



2023 FIA WEC MICHELIN

PRESS KIT

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MICHELIN'S FLORIDA DOUBLE-HEADER:

the '1,000 Miles' and 'Mobil 1 Twelve Hours' of Sebring

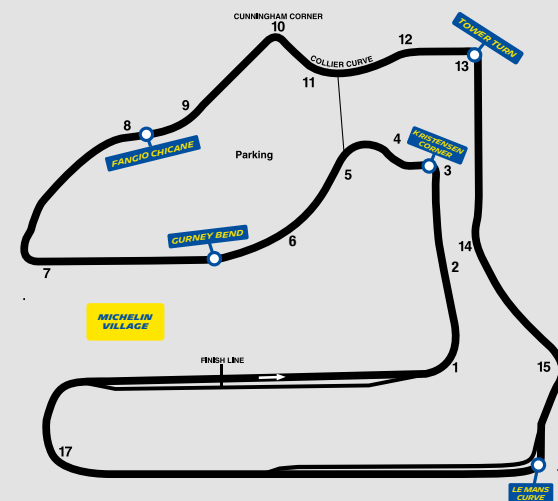
- >> **A single new range of tires** for the FIA World Endurance and IMSA WeatherTech SportsCar Championships' Hypercar and GTP cars
- > **New manufacturer partners** for Michelin in topflight endurance racing's premier classes
- > **Michelin supplying tires for 25 of the 37 entries** for the 1000 Miles of Sebring, as well as for the entire field contesting the Mobil 1 Twelve Hours of Sebring

The 2023 FIA World Endurance Championship (FIA WEC) kicks off in the USA this weekend at Florida's legendary Sebring International Raceway. After a two-day collective Prologue test on March 11-12, the 1000 Miles of Sebring proper (March 15-17) begins with Free Practice on Wednesday (March 15), followed by Qualifying late the next day, then the race itself - 1,000 miles (1,609.34km), or a maximum of eight hours - starting on Friday (March 17) at noon local time.

The 2023 FIA WEC's opener will be followed on Saturday by the

71st Mobil 1 Twelve Hours of Sebring, Round 2 of this year's IMSA WeatherTech SportsCar Championship, for which Michelin is the Official Tyre.

The two races will see Michelin work with an impressive list of partners and carmakers, with some 200 cars competing on its tyres over the week. Their numbers include the newcomers to the two series' premier classes, namely GTP (IMSA) and Hypercar (FIA WEC). The majority of these prototypes are hybrid and comply with the latest technical regulations that are now shared by the two competitions.



SEBRING INTERNATIONAL RACEWAY

Sebring International Speedway is built on a former US Army Air Force training base that served during World War 2. It is one of the United States' oldest permanent circuits and hosted racing for the first time in 1950. The fast but bumpy, 6.19-kilometre is a patchwork of different surface types, notably asphalt and concrete. The last of its 17 turns is straddled by the Michelin Bridge. The layout provides a challenging mix of fast and tight bends, while daytime temperatures are often hot at this time of the year before becoming chillier after sunset. It is exactly the sort of circuit that brings out the best in the versatility, performance and longevity of Michelin's endurance racing tyres.

IDENTICAL MICHELIN RANGES

FOR THE IMSA WEATHERTECH SPORTSCAR CHAMPIONSHIP
AND FIA WORLD ENDURANCE CHAMPIONSHIP



Michelin has developed a brand new GTP and Hypercar tyre-range for 2023, comprising a choice of three types of slick...

- **Soft Cold Weather**
- **Soft Hot Weather**
- **Medium Hot Weather**

... and a **new rain tyre**
(one type only).



A NEW RAIN TYRE TO COVER ALL SCENARIOS

Over the years, Michelin has revolutionised how endurance-racing teams handle poor weather and this season has seen it innovate once again with the introduction of a single rain tyre for all types of conditions, from very wet to drying. The new Michelin WET replaces the former choice of DRYING WET and FULL WET options we proposed last season. Our latest rain tyre features a new tread pattern and will allow drivers to avoid having to pit for an alternative if light drizzle turns into heavier rain, say. Once again, the benefit is an appreciable time saving.



THE TIRES RANGE

2023 FIA WEC SEASON

HYPERCAR

A new range of MICHELIN Pilot Sport Slicks.



SLICKS
SOFT COLD, SOFT HOT,
MEDIUM

SLICKS

Soft cold: for non-abrasive track surfaces, low temperatures (less than 15°C) or at night.

Soft hot: for average-wearing or 'rubbered' track surfaces, temperatures in excess of 15°C (core range tyre).

Medium: abrasive track surfaces, demanding track configurations, temperatures in excess of 30°C.



WET
FULL WET

WET-WEATHER TIRES

Tires for light to heavy rain.

SIZES AVAILABLE:

Cadillac / Ferrari / Glickenhaus / Porsche / Toyota / VanWall : Front : 29/71-18 and Rear : 34/71-18
Peugeot : Front/Rear : 31/71-18

Width (cm) / exterior diameter (cm) x interior diameter (inches).

ALLOCATION

Free Practice	Qualifying + Race	
	6-hour races	8-hour races
12	18	26

NUMBER OF AUTHORIZED SPECIFICATIONS

Slick tires			Wet-weather tires
Le Mans 24 Hours	Other races	Total for the season	
3	2	3	1

LM GTE AM

Michelin tires are the preferred choice of all the LMGTE Am teams



SLICK
SOFT COLD, SOFT HOT,
MEDIUM

SLICKS

Soft cold: temperatures less than 20°C (e.g. at night at Le Mans). The soft slick delivers the same stability and consistency as the medium slick.

Soft hot: core range tyre, temperatures between 15 and 35°C.

Medium: for abrasive track surfaces and/or temperatures in excess of 30°C.



WET
DRYING WET, FULL WET

WET-WEATHER TIRES

'Drying' Wets and Full Wets: a broad operating window and the same tread pattern, but a different construction.

Only those tire specifications nominated for the 2022 championship may be used in 2023.

SIZES AVAILABLE:

Front : 30/68-18 • Rear : 31/71-18

Width (cm) / exterior diameter (cm)
x interior diameter (inches).

WET TRACK



ALLOCATION

Free Practice	Qualifying + Race	
	6-hour races	8-hour races
16	26	34

NUMBER OF AUTHORIZED SPECIFICATIONS

Slick tires			Wet-weather tires
Le Mans 24 Hours	Other races	Total for the season	
3	2	3	2

THE TIRES RANGE

1,000 MILES OF SEBRING

HYPERCAR

A new range of MICHELIN Pilot Sport Slicks.



SLICKS
SOFT HOT, MEDIUM

SLICKS

Soft hot: for average-wearing or 'rubbered' track surfaces, temperatures in excess of 15°C (core range tyre).

Medium: abrasive track surfaces, demanding track configurations, temperatures in excess of 30°C.



WET
FULL WET

WET-WEATHER TIRES

Tires for light to heavy rain.

SIZES AVAILABLE:

Cadillac / Ferrari / Glickenhaus / Porsche / Toyota / VanWall : Front : 29/71-18 and Rear : 34/71-18
Peugeot : Front/Rear : 31/71-18

Width (cm) / exterior diameter (cm) x interior diameter (inches).

SLICKS ALLOCATION

Free Practice	12 tires
Qualifying + Race	26 tires

THE TIRES RANGE

1,000 MILES OF SEBRING

LM GTE AM

Michelin tires are the preferred choice of all the LMGT E Am teams



SLICK
SOFT HOT, MEDIUM

SLICKS

Soft hot: core range tyre, temperatures between 15 and 35°C.

Medium: for abrasive track surfaces and/or temperatures in excess of 30°C.



WET
DRYING WET ET FULL WET

WET-WEATHER TIRES

'Drying' Wets and Full Wets: a broad operating window and the same tread pattern, but a different construction.

Only those tire specifications nominated for the 2022 championship may be used in 2023.

SIZES AVAILABLE: Front: 30/68-18 • Rear: 31/71-18

Width (cm) / exterior diameter (cm) x interior diameter (inches).

SLICKS ALLOCATION

Free Practice	16 tires
Qualifying + Race	34 tires



PIERRE ALVES

Endurance Racing Manager, Michelin

"In what has now become the norm at Michelin, our latest LMH/LMDH tyres were conceived entirely on the simulator. Michelin's Smart Data-based simulation technology provides us with the means to produce digital models that take the temperature factor into account, relative not only to its influence on the materials we use but also on how tyre pressures evolve. Our simulation algorithms are the most advanced in the world. They are patented and encryption-protected, and enable us to take our development work even further. Testing on latest-generation simulators with both professional racing drivers and sim-racers allows us to reduce track-testing to a minimum. Along with that, our subsequent testing with our partners means we can be certain that the compounds we sign off are the most equitable for them all before commencing the production phase."

The latest FIA WEC technical regulation for 2023 outlawing the use of tyre-warmers (as was already the case in IMSA) was taken into account during the new range's development.

"We have opted for compounds that climb more quickly to their working temperature with no detriment to the other key performance-related parameters compared with last season. That said, allowing time for tyre warm-up needs to be taken into account whenever fresh rubber is put on the car, so we are likely to see our partners count more than ever on our tyres' consistency and longevity, which are two signature features of Michelin tyres," says Pierre Alves.

Not having to make and recycle quantities of test tyres and suppressing actual physical testing during the development process is a positive move in favour of the environment, while the dropping of tyre-warmers represents a significant energy saving.

NEW PARTNERS FOR MICHELIN

AND A TYRE RANGE

***SHARED BY ENDURANCE RACING'S IMSA
AND FIA WEC CHAMPIONSHIPS***

The arrival of several new carmakers in the GTP class at January's Rolex 24 at Daytona, also in Florida, provided Michelin with an opportunity to confirm the performance of its new LMH/LMDH range and collect a significant amount of initial race-based data.

At Sebring, Michelin is working with Acura, BMW, Cadillac and Porsche in the IMSA WeatherTech SportsCar Championship, in addition to its partners involved in the 2023 FIA WEC: namely Cadillac and Porsche (competing in both series), plus fellow-WEC Hypercar newcomers Ferrari and Vanwall, who have joined Glickenhaus, Peugeot and Toyota for this season's campaign.

These seven carmakers are together fielding 11 cars for the 1000 Miles of Sebring where they will benefit from Michelin's latest range of endurance racing tyres which are identical for the IMSA and FIA WEC championships. It is interesting to note that the French brand has previously won at the Florida venue with four of its 2023 Hypercar partners: Cadillac, Peugeot, Porsche and Toyota.





TYRE TEMPERATURES: A CORNERSTONE OF RACE STRATEGIES



All Michelin's compound options have an 'ideal' operating window that covers a spectrum of temperatures, with the different specifications overlapping. For example, one compound may be at its best at ground temperatures of between 10°C and 25°C, while another might cover a range from 20°C to 40°C. For individual races, teams must choose two of the three available compounds, with the exception of Le Mans where all three may be used.

*"Our partner teams benefit from advice offered by Michelin at every round," notes **Pierre Alves**. "Our experienced Technical Advisors provide recommendations regarding the optimal windows of our different tyres, depending on the venue, the car and the weather. A perfect understanding of how the different options overlap helps our partners to maximise the potential of their tyres. Given the restricted number of covers allocated per race, drivers will be forced to double stint. In certain situations, with our help and thanks to our tyres' consistency, I believe triple-stinting will even be possible at Sebring where tyre changes cost approximately 25 seconds, followed by a time needed for 'warm-up' during out-laps. These are considerations that can influence how a race unfolds..."*

HYPERCAR ENTRIES:

1,000 MILES OF SEBRING

HYPERCAR

N°2	CADILLAC RACING	Cadillac V-Series.R	BAMBER/LYNN/WESTBROOK	
N°4	FLOYD VANWALL RACING TEAM	Vanwall Vandervell 680	DILLMANN/GUERRIERI/VILLENEUVE	
N°5	PORSCHE PENSKE MOTORSPORT	Porsche 963	CAMERON/CHRISTENSEN/MAKOWIECKI	
N°6	PORSCHE PENSKE MOTORSPORT	Porsche 963	ESTRE/LOTTERER/VANTHOOR	
N°7	TOYOTA GAZOO RACING	Toyota GR010 Hybrid	CONWAY/KOBAYASHI/LOPEZ	
N°8	TOYOTA GAZOO RACING	Toyota GR010 Hybrid	BUEMI/HARTLEY/HIRAKAWA	
N°50	FERRARI AF CORSE	Ferrari 499P	FUOCO/MOLINA/NIELSEN	
N°51	FERRARI AF CORSE	Ferrari 499P	PIER GUIDI/CALADO/GIOVINAZZI	
N°93	PEUGEOT TOTALENERGIES	Peugeot 9X8	DI RESTA/JENSEN/VERGNE	
N°94	PEUGEOT TOTALENERGIES	Peugeot 9X8	DUVAL/MENEZES/MULLER	
N°708	GLICKENHAUS RACING	Glickenhaus 007 LMH	DUMAS/BRISCOE/PLA	

ELEVEN CARS IN TOTAL
(ALL CARS COMPETING ON MICHELIN TYRES)



LM GTE AM ENTRIES:

1,000 MILES OF SEBRING

LM GTE AM				
Nº21	AF CORSE	Ferrari 488 GTE Evo	CONSTANTINI/MANN/DE PAUW	
Nº25	ORT BY TF	Aston Martin Vantage	AL HARTY/DINAN/EASTWOOD	
Nº33	CORVETTE RACING	Corvette C8.R	KEATING/VARRONE/CATSBURG	
Nº54	AF CORSE	Ferrari 488 GTE Evo	FLOHR/CASTELLACCI/RIGON	
Nº56	PROJECT 1	Porsche 911 RSR - 19	HYETT/JEANNETTE/CAIROLI	
Nº57	KESSEL RACING	Ferrari 488 GTE Evo	KIMURA/HUFFAKER/SERRA	
Nº60	IRON LYNX	Porsche 911 RSR - 19	SCHIAVONI/CRESSONI/PICARIELLO	
Nº77	DEMPSEY-PROTON	Porsche 911 RSR - 19	RIED/PEDERSEN/ANDLAUER	
Nº83	RICHARD MILLE AF CORSE	Ferrari 488 GTE Evo	PEREZ-COMPANC/WADOUX/ROVERA	
Nº85	IRON DAMES	Porsche 911 RSR - 19	BOVY/GATTING/FREY	
Nº86	GR RACING	Porsche 911 RSR - 19	WAINWRIGHT/PERA/BARKER	
Nº88	PROTON COMPETITION	Porsche 911 RSR - 19	HARDWICK/ROBICHON/TINCKNELL	
Nº98	NORTHWEST AMR	Aston Martin Vantage	DALLA LANA/TBA/THIIM	
Nº777	D'STATION RACING	Aston Martin Vantage	HOSHINO/STEVENSON/FUJII	

FOURTEEN CARS IN TOTAL
(ALL CARS COMPETING ON MICHELIN TYRES)

LM GTE AM: 'CONFIDENTIAL' TYRES CARRIED OVER FROM LAST YEAR

For the 2022 FIA WEC, Michelin developed a brand-new range of what it terms 'confidential' tyres for the LM GTE Am cars (unlike in IMSA where the GTD tyres are termed 'commercial'). For 2023, the same range has been carried over: namely two types of slick per race and a choice between DRYING WETs and FULL WETs in the case of poor weather.

"The cars in this class have reached an extremely high level of performance over the years," observes **Pierre Alves**. *"Last season, we provided them with new, fast, consistent tyres developed for the circuit profiles visited by the championship. The same options have been carried over this year, since we are returning to the same venues, with the exception of the calendar's inclusion of Portimão. The LM GTE Am teams run cars made by carmakers who are also original-equipment customers for us. We benefit from privileged relationships with them all and do our utmost to provide them with the best possible support and service."*



2023

FIA WEC CALENDAR



MARCH 17

1000 Miles of Sebring



APRIL 16

6 Hours of Portimão



APRIL 29

6 Hours
of Spa-Francorchamps



JUNE 10-11

Le Mans 24 Hours



JULY 9

6 Hours of Monza



SEPTEMBER 10

6 Hours of Fuji



NOVEMBER 4

Hours of Bahrain

Press contact:

Alessandro Barlozzi - alessandro.barlozzi@michelin.com

+33 (0) 1 45 66 22 22 - 7J/7J

www.michelin.com /  @MichelinPress

