

RACEGUIDE **2026**



LE MANS 24 HOURS

JUNE 13-14



#03

2026 TIMETABLE

TUESDAY, JUNE 9

2:00pm
> 5:30pm Pits visit

2:00pm
> 3:15pm Pit-Stop Challenge

3:30pm
> 5:30pm Autograph session

WEDNESDAY, JUNE 10

2:00pm
> 5:00pm **Free Practice 1**

7:30pm
> 8:00pm **Qualifying**

10:00pm
> midnight **Free Practice 2**

THURSDAY, JUNE 11

2:45pm
> 5:45pm **Free Practice 3**

9:05pm
> 9:25pm **Hyperpole 1**

9:40pm
> 9:55pm **Hyperpole 2**

11pm
> midnight **Free Practice 4**

FRIDAY, JUNE 12

3:30pm
> 8:00pm Track open to public

4:00pm
> 7:00pm Drivers' Parade

SATURDAY, JUNE 13

10:30am
> 11:15am **Warm-up**

1:35pm
> 3:00pm **Grid Walk**

4:00pm Start



HEURE LOCALE
Informations susceptibles d'être modifiées

THE 2026 LE MANS 24 HOURS

104th FIA WEC RACE



62
ENTRIES

18
HYPERCARS

8
HYPERCARS
MANUFACTURERS

Le Mans debut for Genesis

Last Le Mans 24 Hours appearance for Alpine, winner of the 1978 race on Michelin tires

Entries that qualify for the Hyperpole will be allocated three additional sets of new tires, of the compound of the team's choice

Michelin is the tire supplier to the Ligier European Series, Porsche Carrera Cup Brazil and Road to Le Mans support races



MICHELIN STATISTIC

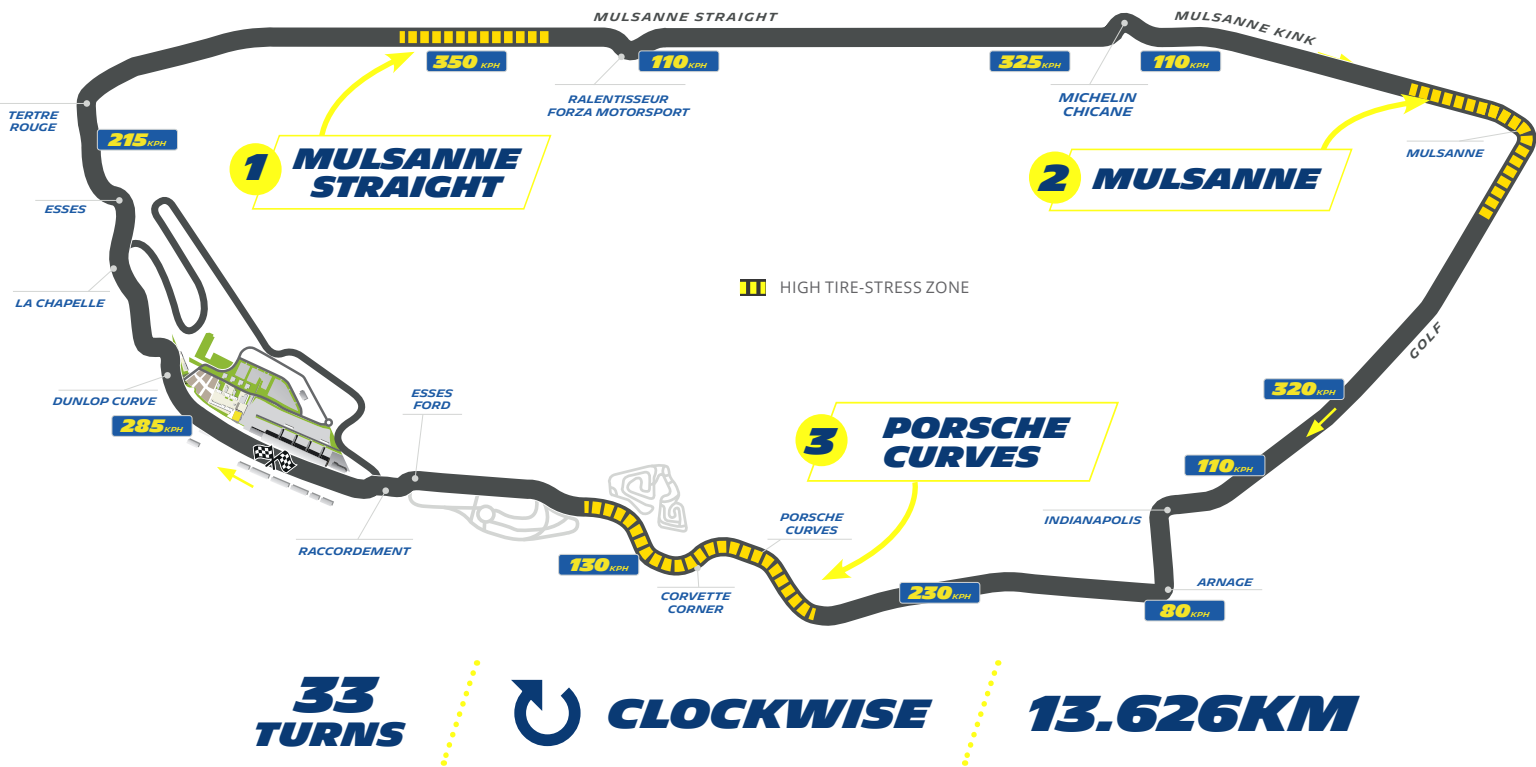
Michelin is targeting its 35th outright Le Mans 24 Hours victory in 2026. If it succeeds, it will be a new record for the most wins by a single tire manufacturer. Michelin's current score (34) equals that of Dunlop, holder of the record since 1991. The other winning tire brands include Goodyear (14), Firestone (7), Continental, Pirelli and Englebert (1). Michelin already holds the record for the longest unbeaten run at Le Mans (28 wins since 1998).



THE CIRCUIT

24h
LE MANS®

MICHELIN
PARTENAIRE
PREMIUM



- The longest and fastest circuit visited by the 2026 FIA WEC. The Hypercars reach practically 350kph
- 50 percent of the circuit open to ordinary traffic the rest of the year
- The surfaces of the track's permanent and non-permanent sections are different
- The Porsche Curves (Turns 23 to 27) form a particularly challenging sequence of high-speed turns
- Two chicanes slow the cars along the 5.750km Mulsanne Straight. The second is known officially as the Michelin Chicane



LAP RECORD

(Hypercars/13.626km circuit)

HYPERCAR

3M22.742S, JACK AITKIN
(Cadillac V-Series.R 🏆, 2025),
Average speed: 242kph

FIA WEC

3M15.267S, KAMUI KOBAYASHI
(Toyota TS050 Hybrid 🏆, 2020)
Average speed: 251.2kph

RACE-LAP RECORD

(Hypercars/13.626km circuit)

HYPERCAR

3M26.562S, SÉBASTIEN BOURDAIS
(Cadillac V-Series.R 🏆, 2025),
Average speed: 237.5kph

FIA WEC

3M17.297S, MIKE CONWAY
(Toyota TS050 Hybrid 🏆, 2019),
Average speed: 248.6kph



MICHELIN

MICHELIN PILOT SPORT ENDURANCE TIRE DATA AT LE MANS

Braking for Mulsanne, the Hypercars slow from **320 to 95kph in just 250 meters and four seconds.**

Their MICHELIN Pilot Sport Endurance tires are submitted to a deceleration force of **2.7g** as they slow the cars which 'weigh' three tonnes.

The Porsche Curves make the biggest demands of tires of the entire circuit. Each MICHELIN Pilot Sport Endurance is submitted to a lateral force of **3g** at **250kph**. That's **10 times** the force experienced when driving around a roundabout at **50kph!**

The cars' MICHELIN Pilot Sport Endurance slicks reach a temperature of **120°C** through the Porsche Curves.

Braking for Indianapolis, the Hypercars' MICHELIN Pilot Sport Endurance tires are submitted to a vertical load of **1,400kg** due to the bumpy surface and aerodynamic downforce.

The Hypercars take the Michelin Chicane at **110kph**. It is one of the slowest parts of the circuit as the drivers turn their steering wheel **90° to the left, then 90° to the right.**

At the end of the start/finish straight, the Hypercars 'weigh' **2.4 times** their mass due to aerodynamic downforce.

The Hypercars sit on a contact patch that is **no bigger than two sheets of A4 paper!**

When the prototypes are at their fastest (around 340kph down the Mulsanne Straight), their MICHELIN Pilot Sport Endurance tires become oval due to centrifugal force which can increase their diameter by as much as **1.4cm**. The phenomenon is countered by the aerodynamic downforce exerted on the car.

During a single lap of Le Mans (13.626km), each MICHELIN Pilot Sport Endurance rotates **6,500 times.**



The current-generation MICHELIN Pilot Sport Endurance contains **50 percent renewable/recycled raw materials**, including rice husk, recycled steel and natural rubber.

Some **200 different 'ingredients'** go into the 20 semi-finished assemblies that make up each MICHELIN Pilot Sport Endurance tire.

MICHELIN Pilot Sport Endurance tires are made by hand. The process takes around **30 minutes, plus a further 20 minutes** for them to be cured **at 180°C.**

The running temperature of a MICHELIN Pilot Sport Endurance slick can reach as high as **130°C.**

A MICHELIN Pilot Sport Endurance can withstand a mass of **100 times** its own weight, equivalent to that of a family hatchback.

At **200kph**, a set of MICHELIN Pilot Sport Endurance Wets can clear up to **120 liters** of water every second. That equates to **28,000 liters** per lap of Le Mans, or a million liters over the course of three stints.

Like the previous generation tires, Michelin's current Pilot Sport Endurance slicks were developed using simulation technology prior to their first track test.



THE 2025 RACE



WINNERS

The winning car used 12 of its 14 allocated sets of tires

KUBICA/YE/HANSON

(Ferrari 499P 🇫🇮), 387 laps (5,272.54km) at an average speed of 176.3kph

POLE POSITION

ALEX LYNN (Cadillac V-Series.R 🇺🇸) ⌚ 3m23.166s (241.4kph)

FASTEST LAP

JACK AITKEN (Cadillac V-Series.R 🇺🇸) ⌚ 3m22.742s (242kph)

FASTEST RACE LAP

SÉBASTIEN BOURDAIS (Cadillac V-Series.R 🇫🇷) ⌚ 3m26.562s (237.5kph)

TOP SPEED

MIGUEL MOLINA
ANTONIO GIOVINAZZI (Ferrari 499P 🇫🇮) ⌚ 349kph

Longest distance
on same tires
(Ferrari #83)



586km
11% of the race

Ferrari's third straight Le Mans 24 Hours win on Michelin tires

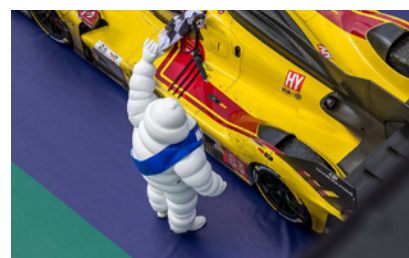
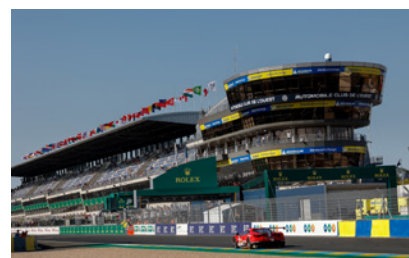
Michelin equaled the record for the most Le Mans wins by the same tire manufacturer (34)

Track, race-lap and race-distance records all beaten in the Hypercar class

The #6 Porsche/Michelin came second (+14 seconds) after starting from the back of the grid

An all-Cadillac V-Series.R 🇺🇸 front row for the start

Both the soft- and medium-compound MICHELIN Pilot Sports successfully triple stinted (more than 500km)

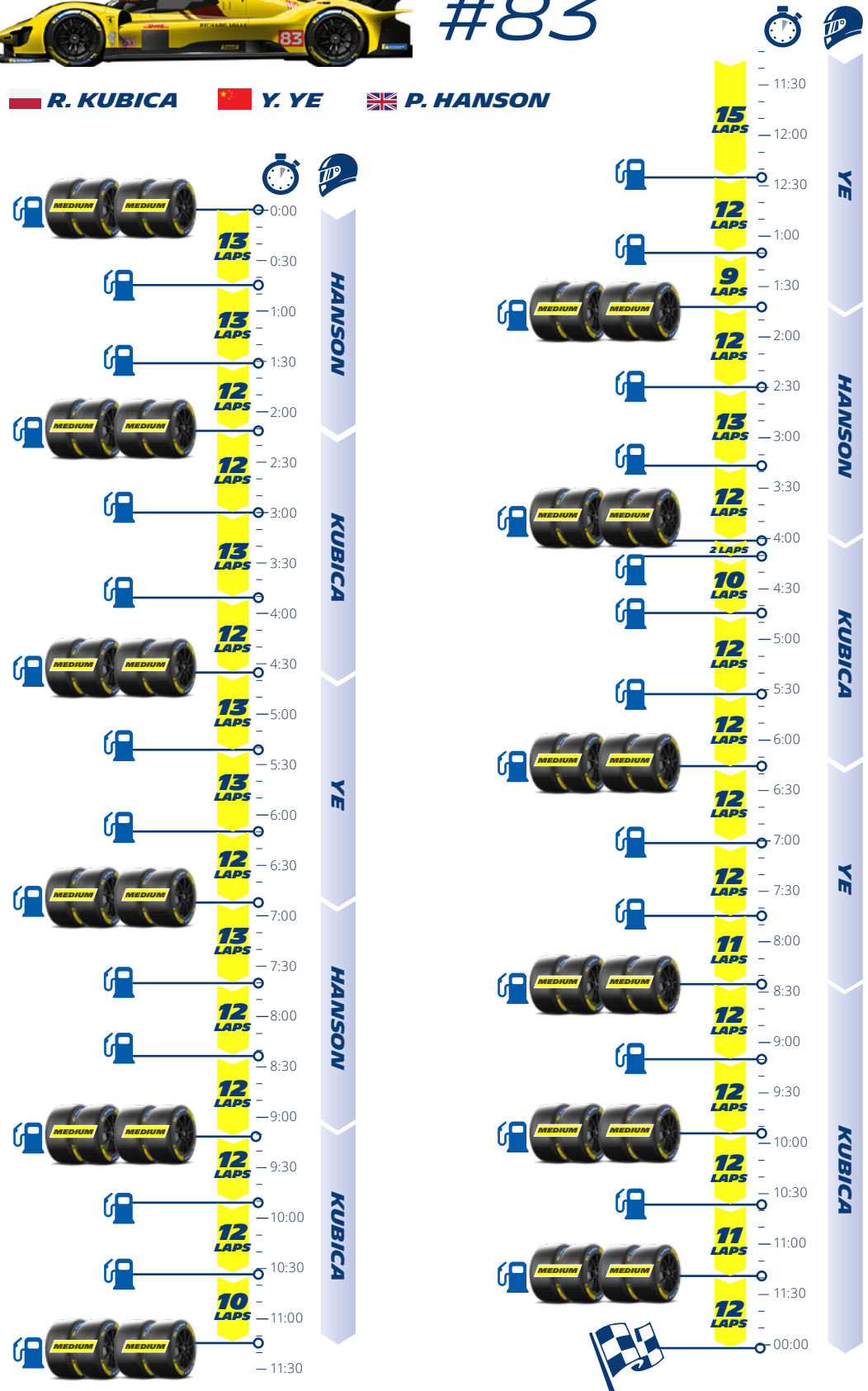


THE 2025 WINNER'S STRATEGY



#83

🇨🇵 **R. KUBICA**
 🇨🇳 **Y. YE**
 🇬🇧 **P. HANSON**



Tire changes at Le Mans take between 15 and 20 seconds.
Multi-stinting the same set therefore means less time spent in the pits



PIERRE ALVES

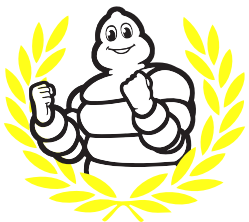
(Manager, Endurance Racing Programs, Michelin Motorsport)



We're very much looking forward to the debut Le Mans appearance of our new MICHELIN Pilot Sport Endurance range which contains 50 percent renewable or recycled raw materials. We are targeting our 35th win there, which would be a new record for the highest number of victories by a single tire brand. Our partners have a choice between our soft, medium and hard slicks, plus a wet-weather option. These tires benefited from extensive use of advanced simulation technology during their development, followed by exhaustive testing in Europe and the USA. They have since been put through their paces in the uncompromising opening rounds of this year's FIA World Endurance and IMSA WeatherTech SportsCar Championships

OUR RECOMMENDATION IS TO FAVOR TRIPLE STINTS

which confirmed the progress we have achieved in terms of warm-up performance and wider temperature windows. The soft slick now covers track temperatures of up to nearly 30°C, while the medium performs strongly down to 15°C. This means the two compounds are comparable from 15°C to 25°C, which in turn gives the teams more strategy options. At low-wear circuits like Le Mans, this degree of versatility is clearly a huge asset. Our recommendation to our partners is to favor triple stints – equivalent to more than 500 kilometers on the same four tires. That said, those who prefer to explore more 'aggressive' alternatives know they can count on the advice of our experienced technicians who work within the different Hypercar teams.



MICHELIN'S FIA WEC RECORD

103
WINS

WITH 6 DIFFERENT MANUFACTURERS
including Toyota (50 wins), Porsche (21) and Audi (17)

WITH 57 DIFFERENT DRIVERS
including S. Buemi (27), B. Hartley (24) and M. Conway (19)

13
MANUFACTURERS'
WORLD TITLES

13
DRIVERS'
TITLES





THE MICHELIN PILOT SPORT ENDURANCE

Easy to spot thanks to its stand-out Vision graphics, the new MICHELIN Pilot Sport Endurance contains 50 percent renewable or recycled raw materials. The range comprises three slicks – soft (white sidewall marking), medium (yellow) and hard (red) – plus a rain tire (blue).



Following its nomination by the ACO (Automobile Club de l'Ouest) and FIA (Fédération Internationale de l'Automobile) as supplier for endurance racing's Hypercar prototypes, Michelin used advanced simulation technology to develop a bespoke Pilot Sport Endurance range in 2020. These tires made their race debut in May 2021 at Belgium's 6 Hours of Spa-Francorchamps.

After introducing a number of evolutions such as new sizes, Michelin began to work on an all-new range that contains 50 percent renewable/recycled materials, including rice husk, natural and recycled rubber, and recycled steel.

On completion of a two-year development and testing period, these tires are making their competitive debut in this year's FIA WEC.

Not only are they more sustainable, but they also deliver enhanced performance thanks to the work of Michelin Motorsport's

engineers on their warm-up characteristics and longevity. This is in response to the championship's regulations which ban tire-warming devices, as well as to mandatory double/triple-stinting due to smaller tire allowances per race.

With the exception of the Le Mans 24 Hours where all three compounds may be used, the number of different MICHELIN Pilot Sport Endurance slick specifications allowed per FIA WEC meeting is restricted to two.

Meanwhile, only one type of wet weather tire is authorized for the season. As a consequence, it needs to be capable of covering conditions ranging from damp or drying tracks to heavy rain.

Michelin is the sole tire supplier for the Hypercar prototypes (LMH, LMDh, hybrid, non-hybrid) which all run 29/71-18 and 34/71-18 front and rear Pilot Sport Endurances respectively.





THE MICHELIN PILOT SPORT ENDURANCE RANGE FOR THE 2026 LE MANS 24 HOURS

SLICKS



Soft compound
Dry or slightly damp
conditions
Low
temperatures



Medium
compound
Dry conditions
The most
versatile option



Hard compound
Dry conditions
High track
temperatures
Big constraints

Tire warming systems may not be used

RAIN TIRES



Soft compound
Wet conditions
Versatile

A single type of rain tire

SIZES: FRONT: 29/71-18 • REAR: 34/71-18

Width (cm) / Exterior Diameter (cm) – Interior Diameter (inches)

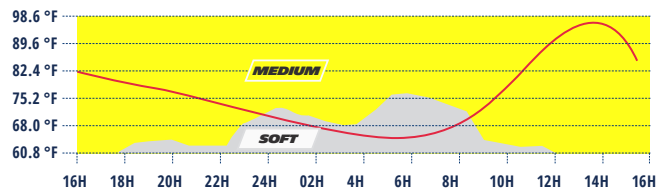
SLICKS ALLOCATION

FREE PRACTICE + QUALIFYING	24 TIRES
HYPERPOLE	12 TIRES
RACE	56 TIRES

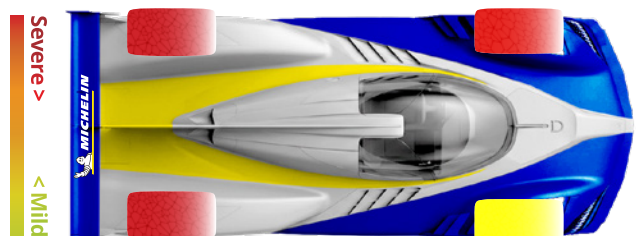
TECHNICAL REQUIREMENTS

	PRESSURE	CAMBER
FRONT	2.0 bar (26.1psi) minimum	Between -2.7° and -1.0°
REAR	2.0 bar (27.6psi) minimum	Between -2.0° and -1.0°

TIRE COMPOUND CHOICE IN 2025 DEPENDING ON TRACK TEMPERATURE



TIRE SEVERITY RATING



MICHELIN'S LE MANS LOGISTICS



Approximately 4,000 MICHELIN Pilot Sports are available for the 18 Michelin-equipped cars entered for this year's Test Day and Le Mans 24 Hours race. The Monday after the Test Day, the tires that are used during the session (around 400) are returned to Clermont-Ferrand. They are replaced by the same number which arrive at Le Mans on the Friday morning of race-week. This plan optimizes logistical costs and reduces Michelin's environmental impact.

THE MICHELIN PADDOCK


Tires taken to the circuit: approximately

4,000



Paddock

850M²



18
Hypercars

racing on Michelin tires

MICHELIN MOTORSPORT'S STAFF AT LE MANS

TOTAL MICHELIN STAFF:

100

including

44

fitters

12

Technicians

16

Engineers

Fitters

Fitters comprise the bulk of Michelin Motorsport's personnel at Le Mans where they fit, balance and remove tires on one of the workshop's three lines. In the course of Le Mans week, they fit more than 4,000 Michelin tires. Order forms from partner teams are received via a bespoke application overseen by the technical team advisors. The 44 fitters work in shifts during the race.

Technicians

The role of Michelin Motorsport's Technical Team Advisors delegated to work with its partner teams (at least one per team) includes advising on tire usage and management of the teams' tire quotas. It also covers attending technical briefings with the teams' own engineers and drivers to assist with tire choices and tire-pressure recommendations. Their input can be decisive.

Developers

The development experts behind Michelin's Hypercar range attend the race to monitor tire performance, make sure that Michelin's usage recommendations are adhered to as a function of the cars' set-ups and respond swiftly in case of any issues. They contribute to the job of inspecting the tires that come off the cars after the early stints in order to see how the different plies performed in

order to possibly authorize triple or even quadruple stints.

Performance analysts

These engineers permanently monitor tire and car performance using the data and graphs provided by Michelin's partner teams. They check that the real-time data corresponds with the forecasts obtained during simulation work upstream of the race.

Tire analysts

Tire analysts section the tires that come off the cars to check that the different plies (crown, casing, sidewalls) and materials performed correctly. As a function of their findings, the developers decide whether the number of stints cars stay out on the same tires can be increased, and provide the teams' engineers and technicians with usage and set-up recommendations.



18 HYPERCAR PROTOTYPES REPRESENTING 8 MANUFACTURERS

ASTON MARTIN THOR TEAM

ASTON
MARTIN
VALKYRIE
AMR (LMH)



Power unit: 6.5-liter normally-aspirated V12
Power: 500kW



Front-wheel drive propulsion
Seven-speed Xtrac sequential gearbox

#007



H. TINCKNELL
 T. GAMBLE
 R. GUNN

#009



A. RIBERAS
 M. SORENSEN
 R. DE ANGELIS

TOYOTA RACING

TOYOTA
TRO10
(LMH)



Power unit: 3.5-liter V6 bi-turbo +
Toyota Hybrid System (front wheels)
Power: 500kW + 200kW



Four-wheel drive
Seven-speed Xtrac sequential gearbox

#7



M. CONWAY
 K. KOBAYASHI
 N. DE VRIES

#8



S. BUEMI
 B. HARTLEY
 R. HIRAKAWA

BMW M TEAM WRT

BMW M
HYBRID V8
(LMDH)



Power unit: 4-liter V8 bi-turbo +
Bosch MGU (rear wheels)
Power: 477kW + 50kW



Two-wheel drive
Seven-speed Xtrac sequential gearbox

#15



D. VANTHOOR
 R. MARCIELLO
 K. MAGNUSSEN

#20



R. RAST
 R. FRIJNS
 S. VAN DER LINDE

GENESIS MAGMA RACING

GENESIS
GMR-001



Power unit: 3,2l V8 Turbo
+ Bosch MGU Bosch (rear wheels)
Power: 500kW



Two-wheel drive
Seven-speed sequential gearbox

#17



A. LOTTERER
 P. DERANI
 M. JAUBERT

#19



P-L. CHATIN
 M. JAMINET
 D. JUNCADILLA

ALPINE ENDURANCE TEAM

ALPINE
A424
(LMDH)



Power unit: 3.4-liter V6 turbo
+ Bosch MGU (rear wheels)
Power: 500kW + 50kW



Two-wheel drive
Seven-speed Xtrac sequential gearbox

#35



A. FÉLIX DA COSTA
 C. MILESI
 F. HABSBURG

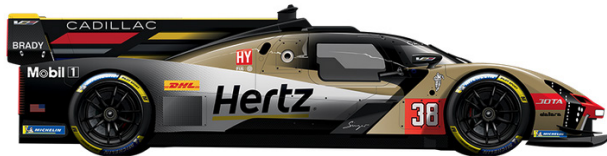
#36



J. GOUNON
 F. MAKOWIECKI
 V. MARTINS

CADILLAC HERTZ TEAM JOTA

CADILLAC
V-SERIES.R
(LMDH)



#12



L. DELETRAZ
N. NATO
W. STEVENS



Power unit: 5.5-liter V8 + Bosch
MGU (rear wheels)
Power: 500kW + 50kW



Two-wheel drive
Seven-speed Xtrac
sequential gearbox

#38



E. BAMBER
S. BOURDAIS
J. AITKEN

FERRARI AF CORSE

FERRARI
499P
(LMH)



#50



A. FUOCO
M. MOLINA
N. NIELSEN



Power unit: 3-liter V6 bi-turbo +
hybrid system (front wheels)
Power: 500kW + 200kW



Four-wheel drive
Seven-speed Xtrac
sequential gearbox

#51



A. PIER GUIDI
J. CALADO
A. GIOVINAZZI

AF CORSE

FERRARI 499P (LMH)



Power unit: 3-liter V6 bi-turbo +
hybrid system (front wheels)
Power: 500kW + 200kW

#83



R. KUBICA
Y. YE
P. HANSON



Four-wheel drive
Seven-speed Xtrac
sequential gearbo



CADILLAC WTR

CADILLAC V-SERIES.R



Moteur V8 5.5L + MGU Bosch
(essieu arrière)
Puissance : 500 kW + 50 kW

#101



R. TAYLOR
J. TAYLOR
F. ALBUQUERQUE



2-roues motrices,
boîte séquentielle Xtrac
à 7 rapports



PEUGEOT TOTALENERGIES

PEUGEOT
9X8
(LMH)



Power unit: 2.5-liter V6 bi-turbo +
Peugeot MGU (front wheels)
Power: 500kW + 200kW

Four-wheel drive
Seven-speed Sadev
sequential gearbox

#93



N. CASSIDY
P. DI RESTA
S. VANDOOORNE



#94




L. DUVAL
M. JAKOBSEN
T. POURCHAIRE



HYPERCAR STANDINGS

FIA WORLD ENDURANCE HYPERCAR CHAMPIONSHIP

MANUFACTURERS		R1  19/04	R2  9/05	R3  13-14/06	R4  12/07	R5  6/09	R6  27/09	R7  24/10	R8  7/11	TOTAL
1 st	BMW	 16	43							59
2 nd	TOYOTA	 40	12							52
3 rd	FERRARI	 27	15							42

DRIVERS		R1  19/04	R2  9/05	R3  13-14/06	R4  12/07	R5  6/09	R6  27/09	R7  24/10	R8  7/11	TOTAL
1 st	RENÉ RAST	 10	25							35
1 st	ROBIN FRIJNS	 10	25							35
2 nd	BRENDON HARTLEY	 25	1							26
2 nd	RYŌ HIRAKAWA	 25	1							26
2 nd	SÉBASTIEN BUEMI	 25	1							26
3 rd	SHELDON VAN DER LINDE	 0	25							25
4 th	KAMUI KOBAYASHI	 15	10							25
4 th	MIKE CONWAY	 15	10							25
4 th	NYCK DE VRIES	 15	10							25



MICHELIN RECORDS AT LE MANS

28

The highest number of consecutive wins (since 1998)

251.88KPH

Fastest ever average speed over one lap (with Toyota, in 2017)

5,410.713KM

Distance record over 24 hours (with Audi, in 2010)

225.22KPH

Fastest average speed over 24 hours (with Audi, in 2010)

54

The highest number of cars to contest Le Mans on Michelin rubber (91% of the entry, in 2020)

8

The highest number of Le Mans wins by the same driver (Tom Kristensen)

5

The most wins by the same car (Audi R8)

15

The highest number of overall places at the finish monopolized by cars equipped by the same tire manufacture (2009)

35

The highest number of pole positions (since 1963)

MICHELIN'S LE MANS RECORD

34

victories

(including an unbeaten run of 27 wins since 1998)

98

podiums

35

pole positions

2025	Kubica/Ye/Hanson Ferrari 499P	2008	Capello/Kristensen/McNish Audi R10 TDi
2024	Fuoco/Molina/Nielsen Ferrari 499P	2007	Biela/Pirro/Werner Audi R10 TDi
2023	Pier Guidi/Calado/Giovinazzi Ferrari 499P	2006	Biela/Pirro/Werner Audi R10 TDi
2022	Buemi/Hartley/Hirakawa Toyota GR010 Hybrid	2005	Kristensen/Lehto/Werner Audi R8
2021	Conway/Kobayashi/Lopez Toyota GR010 HYBRID	2004	Kristensen/Ara/Capello Audi R8
2020	Nakajima/Buemi/Hartley Toyota TS050 Hybrid	2003	Kristensen/Capello/Smith Bentley Speed 8
2019	Nakajima/Buemi/Alonso Toyota TS050 Hybrid	2002	Biela/Kristensen/Pirro Audi R8
2018	Buemi/Nakajima/Alonso Toyota TS050 Hybrid	2001	Biela/Kristensen/Pirro Audi R8
2017	Bernhard/Hartley/Bamber Porsche 919 Hybrid	2000	Biela/Kristensen/Pirro Audi R8
2016	Jani/Lieb/Dumas Porsche 919 Hybrid	1999	Winkelhock/Martini/Dalmas BMW V12 LMR
2015	Hulkenberg/Bamber/Tandy Porsche 919 Hybrid	1998	McNish/Aïello/Ortelli Porsche 911 GT1
2014	Tréluyer/Fassler/Lotterer Audi R18 e-tron quattro	1995	Dalmas/Lehto/Sekiya McLaren F1 GTR
2013	Kristensen/McNish/Duval Audi R18 e-tron quattro	1993	Brabham/Bouchut/Hélarý Peugeot 905
2012	Tréluyer/Fassler/Lotterer Audi R18 e-tron quattro	1992	Warwick/Dalmas/Blundell Peugeot 905
2011	Tréluyer/Fassler/Lotterer Audi R18 TDi	1989	Mass/Dickens/Reuter Sauber C9-Mercedes-Benz
2010	Dumas/Bernhard/Rockenfeller Audi R15 TDi	1978	Pironi/Jaussaud Renault-Alpine A442b
2009	Brabham/Gené/Wurz Peugeot 908 HDi FAP	1923	Lagache/Léonard Chenard & Walcker Sport

LANDMARK DATES MICHELIN AND LE MANS



1923: MICHELIN WINS INAUGURAL LE MANS

Michelin won the very first edition of the Le Mans 24 Hours with André Lagache and René Leonard driving a Chenard & Walcker. They completed the race at an average speed of more than 92kph around the original 17-kilometer circuit.

1951: MICHELIN RETURNS TO LE MANS

Michelin returned to Le Mans with radial tires for a Lancia Aurelia B20GT. In addition to topping its class, the car came 12th overall after completing 3,000km on the same set of tires.

1967: SLICKS

Michelin innovated with the introduction of the first radial slicks to contest the Le Mans 24 Hours, fitted to an Alpine-Renault A210.

1978: AN ALL-FRENCH VICTORY

Victory for Didier Pironi and Jean-Pierre Jaussaud in a Renault-Alpine A442B on Michelin tires.

1989: A MICHELIN ONE-TWO

A one-two finish for Michelin with the Sauber-Mercedes of Mass/Reuter/Dickens and Baldi/Acheson/Brancatelli.

1993: MICHELIN LOCKS OUT THE PODIUM

Peugeot and Michelin monopolized the podium with the 905 (winners: Brabham/ Bouchut/ Hélyary).

1999: MICHELIN TOP-FOUR

Michelin dominated the race to earn a one-two-three-four finish in association with BMW, Toyota and two Audis. It also secured top spot in the GTS class with Chrysler.

2000: FIRST WIN FOR AUDI- MICHELIN

Michelin and its partner Audi scored a one-two-three finish in La Sarthe, with the win going to Kristensen/Biela/Pirro.

2003: BENTLEY-MICHELIN, 79 YEARS LATER

Two years after returning to endurance racing, Bentley claimed a one-two finish and its fifth overall win, 79 years after the last. Michelin topped every class.

2006: THE FIRST DIESEL WIN AT LE MANS

Audi achieved success with diesel technology at Le Mans on Michelin tires developed specifically to deal with the high forces generated by the R10 TDi prototypes.

2007: TEN IN A ROW FOR MICHELIN

Michelin took victory for the tenth consecutive year at Le Mans. It was the French manufacturer's 16th win at the legendary race.

2009: PEUGEOT-MICHELIN: 16 YEARS LATER

Peugeot and Michelin secured a one-two finish at Le Mans, 16 years after their last success together in 1993. Michelin again won all four classes and locked out the top 15 positions in the overall standings.

2010: ONE-TWO-THREE FOR AUDI-MICHELIN

The three works Audi R15 TDis locked out the podium to notch up a ninth Le Mans victory for the Audi-Michelin partnership. The N°9 Audi set a new distance record after covering 5,410.71km on just 11 sets of tires!

2011: 20TH MICHELIN VICTORY AT LE MANS

Michelin celebrated its 20th victory (its 14th in a row) at Le Mans and shared a tenth success with its partner Audi. The winning N°9 Audi completed five consecutive stints on the same Michelin tires.

2012: FIRST LE MANS SUCCESS FOR HYBRID POWER

Michelin secured its 15th straight win at Le Mans with the Audi R18 e-tron quattro. The Michelin-equipped car went down in history as the first hybrid prototype (diesel/electricity) to win the French race. First Le Mans appearance for the Michelin Hybrid, a slick intermediate tire.

2015: PORSCHE-MICHELIN BACK ON TOP

Seventeen years after their last victory together at the Circuit de la Sarthe, Porsche and Michelin won the 2015 race with the Hybrid 919 of Le Mans novices Nico Hülkenberg, Earl Bamber and Nick Tandy. It was Michelin's 24th victory at the famous French race.

2016: A MEMORABLE START AND FINISH!

For the first time, the Le Mans 24 Hours started behind a Safety Car following a heavy shower moments before the start. While leading, the #5 Toyota suffered a cruel mechanical problem during the race's penultimate lap, handing victory to the Porsche 919 Hybrid/Michelin of Marc Lieb, Neel Jani and Romain Dumas.

2017: PORSCHE/MICHELIN WINS BUT TWO LMP2 CARS ON THE PODIUM

Once again, Toyota came close to winning the Le Mans 24 Hours but glory escaped it yet again. Victory ended up in Porsche's hands for

the third year running, while second and third places went to LMP2 prototypes.

2018: TOYOTA/MICHELIN'S FIRST LE MANS SUCCESS

Toyota celebrated its 20th attempt at the Le Mans 24 Hours with a one-two finish for the TS050 Hybrid/Michelin. First Le Mans win for F1 star Fernando Alonso.

2019: A MICHELIN GRAND SLAM

Michelin won all four classes (LMP1, LMP2, LMGTE Pro, LMGTE Am) for the first time since 2010.

2020: NO SPECTATORS

Toyota and Michelin made it three wins in a row in front of empty grandstands due to the Covid19 pandemic. Another grand-slam performance for Michelin whose partners topped all for classes.

2021: MICHELIN'S 24TH STRAIGHT WIN

Michelin extended its unbeaten run at Le Mans to 24 victories since 1998. Its brand new tires for the Hypercar entries helped Toyota and its GR010 Hybrid claim the first race of Le Mans' Hypercar era.

2022: 5 IN-A-ROW FOR TOYOTA WITH MICHELIN

Toyota/Michelin claimed its fifth straight Le Mans victory. Porsche and Michelin won the last LMGTE Pro race at the Le Mans 24 Hours, establishing a new distance-record (4,769km) in the process.

2023: FERRARI'S WINNING RETURN, WITH MICHELIN

Making its return to Le Mans 50 years after its last win, Ferrari won the race's centenary edition with its 499P Hypercar on Michelin tires. Michelin also celebrated the final appearance of LMGTE cars by claiming the LMGTE Am victory with Corvette.

2025: THREE IN-A-ROW FOR FERRARI/MICHELIN

Ferrari topped the order at Le Mans for the third year running as Michelin's tires contributed to three new Hypercar benchmarks: track record (Cadillac), race-lap record (Cadillac), race-distance record (Ferrari).



MICHELIN

ENVIRONMENTAL COMMITMENT

Michelin sees endurance racing - and the Le Mans 24 Hours in particular - as an accelerator of innovation in its quest for increasingly environmentally-respectful raw materials and technologies that contribute to the Group's 'Everything Sustainable' target by 2050.

Working in favor of sustainable mobility is central to the partnerships Michelin strikes in motorsport. In 2021, it revealed a new demonstration endurance-racing tire that contained 46 percent renewable, bio-sourced or recycled raw materials alongside the display of the H24 hydrogen prototype.

Fast-forward five years and Michelin's latest Pilot Sport Endurance slicks for the 18 Hypercars contesting this year's Le Mans 24 Hours contain 50 percent renewable/recycled raw materials. These

new tires were developed using advanced simulator technology before their track debut and deliver a level of performance comparable with, or even superior to that of their predecessors.

The longevity of Michelin's tires has long enabled its partners to run double, triple and even quadruple stints with a view to saving time during pit stops, with no detriment to performance. This, too, has contributed to reducing the firm's environmental footprint at Le Mans over the years, since fewer tires raced means fewer tires to manufacture, ship and recycle, not to mention smaller quantities of raw materials.

The nature of motorsport may be evolving, but it continues to enable Michelin to accelerate the emergence of innovations aimed at helping the Group to meet its environmental pledges.



#WeRaceForChange



MICHELIN AND LE MANS

24h
LE MANS®



MICHELIN LE MANS HIGHLIGHTS

MICHELIN LE MANS ANNIVERSARIES



2006: SUCCESS FOR DIESEL POWER

Racing on Michelin tires conceived especially for the day's powerful, high-torque yet heavy prototypes, the Audi R10 TDI was the first diesel-fueled car to win the Le Mans 24 Hours. Shared by Emanuele Pirro, Franck Biela and Marco Werner, it was followed over the line by the Pescarolo C60 of Loeb/Hélary/Montagny.

1923: MICHELIN CLAIMS INAUGURAL LE MANS 24 HOURS



On May 26, 1923, a field of 33 cars set off in pouring rain to contest the very first Le Mans 24 Hours, known at the time as the Grand Prix d'Endurance de 24 Heures. The race featured a 17-kilometer dirt circuit and produced a one-two finish for Chenard & Walcker/Michelin, led by the Lagache/Léonard car which averaged 92kph. Only three cars failed to finish.

NEW DISTANCE RECORD

The 2010 Le Mans 24 Hours saw Michelin and Audi establish a new distance record at Le Mans when Rockenfeller/Dumas/Bernhard's Audi R15 TDi completed 5,410.713km (397 laps). The former record (5,335km) dated back to 1971 when the circuit layout was much faster. Michelin also holds the LMP2, LMGTE Pro and Am distance records.

A DECISIVE FIFTH STINT CLINCHES 2011 WIN BY 13 SECONDS!

In 2011, the #2 Audi R18 TDi/Michelin won Le Mans by a margin of just 13.854 seconds after Benoît Tréluyer chose to go out for a fifth stint on the same set of tires following the car's final pit stop. The 30 or so seconds saved by not changing his Michelins allowed the

Frenchman to shrug off the late pressure applied by a trio of charging Peugeot 908 HDi's to the finish line!

NEW AVERAGE-SPEED RECORD



Japan's Kamui Kobayashi established a new record for Le Mans when qualifying his Toyota TS050 Hybrid/Michelin for the 2017 race. His pole-winning time of 3m14.791s equated to an average speed of 251.88kph, making it the fastest lap ever clocked in La Sarthe. The previous record dated back to 1985 (251.81kph). The 2017 race also saw Michelin post new lap records in LMP2, LMGTE Pro and LMGTE Am

MORE THAN TWO F1 GRANDS PRIX ON THE SAME FOUR TIRES



In 2018, the 2009 F1 world champion Jenson Button covered 55 laps (750km) at an average speed of more than 220kph on the same set of Michelin tires in his BR1-AER LMP1 prototype. That's equivalent to contesting more than two F1 grands prix wi-

thout changing tires. Button posted the fastest lap of his quintuple stint (average speed: 242kph) 400 kilometers into his landmark run.

28 CONSECUTIVE WINS - A RECORD

Michelin holds the record for the longest winning spell at Le Mans (28 victories since 1998). In the course of this ongoing run, the French manufacturer has had to adapt its range frequently as a function of shifting technical regulations and technologies employed by the successive cars. The record for the highest total number of Le Mans wins (34) is currently shared by Michelin and Dunlop.

A HYDROGEN PROTOTYPE ON SUSTAINABLE TIRES



As part of the build-up to the 2022 Le Mans 24 Hours, and in keeping with Michelin's commitment to more sustainable, low-carbon motorsport, the hydrogen-fueled H24 prototype completed a lap of the circuit on Michelin tires that contained 53 percent recycled and renewable raw materials. The 2024 race saw Michelin reveal a genuine racing tire containing 71 percent renewable or recycled raw materials!



2026 CALENDAR

R1 6 HOURS OF IMOLA
 (Italy) April 19

R2 6 HOURS OF SPA-FRANCORCHAMPS
 (Belgium) May 9

R3 LE MANS 24 HOURS
 (France) June 13-14

R4 6 HOURS OF SAO PAULO
 (Brazil) July 12

R5 LONE STAR LE MANS
 (Texas, USA) September 6

R6 6 HOURS OF FUJI
 (Japan) September 27

R7 QATAR 1812 KM
 (Qatar, Lusail) October 24

R8 8 HOURS OF BAHRAIN
 (Sakhir) November 8



FIA WEC TIRE REGULATIONS

SPECIFICATIONS

Number of specifications for dry-weather tires			Number of specifications for wet-weather tires
Le Mans 24 Hours	Other races	Total over the season	
3	2	3	1

HYPERCAR ALLOCATION

The maximum number of dryweather tires that can be used during a Competition is defined as follows:

Free Practice	Hyperpole**	Qualifying + Race		
		6-hour races	8-hour races	10-hour races*
12	4	18	26	32

- For free practice sessions, from the beginning of the practice sessions.
- For the qualifying session and the race, from the start of the qualifying session.
- For the Hyperpole from the start of the session. Tires allocated for Hyperpole must be used only and exclusively for the Hyperpole session.
- To go from the pit lane to the starting grid before the start of the race, the tires used can be either dry-weather tires or wetweather tires and will not be counted in the allocation.
- At the start of a Competition, any dry weather tires used must be new.

WET-WEATHER TIRES

The tread and profile of the tires must not be modified or recut.

Under exceptional circumstances, upon request of the tire manufacturer, the Stewards may grant a derogation for the tire manufacturer to recut the wet-weather tire specification. This modification will be exclusively

allowed for one Competition, done by the tire manufacturer, under the condition that the tire manufacturer will supply all the Competitors with the same number of tires with the same modification (cutting pattern to be submitted to the ACO/FIA beforehand) at the same time..

OTHER FACTS

Any process that involves a direct or indirect attempt at modifying the temperature of a tire (compared to the ambient temperature) is forbidden.

Use of storage tents in designated areas is permitted only if they are always ventilated with ambient air and accessible.

Infringement of the tire allowance: Stop & Go of 2 minutes per tire.

Infringement of the tire heating rules: Stop & Go of 3 minutes during the race.

Four mechanics and two tire guns allowed for wheel changes during pit stops. Wheel changes are only allowed when the car is not being refueled.

Only one tire technician is allowed to measure tire temperatures and pressures.

Tire changes may only be carried out on the starting grid up to the five-minute board, in front of the garage or inside the garage if significant work is being undertaken on the car, on the track in the case of a suspension of the race.

Each tire must be identified by RFID and barcode. All references must be declared to the Technical Delegate at least 48 hours before the start of the Competition.

**MOTORSPORT
IS THE ULTIMATE TEST FOR MICHELIN**



**CHOOSE TRACK-PROVEN TECHNOLOGIES
FOR EVERYDAY ROADS**

**TRUST
YOUR TYRES
FOR LONGER**

