



PRESS RELEASE

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Michelin's new range of endurance-racing tyres hits the ground running at the 1000 Miles of Sebring

- Toyota Gazoo Racing claims first and second places at Sebring with its #7 and #8 Michelin-equipped GR010 HYBRIDs
- Ferrari celebrated its Hypercar debut with pole-position on Michelin's latest endurance-racing slicks
- Michelin rises successfully to the challenges posed by the FIA World Endurance Championship's new regulations, including the outlawing of tyre warmers

The 2023 FIA World Endurance Championship (FIA WEC) got under way today with the opening clash of the seven-race calendar (one more than last year), the 1000 Miles of Sebring. There was plenty that was new to take onboard at the drama-packed, 1,609.34-kilometre opener at Florida's Sebring International Speedway, including an entry of 11 Hypercar prototypes representing no fewer than seven car manufacturers. In addition to Toyota, Peugeot and Glickenhaus, which were all involved in the 2022 series, Michelin is working with four additional partners this season, namely Cadillac, Ferrari, Porsche and Vanwall.

Lapping on Michelin's latest-generation endurance-racing tyres, the #50 Ferrari 499P celebrated the Italian make's return to topflight sports-prototype racing after an absence of 50 years with pole position in the hands of Antonio Fuoco (1m45.067s).

Digitally-developped tyres, with faster warm-up performance

New regulations for the 2023 championship ban the use of tyre-warming systems. This important step means that the drivers now have to take to the track on cold rubber, rather than with their tyres pre-heated to 80°C, as was previously the case. To cover this measure in favour of the environment, Michelin has developed a new range of Hypercar tyres which climb to their working temperature more quickly after the fitment of fresh rubber.

*"The compounds used by our Hypercar partners this year not only warm up faster, but they also carry over the qualities of our 2022 range", says **Pierre Alves**, the manager of Michelin's endurance racing programmes. "Since last weekend's Prologue test, we have seen lap times come down, which is an eloquent sign of our new tyres' potential. It's true that the relatively high track-temperatures here at Sebring favoured tyre warm-up, but our new range also delivered the outstanding performance and longevity that the teams have come to expect of our products."*



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"On top of that, all the drivers were able to double stint without any misgivings and were able to keep fighting all the way to the chequered flag. It is worth repeating that our new range was developed entirely digitally using simulators, both with and without input from drivers. Not only is this new process more efficient, but it also consumes less energy and fewer raw materials, not to mention the time and logistics savings it allows."

All the Hypercars had an allocation of 12 tyres for the different free-practice sessions, plus a further 26 for the race, with a choice of two compounds to cover the weekend's temperature windows. With the exception of Peugeot TotalEnergies, all the teams ran 29/71-18 and 34/71-18 Michelin tyres front and rear. The Peugeot 9X8s were fitted with 31/71-18 tyres on all four corners.

The 2023 1000 Miles of Sebring was won by Mike Conway/Kamui Kobayashi/José María López in the #7 Toyota GR010 HYBRID. They were chased over the line by the #8 sister car of Sébastien Buemi/Brendon Hartley/Ryo Hirakawa. The #50 Ferrari 499P of Antonio Fuoco/Miguel Molina/Nicklas Nielsen confirmed its strong start to the season with a podium finish in Florida.

Michelin support for the LM GTE Am runners

The 14 LMGTE Am cars representing four different car manufacturers at Sebring had the same tyres available as last season. In this class, too, tyre-warmers are no longer authorised, leading to the drivers being especially cautious after tyre changes. As in the Hypercar class, Michelin's partners had a choice of two slick compounds to cover the spectrum of air and track temperatures encountered at Sebring. *"We paid close attention to the temperature windows covered by these two compounds, as well as to the tyre pressures ran by the teams"*, notes **Pierre Alves**. *"At Sebring, as at every round of this year's championship, all the LMGTE Am runners benefited from the advice and support provided our Technical Advisors. Although the drivers always have the final word, our experience represents real added-value for our partners."*

All the cars in LM GTE Am ran 30/68-18 and 31/71-18 Michelin tyres front and rear, with an allocation per driver of 16 tyres to cover free practice and 34 for the race.

The LM GTE Am class was won by Benjamin Keating/Nicolas Varrone/Nicky Catsburg in Corvette Racing's #33 Chevrolet Corvette C8.R, ahead of Christian Ried/Mikkel Pedersen/Julien Andlauer's #77 Porsche 911 RSR-19 (Dempsey-Proton Racing). Takeshi Kimura/Scott Huffaker/Daniel Serra were third in the Kessel Racing-run #57 Ferrari 488 GTE Evo.



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Round 2 of the 2023 FIA World Endurance Championship will take teams to Autódromo Internacional do Algarve, near Portimão, Portugal, on Sunday, April 16.

About Michelin:

Michelin's ambition is to improve the mobility of its customers over the long-term. As a leader in the mobility domain, Michelin designs, manufactures and distributes tyres best-suited to customers' needs and uses, as well as services and solutions to enhance vehicle efficiency. Michelin also offers its customers ways to enjoy unique experiences during their journeys and when travelling. In addition, Michelin develops high-tech materials for many sectors of activity. Based in Clermont-Ferrand, Michelin has offices in 177 countries, employs 124,760 people and operates 68 tyre factories which together produced around 173 million tyres in 2021 (www.michelin.com).

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