



PRESS RELEASE

MOTORSPORT

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Formula E: the MICHELIN Pilot Sport EV on all fronts in London

- The London weekend provides further evidence of the MICHELIN Pilot Sport EV's ability to take dry and wet conditions on track surfaces ranging from asphalt, to concrete and – now – resin in its stride
- Outstanding traction and grip delivered by Michelin's Formula E tyre on a staggering variety of surface types
- Michelin's experts on-hand to help the drivers manage their respective allocations of just eight tyres for the two days in London

As a pioneer and founding partner of the ABB FIA Formula E Championship, Michelin has accompanied the series every step of the way as it has evolved.

London previously hosted Formula E action when the 2014/2015 and 2015/2016 championships were settled in the city's Battersea Park, but this year's setting for the all-electric single-seaters was the vast Thameside ExCeL exhibition centre in the borough of Newham. The Royal Victoria Docks facility has hosted all manner of events over the years, but this was its first time it has served as a circuit for a world-class motor racing championship.

The track itself marked a first in Formula E history since it combined a conventional, if twisty outdoor asphalt course with an indoor portion – about a quarter of the total lap distance – on a contrasting resin surface.

Rain adds to the mixed bag of conditions

Although forecasters predicted heavy rain for both Saturday and Sunday, the conditions turned out to be far drier, with showers only for the second free practice session and qualifying for the first race. That said, the thermometer failed to rise much above the 20°C mark.

These conditions provided Michelin with yet another chance to demonstrate the versatility of its Formula E tyre. "From the outset, the original MICHELIN Pilot EV was designed to race in wet and dry conditions alike, across a particularly broad spectrum of track temperatures," says **Jérôme Mondain**, the manager of Michelin's Formula E programme. "There has been no lack of opportunities to showcase its versatility over the years, but this was the first time since Formula E's creation in 2014 that the drivers were faced with wet and dry conditions on a single lap, depending on whether they were in the open air or inside the ExCeL exhibition centre. That really does call for a versatile tyre!"



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Eight tyres only for two days of racing

The other challenge of the London weekend was the need to contest all three free-practice sessions, the two qualifying shootouts and both e-prix with an allocation of just eight tyres – four fronts and four rears – per car. That’s half the quota that was allowed for double-header meetings last season!

“Optimising such a small tyre allowance calls for experience and sound strategic thinking, and even more so in the case of a track nobody has ever been to before,” continues **Jérôme Mondain**. “Our partners benefited from the advice of our technical support team but I have to say all the teams dealt with the situation extremely well. That wasn’t a foregone conclusion, though, because it was the first time the drivers have had so few tyres available for a completely new venue where the challenge was heightened by a combination of two types of track surface with varying grip levels and a mixture of wet and dry conditions.”

Formula E’s new allocation regulation fits perfectly with Michelin’s stance on the environment since it means using fewer raw materials and leads to a smaller carbon footprint because fewer tyres need to be made, shipped and recycled.

The MICHELIN Pilot Sport EV efficiency, performance and longevity make it a truly avant-garde racing tyre which allows Formula E to stand out as the FIA-sanctioned world championship that consumes the smallest number of tyres.

The first of the two London E-Prix as won by Jake Dennis (BMW i Andretti), ahead of Nyck de Vries (Mercedes EQ Formula E Team) and Alex Lynn (Mahindra Racing).

The second saw Alex Lynn (Mahindra Racing) beat Nyck de Vries (Mercedes EQ Formula E Team) and Mitch Evans (Jaguar Racing).

The last two rounds of the season will take place on August 14-15 at the former Tempelhof Airport in Berlin, Germany.

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