTORSPORT HAS CHANGED

In the course of its history, Michelin has claimed an unrivalled number of trophies and secured more than 1,200 victories in the different categories in which it has competed. Since Charles Terront's success on the Paris-Brest-Paris bicycle road-race with the first Michelin removable tyre in 1891, the Group's technological innovations have been tried and tested in topflight competition, and more especially in motorsport. On circuits, on ordinary roads, across deserts and through forests, in all seasons, Michelin has never shirked from even the toughest challenges, working closely all the time with champion drivers and major automobile manufacturers.

Michelin's glittering record serves as inspiration to go even further down the road of innovation today,

especially as the nature of racing has changed.

WHY CONTINUE RACING?

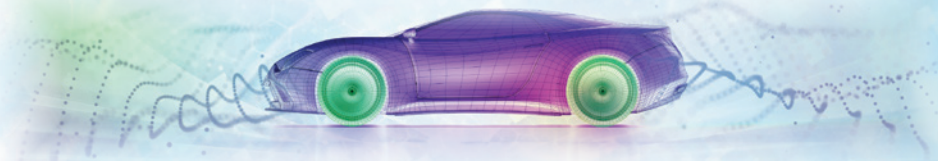
Michelin is convinced that technological progress is one of the most effective ways to address the environmental issues we face. It is determined to push further and further in the fields of the circular economy, reducing carbon emissions, preserving resources and protecting biodiversity.

These challenges include the development of All Sustainable mass-market tyres whose design and production do not impact on

the Earth's resources or biodiversity, and do not produce CO₂ emissions. More than ever, therefore, motor racing continues to stand out as an invaluable proving ground and accelerator of technological innovation.

MOTORSPORT: A POWERFUL ACCELERATOR OF INNOVATION

Michelin sees motorsport as a means to innovate and explore new ideas in record time. Compared with mass-market tyres, racing tyres call for much smaller production volumes, which in turn means fewer constraints and



swifter response times, the ideal ingredients to provide the perfect test laboratory.

In terms of feedback, the quantity and quality of the data racing harvests are exceptional. The sheer variety of venues and conditions that tyres need to take in their stride across a broad spectrum of competitions speeds up the collection of data that Michelin consequently uses to design and develop both road and racing tyres. Motorsport is consequently

an opportunity for Michelin to accelerate its innovation processes for the ultimate benefit of increasingly sustainable and affordable mobility.

The Le Mans 24 Hours - which takes part around a circuit that includes roads open to everyday traffic the rest of the year - submits tyres to unique constraints, from the variety of track-surface types, to changing weather and temperatures. Due to its length (13.629km), it is not rare for drivers to encounter rain through

one portion, while conditions are entirely dry elsewhere. The shift from daylight to darkness and vice-versa creates its own challenges, too. Meanwhile, grip levels can vary from corner to corner, or through different parts of the circuit. All these factors combine to submit tyres to a unique test, while at the same time providing an incomparable opportunity in research and development terms.



MICHELIN'S TYRE RANGE FOR THE 2023 LE MANS 24 HOURS IN DETAIL

FIRST APPEARANCE OF THE LATEST MICHELIN HYPERCAR RANGE AT LE MANS

- **MICHELIN Pilot Sport Slicks available in a choice of three compounds, now colour-coded for easier identification**
- **37 of the 62 cars taking part in the centenary Le Mans 24 Hours on Michelin tyres**

This year's Le Mans 24 Hours (June 10-11) is the fourth round of the 2023 FIA World Endurance Championship and is being preceded by a week of festivities and action, including the official Test Day on Sunday, June 4.

Michelin is providing the tyres for all of the 16 Hypercar prototypes and

21 LM GTE Am runners taking part in the centenary race.

Indeed, several new manufacturers have joined the fray as Michelin partners in the headlining Hypercar class, with Cadillac, Ferrari, Porsche and Vanwall all coming on board alongside Glickenhaus, Peugeot and Toyota who were already active in last year's FIA World Endurance Championship. These seven teams all benefit from Michelin's latest-generation endurance-racing tyres.

NEW TYRES FOR THE **HYPERCAR** PROTOTYPES

For the 2023 season, Michelin has developed a new range of tyres for the Hypercar prototypes. Its slicks are available in a choice of three compounds (Soft, Medium and Hard) and, to facilitate the understanding

of the teams' respective strategies, their sidewalls feature colour-coded markings:



These coloured indications will notably be visible during refuelling and tyre-change pit stops.

A new rain tyre to cover all scenarios

Over the years, Michelin has revolutionised how endurance-racing teams are able to race in poor weather and this season has seen it innovate yet again with the introduction of a single rain tyre for all types of conditions, from very wet to drying. The new Michelin WET replaces the former choice of DRYING WET and FULL WET options that was available last season. The 2023 rain tyre features a new tread pattern and means drivers can avoid having to pit for an alternative should light drizzle evolve into heavier rain, for example.

LM GTE AM TYRES

For the LM GTE Am cars contesting the FIA WEC in 2022, Michelin developed a brand-new range of what it terms 'confidential' tyres, covered by trade-secret status. The same range has been carried over this year for all of the cars (21 at Le Mans). It comprises three slick options and a choice

between DRYING WETs (light rain) and FULL WETs (heavier rain).

"Our latest Hypercar endurance-racing tyres have never previously raced at Le Mans," points out **Pierre Alves, the manager of Michelin's endurance-racing programmes.** "They will lap there for the very first time during the pre-race Test Day when the conditions will naturally be quite difficult, since the circuit takes in roads that are open to everyday traffic the rest of the year. Having raced at three circuits with very different characteristics and in different weather conditions this season already, we have every confidence in their

performance. Exceptionally, given the length of a lap at Le Mans, our partners will be able to choose from all three compounds, whereas only two are available for the championship's six-hour races. There are also our new rain tyres, of course, and we have stepped up the support we give to our partners in LM GTE Am. Our technicians are there to help them optimise their tyre packages in compliance with this year's regulations which have banned the use of tyre warmers."

Michelin has brought 6,400 to Le Mans for use by its 37 partner entries in the course of the Le Mans centenary week. Depending on how many tyres are actually used during the previous Sunday's official Test Day, it will replenish its stock with between 700 and 1,000 fresh covers. Precise stock management is another aspect of Michelin's responsible approach to racing, since logistics have a significant impact on Michelin Motorsport's carbon footprint in motor racing.



HYPERCAR



SOFT

SLICKS

NEW COMPOUNDS

Soft: soft compound / dry or slightly damp conditions / low temperatures (nighttime racing/early morning)



MEDIUM

Medium:

medium compound / dry conditions / the most versatile option



HARD

Hard: hard compound / dry conditions / high track temperatures / big constraints



WET

RAIN TYRES

NEW PATTERN

soft compound / wet conditions / versatile

SLICK ALLOCATIONS

| | |
|------------------------------------|--------------------|
| Free Practice, Qualifying, Warm-up | 24 tyres (6 sets) |
| Hyperpole | 8 tyres (2 sets) |
| Race | 56 tyres (14 sets) |

SIZES AVAILABLE:

FRONT TYRES: 29/71-18 (PEUGEOT: 31/71-18)

REAR TYRES: 34/71-18 (PEUGEOT: 31/71-18)

Width (cm) / exterior diameter (cm) x interior diameter (inches).



LM GTE AM



SLICKS

Soft: soft compound / low temperatures (nighttime racing/early morning)

Medium: medium compound / the most versatile option

Hard: hard compound / high track temperatures / big constraints



RAIN TYRES

Drying Wet: damp or drying conditions / little water

Full Wet: soft compound / wet conditions / deep water

SLICK ALLOCATIONS

| | |
|--|--------------------|
| Free Practice/ Qualifying/ Warm-up | 28 tyres (7 sets) |
| Hyperpole | 8 tyres (2 sets) |
| Race | 60 tyres (15 sets) |




SIZES AVAILABLE:
FRONT TYRES: 30/68-18
REAR TYRES: 31/71-18

Width (cm) / exterior diameter (cm) x interior diameter (inches).





MICHELIN'S PARTNERS

HYPERCAR

| | | | | |
|--------------|---------------------------|------------------------|--------------------------------|--|
| N°2 | CADILLAC RACING | Cadillac V-Series.R | BAMBER/LYNN/WESBROOK |  |
| N°3 | CADILLAC RACING | Cadillac V-Series.R | BOURDAIS/VAN DER ZANDE/DIXON |  |
| N°4 | FLOYD VANWALL RACING TEAM | Vanwall Vandervell 680 | DILLMAN/GUERRIERI/VAUTIER |  |
| N°5 | PORSCHE PENSKE MOTORSPORT | Porsche 963 | CAMERON/CHRISTENSEN/MAKOWIECKI |  |
| N°6 | PORSCHE PENSKE MOTORSPORT | Porsche 963 | ESTRE/LOTTERER/VANTHOOR |  |
| N°7 | TOYOTA GAZOO RACING | Toyota GR010 Hybrid | CONWAY/KOBAYASHI/LOPEZ |  |
| N°8 | TOYOTA GAZOO RACING | Toyota GR010 Hybrid | BUEMI/HARTLEY/HIRAKAWA |  |
| N°38 | HERTZ TEAM JOTA | Porsche 963 | DA COSTA/STEVENS/YE |  |
| N°50 | FERRARI AF CORSE | Ferrari 499P | FUOCO/MOLINA/NIELSEN |  |
| N°51 | FERRARI AF CORSE | Ferrari 499P | PIER GUIDI/CALADO/GIOVINAZZI |  |
| N°75 | PORSCHE PENSKE MOTORSPORT | Porsche 963 | NASR/JAMINET/TANDY |  |
| N°93 | PEUGEOT TOTALENERGIES | Peugeot 9X8 | DI RESTA/JENSEN/VERGNE |  |
| N°94 | PEUGEOT TOTALENERGIES | Peugeot 9X8 | DUVAL/MENEZES/MULLER |  |
| N°311 | ACTION EXPRESS RACING | Cadillac V-Series.R | DERANI/SIMS/AITKEN |  |
| N°708 | GLICKENHAUS RACING | Glickenhaus 007 LMH | DUMAS/PLA/BRISCOE |  |
| N°709 | GLICKENHAUS RACING | Glickenhaus 007 LMH | MAILLEUX/BERTHON/GUTIERREZ |  |

LM GTE AM

| | | | | |
|--------------|------------------------|--------------------------|-------------------------------|---|
| N°16 | PROTON COMPETITION | Porsche 911 RSR-19 | HARDWICK/ROBICHON/HEYLEN |  |
| N°21 | AF CORSE | Ferrari 488 GTE Evo | MANN/PIGUET/DE PAW |  |
| N°25 | ORT BY TF | Aston Martin Vantage AMR | HARTHY/DINAN/EASTWOOD |  |
| N°33 | CORVETTE RACING | Corvette C8.R | CATSBURG/KEATING/VARRONE |  |
| N°54 | AF CORSE | Ferrari 488 GTE Evo | FLOHR/CASTELLACCI/RIGON |  |
| N°55 | GMB MOTORSPORT | Aston Martin Vantage AMR | BIRCH/SORENSEN/MOLLER |  |
| N°56 | TEAM PROJECT 1 | Porsche 911 RSR-19 | HYETT/JEANNETTE/CAIROLI |  |
| N°57 | KESSEL RACING | Ferrari 488 GTE Evo | KIMURA/HUFFAKER/SERRA |  |
| N°60 | IRON LYNX | Porsche 911 RSR-19 | SCHIAVONI/CRESSONI/PICARIELLO |  |
| N°66 | JMW MOTORSPORT | Ferrari 488 GTE Evo | NEUBAUER/PRETTE/PETROBELLI |  |
| N°72 | TF SPORT | Aston Martin Vantage AMR | ROBIN/ROBIN/HASSE-CLOT |  |
| N°74 | KESSEL RACING | Ferrari 488 GTE Evo | COZZOLINO/TSUJIKO/YOKOMIZO |  |
| N°77 | DEMPSEY-PROTON RACING | Porsche 911 RSR-19 | RIED/PEDERSEN/ANDLAUER |  |
| N°83 | RICHARD MILLE AF CORSE | Ferrari 488 GTE Evo | PEREZ-COMPANC/ROVERA/WADOUX |  |
| N°85 | IRON DAMES | Porsche 911 RSR619 | BOVY/GATTING/FREY |  |
| N°86 | GR RACING | Porsche 911 RSR-19 | WAINWRIGHT/BARKER/PERA |  |
| N°88 | PROTON COMPETITION | Porsche 911 RSR-19 | TINCKNELL/IRIBE/MILLROY |  |
| N°98 | NORTHWEST AMR | Aston Martin Vantage AMR | JAMES/MANCINELLI/RIBERAS |  |
| N°100 | WALKENHORST MOTORSPORT | Ferrari 488 GTE Evo | HULL/HARYANTO/SEGAL |  |
| N°777 | D'STATION RACING | Aston Martin Vantage AMR | HOSHINO/STEVENSON/FUJII |  |
| N°911 | PROTON COMPETITION | Porsche 911 RSR-19 | FASSBENDER/RUMP/LIETZ |  |



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