



PRESS RELEASE

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## **The MICHELIN Pilot Sport EV ready for fresh adventures in London**

- The ABB FIA Formula E World Championship returns to British soil for the first time since the summer of 2016
- A new venue for London's two e-prix (July 24/July 25) with part of the course indoors
- A chance to showcase the MICHELIN Pilot Sport EV's versatility and performance to a new audience

Both the 2014/2015 and 2015/2016 FIA Formula E Championships included visits to London's Battersea Park on the south bank of the River Thames where the Season 1 and Season 2 title-fights were settled; the first in favour of Brazilian Nelson Piquet Junior (NEXTEV TCR) before Switzerland's Sébastien Buemi (Renault e.dams) clinched the crown in 2016. On both occasions, the cars were fitted with Michelin rubber, just as they have been since the creation of the all-electric racing series.

The championship's singles-seaters have evolved considerably since those early years, of course, including the introduction in 2018 of the more powerful, more competitive so-called Gen 2 cars the drivers race today, while Michelin's Formula E tyre has progressed consistently over the years.

Not only is today's Pilot Sport EV lighter than its predecessors (a saving of 9kg per set of four compared with Michelin's original Formula E tyre), but it is also more competitive, and its rolling resistance – a key to optimising the range of any electric car – has been lowered by 16 percent.

### **Indoor action**

The chief feature of Britain's new Formula E venue is the fact that part of the racing will take place indoors. The 2.252-kilometre, 22-turn track effectively ventures inside London ExCeL, an exhibition centre and sports complex built in 2000 in the British capital's Newham district where the Royal Victoria Docks once stood.

The site hosted wrestling, boxing, fencing, weightlifting and table tennis action during the 2012 Summer Olympics but is being used for motor racing for the very first time this weekend, and around a quarter of the circuit actually sits inside the building, a first for the championship.



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“Since its creation in 2014, the Formula E Championship has taken us to so many varied and unusual locations,” says **Jérôme Mondain**, the manager of Michelin’s Formula E programme. “We’ve raced outside Beijing’s Olympic stadium and through the streets of Miami, in the centre of Paris and on the aprons of Berlin’s former Tempelhof Airport. In terms of weather, too, we’ve had to contend with record-high temperatures in Chile, to practically freezing point in Morocco, and with the same tyre every time! No other world-class racing series can claim such variety. And this weekend we head to a completely new venue in London where the drivers will get to race indoors, on a resin-based track surface. We have no idea what sort of grip it will give, but all the data we have accumulated in all sorts of conditions around the world over the past seven years suggests we can be confident. The fact that some of the London E-Prix will take the cars indoors actually changes little. It’s more the contrast in grip levels and the temperature inside and outside the building that will be bigger issues. That said, the MICHELIN Pilot Sport EV’s has a proven record of being able to adapt and we are keen to get the drivers’ early feedback after shakedown and the first free-practice session.”

After the two e-prix in New York at a venue the teams had visited several times previously, London marks further uncharted territory for Formula E this season, with a completely new circuit for which the teams have very little information. Unlike the other times the series has included a trip to the United Kingdom, though, London won’t be hosting the season’s finale this time around, since that honour will fall once more to Berlin, a city the teams and Michelin Motorsport know well since it is the only city that has hosted Formula E action every year since Season 1.

### **Eight tyres instead of 16 for London’s double-header!**

This season’s ABB FIA Formula E World Championship regulations dictate a maximum tyre allocation of just eight tyres per car to cover the free practice sessions, qualifying and both races of double-header rounds. That’s half the allowance drivers had in 2018/2019 when drivers had two sets for each race day. “We could have requested an additional four tyres per car for London as has already been the case this season,” notes **Jérôme Mondain**. “There was effectively an argument in favour of that at the two new permanent circuits Formula E has travelled to this year, namely Valencia in Spain and Puebla in Mexico. But although London is clearly an unknown entity for us, around three-quarters of the track is in the open air, on conventional asphalt. That’s why we decided to stick with the new allowance, in agreement with the championship’s organisers and the FIA [Fédération Internationale de l’Automobile].”

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