

CORVETTE, CADILLAC GO FOR THREE-PEATS



Corvette Racing's Tommy Milner and Oliver Gavin seek their third consecutive Long Beach win this weekend in the No. 4 Corvette C7.R.

As a team, Corvette Racing has seven Long Beach wins.

A win by Milner and Gavin, or teammates Jan Magnussen and Antonio Garcia, would be the team's 100th race victory in North America.

General Motors has also won overall several times at Long Beach. The Chevrolet Corvette Daytona Prototype won overall at Long Beach in 2015 and 2016. In the first two years of the new Daytona Prototype international (DPi) formula, Cadillac has won both races at Long Beach.

INSIDE THE STRATEGIES

Track position and strategies are important. The Prototypes have a fuel range of approximately 40 minutes and will likely pit twice, but have some flexibility on the timing of their stops.

The GTLM cars have a longer fuel range and will likely make just one stop. That gives them the option to split the race in half, to pit early to improve track position with clear laps and run a long second stint, or to go long on the first stint to shorten the refueling time on their stop.

IMSA TIRE ALLOCATIONS:

IMSA WeatherTech Sportscar Championship	
DPi	8 Sets – IMSA Medium
GTLM	8 Sets – GTLM Range



IMSA ON NBC SPORTS SCHEDULE

SATURDAY, April 13

- BUBBA burger SportsCar Grand Prix of Long Beach, 5pm (EST) NBCSN

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IMSA Radio & Broadcast Schedule

- Sirius 138, XM 202, SiriusXM Online 972



THURSDAY, April 11

- 3:00-4:00 PM PDT

FRIDAY, April 12

- 1:00-2:00 PM PDT

SATURDAY, April 13

- 11:30 AM-12:00 PM PDT



OFFICIAL TIRE



Michelin is giving away 50 sets of tires to fans this year to recognize and pay tribute to IMSA's 50th anniversary season in 2019. To enter for a chance to win, scan the code:



EVENT CARD



BUBBA burger Sports Car Grand Prix at Long Beach

OFFICIAL TIRE



**FRIDAY,
APRIL 12 –
SATURDAY,
APRIL 13,
2019**
ROUND 3

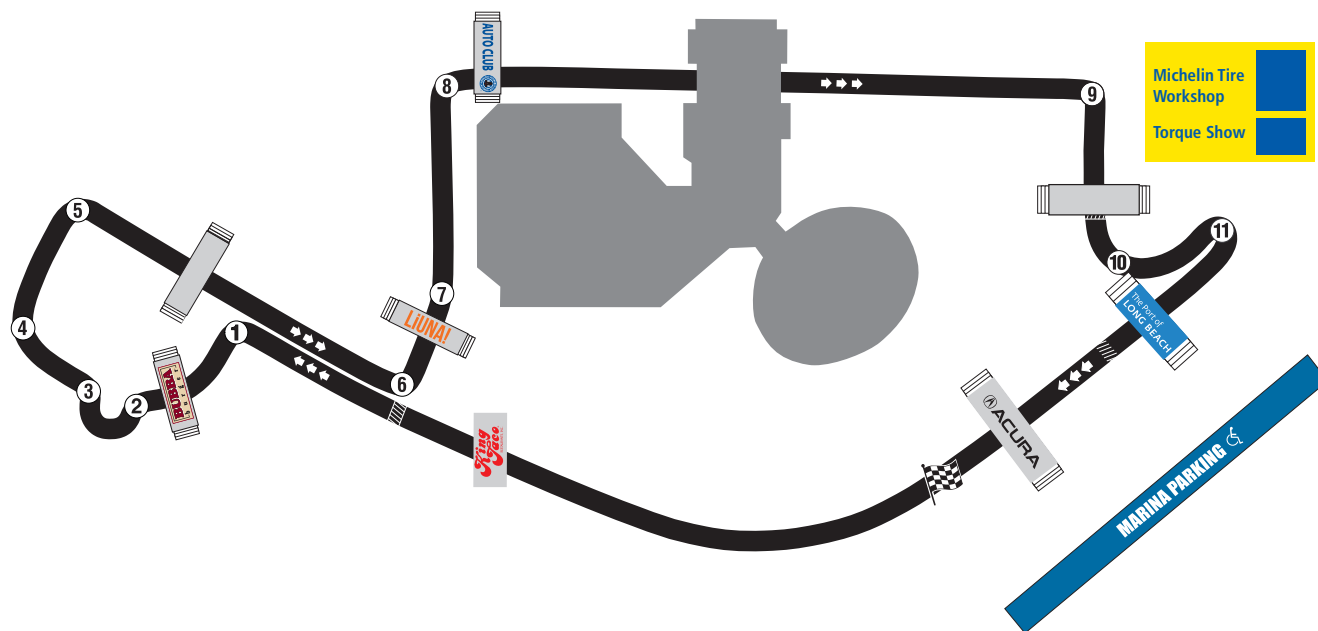
IMSA WEATHERTECH
SPORTSCAR CHAMPIONSHIP

LONG BEACH, CALIFORNIA



THE CIRCUIT

BUBBA burger Sports Car Grand Prix at Long Beach



SCHEDULE

Qualifying and Races (All times PT)

FRIDAY, April 12

- 7:40-9:40am **IWSC** Practice #1 for All Classes
- 4:45-5:30pm **IWSC** Practice #2 for All Classes
- 5:40-5:55pm **IWSC** GTLM Qualifying
- 6:00-6:15pm **IWSC** DPi Qualifying

SATURDAY, April 13

- 9:30-10:15am **IWSC** Driver Autograph Session at Team Paddock
- 1:30-2:05pm **IWSC** Pre-Race & Formation Laps
- 2:05-3:45pm **IWSC** Race

At Daytona and Sebring, Michelin has to account for its teams adjusting to a mix of ever-evolving daytime, evening, sunrise and rain conditions over the course of these 12 or 24-hour endurance races. The much shorter time frames at Long Beach and smaller allocations generally requires a less complex approach in a one-hour, 40-minute race.

Race	# of Series	# of Classes	# of Cars	Total Hours of Race Time	Tires
ROAR/Rolex 24	3	7	115	31:00	12,750 (Rolex 24) Approx. 5,000 (ROAR)
SuperSebring	4	11	137	23:45	16,000
Long Beach	1	2	19	1:40	Approx. 1,000

TRACK-TO-STREET CONNECTION

The Long Beach race is one of two direct track-to-street connections for Michelin as the racing surface itself is city streets. The first time any race cars are on track for the weekend is the two-hour IMSA WeatherTech SportsCar Championship practice held Friday morning. The track constantly changes throughout the weekend. Racing alongside IndyCar and other series means there are multiple compounds of different rubber for IMSA teams to interact with.

"Grip is always at a premium at Long Beach because the track is dusty and the pavement is worn," says Ken Payne, technical director, Michelin North America. "Maintaining grip throughout an entire stint is key as you generally only have one GTLM pit stop in a one-hour, 40-minute race."

"With practice early Friday morning, qualifying late Friday, and the race in midafternoon Saturday, track conditions change significantly. The early laps are difficult, and the key is to optimize both grip and consistency throughout an entire stint, which can either create or prevent passing opportunities. You need consistency for braking, turn-in and putting the power down out of the hairpin."

