



PRESS RELEASE

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The MICHELIN Pilot Sport EV returns to Valencia, but this time to race for real!

A fortnight after the 2021 ABB FIA Formula E World Championship's two races in Rome, which were won by Frenchman Jean-Eric Vergne (DS Techeetah) and Belgium's Stoffel Vandoorne (Mercedes EQ Formula E Team), the protagonists have moved on to Valencia on the east Spanish coast.

This will be the first competitive appearance in Spain of the championship's all-electric single-seaters, yet the world of Formula E will feel perfectly at home at **Circuit Ricardo Tormo** which has hosted the competition's pre-season test for several years now. That said, the organisers have taken advantage of the circuit's ability to run a variety of layouts to come up with a loop that will be new to the drivers. The latter were provided with notice of the exact configuration three weeks in advance to give them and their engineers the opportunity to prepare for the fixture on simulators.

The circuit chosen for Spain's maiden e-prix is reasonably fast, with few tight turns, some hard-braking zones and several high-speed corners, although speeds along the longest straight will be curbed by a chicane. Conceived specially for Formula E, the 3.376-kilometre, 15-turn track marks a radical change from the series' more familiar city-centre settings...

"There's a big contrast between what we saw in Rome and what we can expect in Valencia," says Jérôme Mondain, the manager of Michelin's Formula E programme. "We go from a typical street circuit with walls, high fences, 90-degree turns, drain covers and painted road markings, to a permanent facility where spectators – if there were any – enjoy a view of the entire track from the grandstands and where the surface is much more uniform. In Rome, it was quite polished, not very abrasive and slippery when it rains, whereas **Circuit Ricardo Tormo's asphalt is far more hard-wearing**. On top of that, wet weather is pretty much out of the question and ground temperatures are sure to be high, so we face a cocktail of high speeds, plenty of grip and big demands on the tyres. It's a venue we know well because it's where Formula E goes for its annual pre-season test, but this weekend's layout comes with some unknowns with regard to the constraints it presents. Still, we are confident that our tyres will enable the drivers to focus on their racing and provide us with another great show."



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Although city-centre venues are a more familiar feature of Formula E, Circuit Ricardo Tormo was chosen to reduce the health risk as the pandemic continues. The **double-header meeting's two races will effectively take place behind closed gates** and everyone at the track will need to comply with strict sanitary measures. Michelin, which has actively combatted Covid-19 from the outset, and which makes surgical masks in a number of its factories, has established its own rules to make sure that its staff are protected as much as possible at races, including restricting the number of employees who attend and minimising the need for human contact in the paddock.

Michelin, the leading mobility company, is dedicated to enhancing its clients' mobility, sustainably; designing and distributing the most suitable tires, services and solutions for its clients' needs; providing digital services, maps and guides to help enrich trips and travels and make them unique experiences; and developing high-technology materials that serve a variety of industries. Headquartered in Clermont-Ferrand, France, Michelin is present in 170 countries, has 123,600 employees and operates 71 tire production facilities which together produced around 170 million tires in 2020. (www.michelin.com)

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