



PRESS RELEASE

MOTORSPORT

Boulogne-Billancourt – June 10, 2021

Michelin's endurance racing tyre range ready for maiden visit to Portimão

- The 2021 Portimão 8 Hours
- Michelin's partners in Portimão
- The MICHELIN Pilot Sport range for the new Le Mans Hypercar prototypes

The 8 Hours of Portimão, a new addition to the FIA World Endurance Championship calendar, is planned for the weekend initially set aside for the 2021 Le Mans 24 Hours which has been postponed until August to have a chance of accommodating spectators depending on how the pandemic situation unfolds.

Although this is the FIA WEC's first visit to the Circuit Internacional do Algarve in Portimão, many of the drivers have already raced at the Portuguese facility which has previously hosted rounds of the ACO-organised European Le Mans Series.

Built in 2008, the spectacular 4.653-kilometre, 16-turn circuit is not only fast, but also undulating and bumpy in places, with a long straight that feeds into a corner that calls for hard braking downhill. All the drivers who have been there describe it as a particularly technically challenging venue.

After the 2021 FIA WEC's late-April Prologue test and the curtain-raising TOTAL 6 Hours of Spa-Francorchamps at the beginning of May, the protagonists will need to adjust from the cool conditions encountered in Belgium's Ardennes Mountains to what promises to be far sunnier, hotter and drier weather in the south of Portugal.

"We have little data about the track and our 2021 endurance racing range is partially new," states **Pierre Alves**, the manager of Michelin's FIA WEC programme. "That said, we have had discussions with our MotoGP colleagues and taken a fresh look at the data we collected during the ELMS's visits to Portimão to get a clearer picture of what awaits us there. It's a circuit that's got good variety, with a nice range of fast and slow turns, plus a long straight, which means you need a good balance between aerodynamic downforce and mechanical grip. The track is wide, so there's a choice of lines, plus numerous places to overtake. Tyres are subjected to high lateral forces – notably through the long final corner where the cars constantly accelerate – and high longitudinal forces under braking for Turns 1 and 5. This presents us with several challenges but it should make for a great show."



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Given the likelihood of hot weather, Michelin's partners will be able to choose between its Medium and Medium Hot (hard compound) slicks to cover the full spectrum of track temperatures to be expected in the course of the race which spans eight hours. A choice of Drying Wet and Full Wet tyres will also be available in the case of wet weather.

The Le Mans Hypercar and GTE Pro cars will have an allocation of 12 tyres each for free practice, plus 26 for qualifying and the 8 Hours of Portimão. The GTE Am runners will have an allowance of 16 tyres for free practice and 34 for qualifying and the race.

Michelin's partner teams will benefit from the advice of dedicated Technical Advisors who will be on hand to add their input to that of the drivers' engineers when it comes to discussing strategy, compound choices, number of stints and tyre pressures during the race.

Michelin's partners in Portimão

Le Mans Hypercar

Alpine Elf Matmut

Nº36 Alpine A480: Nicolas Lapierre/André Negrão/Mathieu Vaxivière

Glickenhauß

Nº709 Glickenhauß: Ryan Briscoe/Romain Dumas/Richard Westbrook

Toyota Gazoo Racing

Nº7 Toyota GR010 Hybrid: Mike Conway/Kamui Kobayashi/José María López

Nº8 Toyota GR010 Hybrid: Sébastien Buemi/Brendon Hartley/Kazuki Nakajima

Le Mans GTE Pro

Ferrari AF Corse

Nº51 Ferrari 488 GTE EVO (AF Corse): James Calado/Alessandro Pier Guidi

Nº52 Ferrari 488 GTE EVO (AF Corse): Miguel Molina/Daniel Serra

Porsche GT Team

Nº91 Porsche 911 RSR-19: Gianmaria Bruni/Richard Lietz/Fred Makowiecki

Nº92 Porsche 911 RSR-19: Kevin Estre/Neel Jani/Michael Christensen

Le Mans GTE Am

AF Corse

Nº54 Ferrari 488 GTE EVO: Thomas Flohr/Francesco Castellacci/Giancarlo Fisichella

Nº83 Ferrari 488 GTE EVO: François Perrodo/Nicklas Nielsen/Alessio Rovera



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Aston Martin Racing

N°98 Aston Martin Vantage AMR: Paul Dalla Lana/Augusto Farfus/Marcos Gomez

Cetilar Racing

N°47 Ferrari 488 GTE EVO: Roberto Lacorte/Giorgio Cernagiotto/Antonio Fuoco

D'Station Racing

N°777 Aston Martin Vantage AMR: Satoshi Hoshino/Tomonobu Fujii/Andrew Watson

Dempsey Proton Racing

N°77 Porsche 911 RSR-19: Christian Reid/Jaxon Evans/Matt Campbell

N°88 Porsche 911 RSR-19: Dominique Bastien/Marco Seefried/Julien Andlauer

GR Racing

N°86 Porsche 911 RSR-19: Michael Wainwright/Benjamin Barker/Tom Ganble

Iron Lynx

N°60 Ferrari 488 GTE EVO: Claudio Schiavoni/Andrea Piccini/Matteo Cressoni

N°85 Ferrari 488 GTE EVO: Rahel Frey/Manuela Gostner/Michelle Gattling

Kessel Racing

N°57 Ferrari 488 GTE EVO: Takeshi Kimura/Mikkel Jensen/Scott Andrews

Team Project 1

N°56 Porsche 911 RSR-19: Egidio Perfetti/Matteo Cairoli/Riccardo Pera

TF Sport

N°33 Aston Martin Vantage AMR: Ben Keating/Dylan Pereira/Felipe Braga

The MICHELIN Pilot Sport range for the new Le Mans Hypercar prototypes

The new range of endurance racing tyres developed by Michelin for the LMH prototypes is tailored to the technical characteristics, weight and performance of the new class's different cars. It is the first range to have been designed exclusively using simulator technology, both with and without input from the drivers, but in the absence of either an actual or digital car. Thanks to the might of Michelin's development and simulation tools and systems, as well as to the experience of its engineers, design work progressed quickly and in the right direction from the outset. This feat was all the more remarkable in that the sizes of the Le Mans Hypercar tyres are new. Michelin consequently switched from an iterative process based on experience, simulators, machines and track testing to an all-virtual approach.



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New rain tyres

Following changes to the regulations, the range of wet-weather tyres for 2021 comprises just two options compared with three in 2020. The new DRYING WET covers a broader temperature window in damp or drying conditions, while a FULL WET is available for heavier rain or standing water.

Hypercar tyre sizes

Of the new Le Mans Hypercar machinery, only the Toyota GR010 Hybrids run 31/71-18 tyres front and rear. The category's other contenders have opted for what is a new combination for endurance racing: 29/71-18 at the front and 34/71-18 at the rear. This divergence is due to the differing front/rear weight-splits of the different prototypes, with only the Toyota GR010 Hybrid running an electrified system in addition to its internal combustion engine.

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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