

LET'S PLAY TWO

Sebring demands toughness, mental focus, intense preparation and training to race just the 12-hour race. But there are nearly a dozen drivers racing both the Mobil 1 Twelve Hours of Sebring and the FIA WEC 1000 Miles of Sebring.

For many of these drivers, it may mean adapting and understanding two completely different cars, teams, classes, and/or co-drivers.



JAN MAGNUSSEN

IMSA: No. 3 Corvette C7.R, GT Le Mans

FIA WEC: No. 63 Corvette C7.R, GTE-Pro

Quick note: Two-time defending IMSA GTLM champion

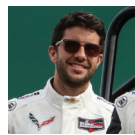


ANTONIO GARCIA

IMSA: No. 3 Corvette C7.R, GT Le Mans

FIA WEC: No. 63 Corvette C7.R, GTE-Pro

Quick note: Two-time defending IMSA GTLM champion



MIKE ROCKENFELLER

IMSA: No. 3 Corvette C7.R, GT Le Mans

FIA WEC: No. 63 Corvette C7.R, GTE-Pro

Quick note: 2010 Rolex 24 At Daytona and 24 Hours of Le Mans overall winner; 2013 DTM champion



HARRY TINCKNELL

IMSA: No. 55 Mazda RT24-P, DPi

FIA WEC: No. 67 Ford GT, GTE-Pro

Quick note: Shares both cars with Jonathan Bomarito; has four FIA WEC wins with Ford; 2014 LMP2 winner at 24 Hours of Le Mans



JONATHAN BOMARITO

IMSA: No. 55 Mazda RT24-P, DPi

FIA WEC: No. 67 Ford GT, GTE-Pro

Quick note: Shares both cars with Harry Tincknell; former SRT Viper factory driver; makes Ford GT debut at Sebring



OLIVIER PLA

IMSA: No. 55 Mazda RT24-P, DPi

FIA WEC: No. 66 Ford GT, GTE-Pro

Quick note: Third driver for Mazda RT24-P; won 2018-19 FIA WEC Season Opener in Spa



RENGER VAN DER ZANDE

IMSA: No. 10 Konica Minolta Cadillac

DPi-V.R, DPi

FIA WEC: No. 10 DragonSpeed BR1

Gibson, LMP1

Quick note: 2019 Rolex 24 At Daytona overall winner; 2016 LMPC class champion



BRENDON HARTLEY

IMSA: No. 5 Mustang Sampling Cadillac

DPi-V.R, DPi

FIA WEC: No. 11 SMP Racing BR1 AER,

LMP1

Quick note: 2015 and 2017 FIA WEC LMP1 driver's champion; 2017 24 Hours of Le Mans overall winner; making first start with both teams at Sebring



PATRICK LINDSEY

IMSA: No. 73 Park Place

Porsche 911 GT3 R, GT Daytona

FIA WEC: No. 56 Project 1 Porsche 911

RSR, GTE-Am

Quick note: Currently leads FIA WEC GTE-Am driver points; won FIA WEC race at Fuji; Park Place competes in both IMSA WeatherTech and MICHELIN® Pilot® Challenge series



MATTHIEU VAXIVIERE

IMSA: No. 10 Konica Minolta Cadillac

DPi-V.R, DPi

FIA WEC: No. 28 TDS Racing Oreca 07,

LMP2

Quick note: Making first start alongside J. Taylor/van der Zande in No. 10 Cadillac



GABRIEL AUBRY

IMSA: No. 52 PR1/Mathiasen Oreca 07,

LMP2

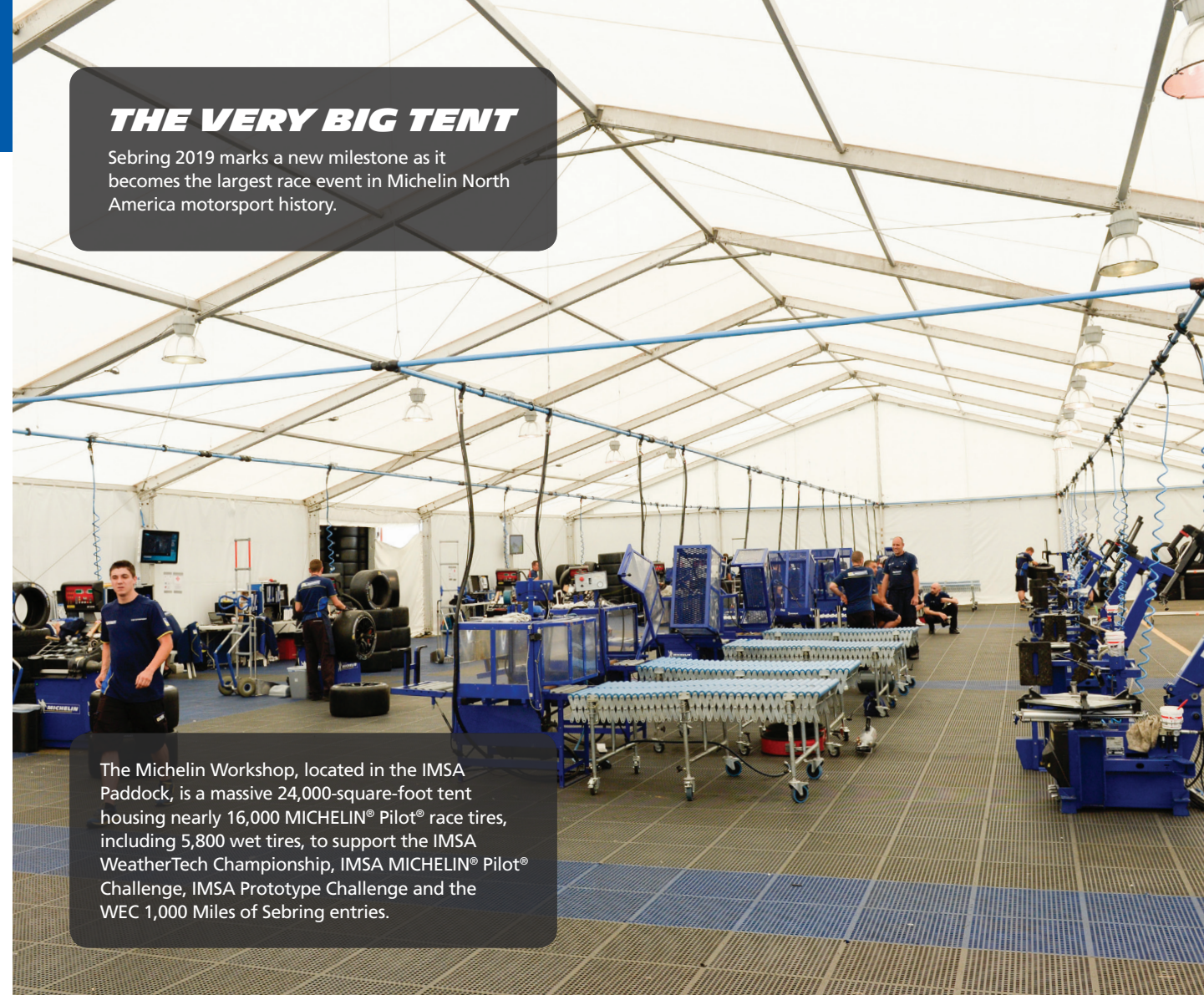
FIA WEC: No. 38 Jackie Chan DC Racing

Oreca 07, LMP2

Quick note: Three wins in FIA WEC Super Season; currently leads FIA WEC LMP2 driver points

THE VERY BIG TENT

Sebring 2019 marks a new milestone as it becomes the largest race event in Michelin North America motorsport history.



The Michelin Workshop, located in the IMSA Paddock, is a massive 24,000-square-foot tent housing nearly 16,000 MICHELIN® Pilot® race tires, including 5,800 wet tires, to support the IMSA WeatherTech Championship, IMSA MICHELIN® Pilot® Challenge, IMSA Prototype Challenge and the WEC 1,000 Miles of Sebring entries.

FUEL THE PASSION

WITH MICHELIN® PILOT® FAMILY OF TIRES



THE MICHELIN® PILOT® CUP 2 TIRE

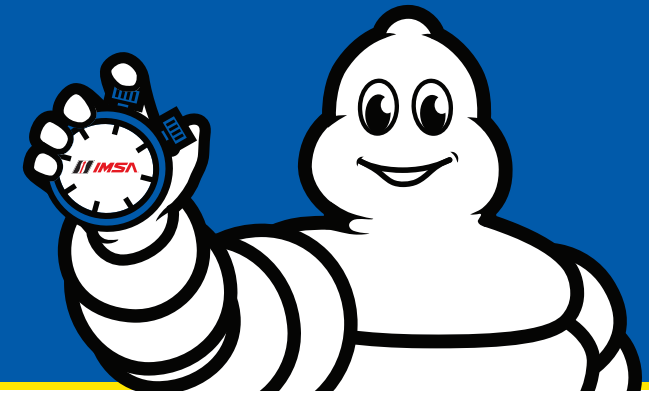
THE MICHELIN® PILOT® SUPER SPORT TIRE

THE MICHELIN® PILOT® SPORT 4 S TIRE

THE MICHELIN® PILOT® SPORT A/S 3+ TIRE

From the track to the street, perform on all roads with our legendary collection of ultra-high-performance tires. The MICHELIN® Pilot® family of tires is inspired by, and shares design elements with, Michelin's endurance race tires.

EVENT CARD



SUPERSEBRING

**WEDNESDAY,
MARCH 13 –
SATURDAY,
MARCH 16
2019**



IMSA WEATHERTECH
SPORTSCAR CHAMPIONSHIP

MICHELIN® PILOT® CHALLENGE

IMSA PROTOTYPE CHALLENGE



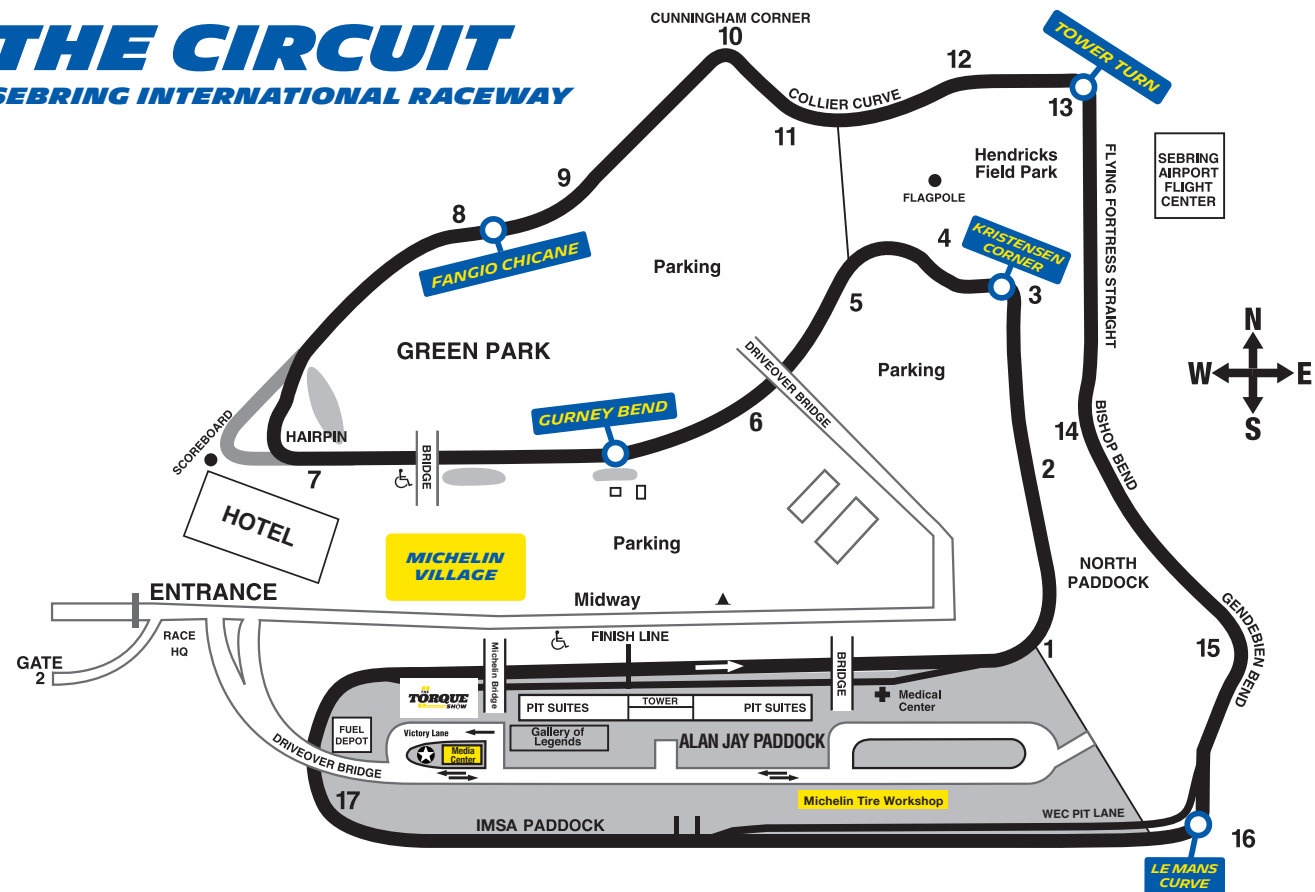
1000 MILES OF SEBRING

SEBRING, FLORIDA



THE CIRCUIT

SEBRING INTERNATIONAL RACEWAY



SCHEDULE

QUALIFYING AND RACES

THURSDAY, March 14

- 8:00-8:15am **IPC** Qualifying
- 12:35-2:20pm **IPC** RACE
- 5:55-6:10pm **IMPC** TCR Qualifying
- 6:15-6:30pm **IMPC** GS Qualifying
- 9:30-10:20pm **FIA WEC** Qualifying

FRIDAY, March 15

- 9:55-10:10am **IWSC** GTD Qualifying
- 10:20-10:35am **IWSC** GTLM Qualifying
- 10:45-11:00am **IWSC** DPi & LMP2 Qualifying
- 12:05-2:05pm **IMPC** RACE
- 4:00-12:00am **FIA WEC** 1,000 Miles of Sebring

SATURDAY, March 16

- 10:40am **IWSC** Mobil 1 Twelve Hours of Sebring Race
- 10:40pm

IPC= IMSA Prototype Challenge
IMPC= IMSA MICHELIN® Pilot® Challenge
IWSC= IMSA WeatherTech SportsCar Championship
FIA WEC=FIA World Endurance Championship

Watch The Torque Show LIVE on MotorTrend's Facebook

- Thursday 12:30pm – 1:30pm
- Friday 3:00pm – 4:00pm
- Saturday 8:30am – 9:00am

[Facebook.com/motortrend](https://www.facebook.com/motortrend)

#WhereWinnersHang



Listen to the live race calls on:
www.radiolemans.com or
<https://www.imsa.com/how-watch/imsa-radio>

2019 MICHELIN® / 19 OE'S

TECHNICAL PARTNERS

- ACURA
- ALFA ROMEO
- ASTON MARTIN
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- CADILLAC
- CHEVROLET
- FERRARI
- FORD
- HONDA
- HYUNDAI
- LAMBORGHINI
- LEXUS
- MAZDA
- MCLAREN
- MERCEDES-AMG
- NISSAN
- PORSCHE
- VOLKSWAGEN
- IMSA WEATHERTECH SPORTSCAR CHAMPIONSHIP
- IMSA MICHELIN® PILOT® CHALLENGE

Unlike series with identical or near identical cars from two or three manufacturers, IMSA provides Michelin with the opportunity to gather data and tire performance insights on an incredibly wide range of cars representing 19 different automotive brands.

And racing in IMSA on 18" diameter tires provides far more relevant data than the 13" (F1) and 15" fitments in NASCAR and Indy Car.

Many of the IMSA car makers are also Michelin technical partners on key production vehicles and, in some cases, the Michelin engineers and Motorsport Tire Specialists working with teams at the IMSA races are directly involved in the development of future street tires for the same marques.



SATURDAY, March 16

- CNBC, 10:30am (EST)
- NBC Sports App, 1:00pm (EST)
- NBCSN, 3:00pm (EST)

VIVE LA DIFFERENCE!



Led by reigning 24 Hours of Le Mans and Rolex 24 At Daytona champion, Fernando Alonso of Spain, 99 drivers from 26 countries are entered in the WEC 1,000 Miles of Sebring.

When the cars and stars of the FIA World Endurance Championship take on the Sebring International Raceway circuit for the WEC 1,000 Miles of Sebring, things may look the same as for their IMSA WeatherTech counterparts. But there are several key differences.

For starters, the WEC teams are permitted to use tire ovens to raise the tire tread and core from the ambient temperature to an operating temperature range.

Warmers are not permitted in IMSA, so the drivers must scrub or scuff tires for a lap or two to build pressures and temperatures. The WEC cars also have a slightly different balance of performance.

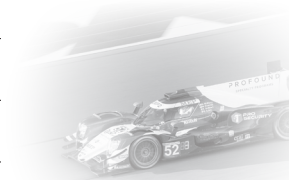
Next, WEC pit stop rules limit the number of crew members and pit guns, meaning that tire changes take longer.

WEC teams are allocated fewer tires than their IMSA counterparts, putting a premium on consistent performance while multi-stinting tires.

WEC also uses a "Virtual Safety Car" or locally zoned caution areas to reduce the number and duration of full course cautions.

TIRE ALLOCATIONS:

	IMSA - Mobil 1 Twelve Hours	WEC 1000 Miles	
DPi	24 Sets-IMSA Medium	LMP1	10 Sets-Range
LMP2	24 Sets-IMSA Medium	LMP2	10 Sets-Range
GTLM	24 Sets-GTLM Range	GTE PRO	10 Sets-Range
GTD	18 Sets-MICHELIN® Pilot® Sport GT S8M	GTE AM	13 Sets-Range
GS	5 Sets-MICHELIN® Pilot® Sport GT S8M		
TCR	4 Sets-MICHELIN® Pilot® Sport GT S9M		
LMP3	5 Sets-MICHELIN® Pilot® Sport GT S8M & S9M		



#RESPECTTHEBUMPS

Sebring was originally built in 1941 as an airfield used for training pilots. It appears at first glance to be very flat. The highest point on the track has an elevation of 62 feet as does the lowest point. Yet, Sebring International Raceway is by no means perfectly flat. Michelin engineers advise that the 3.7-mile circuit has so many bumps, transitions from runways to taxiways, and patches of varying materials that the front tires of the car register vertical travel of approximately 18 feet per lap.

"Imagine hitting potholes or speed bumps at high speed or under braking or acceleration several times per lap and then repeat those impacts lap after lap and you begin to get a sense of what the tires encounter," said Ken Payne (Technical Director Motorsports Michelin N.A.).

"With four different classes and the resulting traffic, a driver will often be forced off of his or her desired line and onto the heaviest bumps. Developing a chassis and tire combination to manage the bumps is essential to success at Sebring."

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