



RACEGUIDE

2020 LE MANS 24 HOURS



SEPTEMBER
19-20, 2020

LE MANS 24 HOURS

ROUND 7 - 2019/2020 FIA WORLD ENDURANCE CHAMPIONSHIP (FIA WEC)



#LeMans24 #PerformanceMadeToLast #MichelinLeMans24



THE 2020 LE MANS 24 HOURS

24h
LE MANS



MICHELIN

PREMIUM PARTNER



WATCH OUR **INTERVIEW**
WITH **PIERRE ALVES**
Endurance Racing Programme Manager
Michelin Motorsport

59 ENTRIES

The 88th running of the Le Mans 24 Hours was originally scheduled to take place on the weekend of June 13-14 before it was postponed due to the Covid-19 pandemic.

For the first time in Le Mans history (first organised in 1923), the 2020 race is to take place behind closed doors.

The only other time Le Mans was held in September was in 1968.

The race will start at 2:30pm local time, instead of the traditional three o'clock kick-off time. The cars will be flagged away by Groupe PSA CEO Carlos Tavares.

A car's tyres may only be changed once it has been refuelled. Going back out on the same set of tyres consequently means spending less time in the pits.



CHECK OUT OUR LE MANS
24 HOURS **PREVIEW**



This will be the final Le Mans appearance of the hybrid LMP1 prototypes that have won the race every year since 2012. They will be superseded by Hypercars from 2021.

The top-six finishers in qualifying will take part in a 'hyperpole' shootout which is a new feature at Le Mans this year.

Michelin is the exclusive tyre supplier to the Road to Le Mans and Porsche Carrera Cup races.

Le Mans is not hosting the last round of the 2019/2020 FIA WEC. That honour will go to the 8 Hours of Bahrain on November 14.



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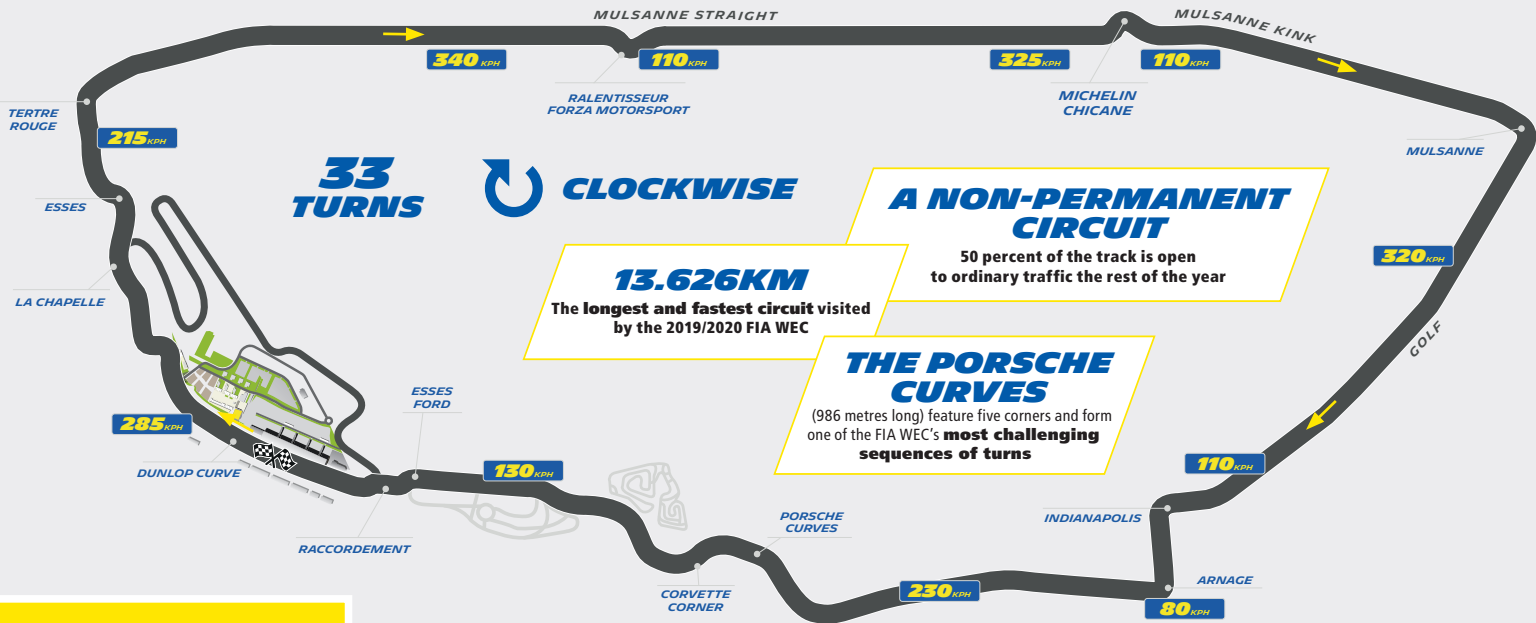


THE 2020 LE MANS 24 HOURS

24h
LE MANS

MICHELIN
PREMIUM PARTNER

THE CIRCUIT



MICHELIN'S FACILITIES AT LE MANS



54 of the 59 cars racing on Michelin tyres

2,300M²
(equivalent to the size of four tennis courts)

11,000 Michelin tyres trucked to Le Mans

Fitters:
64 Technicians and engineers:
50

FEATURES

The 15th version of the circuit, inaugurated in 2018
 Cars are slowed along the 5.750km-long Mulsanne Straight by two chicanes
 The surfaces of the permanent and non-permanent parts of the track are different



WATCH OUR LATEST VIDEOS FROM THE LE MANS 24 HOURS



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MICHELIN

THE 2020 LE MANS 24 HOURS



TIMETABLE

WEDNESDAY, SEPTEMBER 16	
8:00am-6:00pm	Technical scrutineering and documentation
THURSDAY, SEPTEMBER 17	
8:30am-9:30am	Free Practice 1 (Road to Le Mans)
10:00am-1:00pm	Free Practice 1 (Le Mans 24 Hours)
2:00pm-5:00pm	Free Practice 2 (Le Mans 24 Hours)
5:15pm-6:00pm	Qualifying (Le Mans 24 Hours)
6:30pm-7:30pm	Free Practice 2 (Road to Le Mans)
8:00pm-midnight	Free Practice 3 (Le Mans 24 Hours)
FRIDAY, SEPTEMBER 18	
8:30am-8:50am	Qualifying 1 (Road to Le Mans)
9:10am-9:30am	Qualifying 2 (Road to Le Mans)
10:00am-11:00am	Free Practice 4 (Le Mans 24 Hours)
11:30am-midday	Hyperpole (Le Mans 24 Hours)
1:00pm-1:45pm	Free Practice 1 (Porsche Carrera Cup)
2:15pm-3:10pm	Race 1 (Road to Le Mans)
3:45pm-4:30pm	Free Practice 2 (Porsche Carrera Cup)
5:30pm-6:30pm	Qualifying (Porsche Carrera Cup)
SATURDAY, SEPTEMBER 19	
9:15am-10:00am	Race (Porsche Carrera Cup)
10:30am-10:45am	Warm-up (Le Mans 24 Hours)
11:30am-12:25pm	Race 2 (Road to Le Mans)
2:30pm	START, 2020 LE MANS 24 HOURS

(local times)

MICHELIN STATISTIC

In the course of Le Mans week in 2019, the 52 Michelin-equipped cars covered a total distance of 217,130 kilometres on 2,991 tyres. That works out at an average of almost 300km per set and makes the Michelin Pilot Sport world class circuit racing's longest-lasting tyre.



PIERRE ALVES

Endurance Racing Programme Manager
Michelin Motorsport

THE LONG-LASTING PERFORMANCE CHARACTERISTICS OF THE MICHELIN PILOT SPORT PROMISE TO BE A BIG ADVANTAGE.

Whether it takes place in June or September, Le Mans will always be Le Mans, if only because of the extremely high speeds the cars reach there, not to mention the repeated heavy braking and reacceleration the circuit calls for, or the need for mechanical grip through such challenging turns as Tertre Rouge, Indianapolis, Arnage and the Porsche Curves. The day- and night-time temperatures and the risk of rain are likely to be similar in September to what they are in June, so the chief difference will be the proportion of night-time driving, since roughly half of the race will take place in darkness. That's about four hours more than in June. Since the start of the current FIA WEC, tyres may not be changed while a car is being refuelled. As a consequence, the main challenge we face will be to provide our partner teams with the ability to multi-stint the same tyres. The long-lasting performance characteristics of the Michelin Pilot Sport therefore promise to be a big advantage. From the start of the 2019/2020 championship in Silverstone to last month's round at Spa-Francorchamps, our solutions have successfully covered the needs of our partner teams in all four classes and our complete range of slicks and wet-weather tyres has been used. Meanwhile, we have topped the order in LMP1, LMGTE Pro and LMGTE Am at every one of the six rounds contested to date and come first in LMP2 five times. It's worth recalling that the FIA WEC allows open competition between tyre manufacturers in all these categories. This year, 54 of the 59 cars are racing on Michelin rubber.



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MICHELIN'S TYRES FOR LE MANS

LM P1
LE MANS PROTOYPES 1

MICHELIN PILOT SPORT

SLICKS

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

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

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

INTERMEDIATES

'Hybrid' intermediate: a pattern-less tread for use in damp conditions, or when conditions differ from one part of the track to another, a scenario frequently encountered at Le Mans.

RAIN TYRES

Wets and Full-Wets: can have extra grooves cut into their tread pattern depending on how much water there is to clear. Cover a broad spectrum of conditions.



LE MANS 24 HOURS TYRE SIZES

SLICK SOFT - MEDIUM - HARD	INTERMEDIATES SLICK	WET	FULL WET
31/71-18	31/71-18	31/71-18	31/71-18

WIDTH (CM) / EXTERIOR DIAMETER (CM) X INTERIOR DIAMETER (INCHES).

TYRE QUOTAS

Free practice, qualifying, warm-up	Hyperpole	Race
24 tyres	8 tyres	48 tyres

WET TRACK

Hybrid (Intermediate)	Wet	Full Wet

LM P1 PARTNERS

N°1	REBELLION RACING	REBELLION R13-GIBSON	SENNA/MENEZES/NATO	
N°3	REBELLION RACING	REBELLION R13-GIBSON	DUMAS/BERTHON/DELETRAZ	
N°4	BYKOLLES RACING TEAM	ENSO CLM P1/01	DILLMAN/SPENGLER/WEBB	
N°7	TOYOTA GAZOO RACING	TS050 HYBRID	CONWAY/KOBAYASHI/LOPEZ	
N°8	TOYOTA GAZOO RACING	TS050 HYBRID	BUEMI/NAKAJIMA/HARTLEY	

PERFORMANCE MADE TO LAST



WITH THE MICHELIN® PILOT® RANGE® OF TYRES.



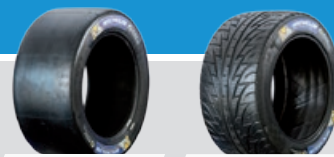
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MICHELIN'S TYRES FOR LE MANS

LM P2

LE MANS PROTOYPES 2



SLICK
SOFT - MEDIUM - HARD

WET WEATHER

MICHELIN PILOT SPORT

SLICKS

Soft: for non-abrasive track surfaces

Medium: for averagely-abrasive tracks, temperatures between 15 and 35°C.

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

INTERMEDIATES

Damp conditions: 're-cut' slicks.

RAIN TYRES

A broad operating window for conditions ranging from damp to heavy rain.

LE MANS 24 HOURS TYRE SIZES

SLICK Soft - Medium - Hard	RE-CUT SLICK	WET
Front: 30/68-18 Rear: 31/71-18	Front: 30/68-18 Rear: 31/71-18	Front: 30/68-18 Rear: 31/71-18

WIDTH (CM) / EXTERIOR DIAMETER (CM) X INTERIOR DIAMETER (INCHES).

TYRE QUOTAS

Free practice, qualifying, warm-up	Hyperpole	Race
24 tyres	8 tyres	56 tyres

WET TRACK

Re-cut Slick	Wet	

LM P2 PARTNERS

N°11	EUROINTERNATIONAL	LIGIER JSP217-GIBSON	TAMBAY/MARIS/D'ANSEMBOURG	
N°17	IDEC SPORT	ORECA07-GIBSON	MERRIMAN/TILLEY/KENNARD	
N°21	DRAGONSPEED USA	ORECA07-GIBSON	ROJAS/BURET/MONTOYA	
N°22	UNITED AUTOSPORTS	ORECA07-GIBSON	HANSON/ALBUQUERQUE/DI RESTA	
N°24	NIELSEN RACING	ORECA07-GIBSON	GRIST/KAPADIA/WELLS	
N°26	G-DRIVE RACING	AURUS01-GIBSON	RUSINOV/VERGNE/JENSEN	
N°27	DRAGONSPEED USA	ORECA07-GIBSON	HEDMAN/HANLEY/VAN DER ZANDE	
N°28	IDEC SPORT	ORECA07-GIBSON	LAFARGUE/CHATIN/BRADLEY	
N°29	RACING TEAM NEDERLAND	ORECA07-GIBSON	VAN EERD/VAN DER GARDE/DE VRIES	
N°30	DUQUEINE TEAM	ORECA07-GIBSON	HIRSCHI/TERESCHENKO/GOMMENDY	
N°32	UNITED AUTOSPORTS	ORECA076GIBSON	OWEN/BRUNDLE/VAN UITERT	
N°33	HIGH CLASS RACING	ORECA07-GIBSON	PATTERSON/YAMASHITA/FJORDBACH	
N°34	INTER EUROPOL COMPETITION LIGIER	JSP217-GIBSON	SMIECHOWSKI/BINDER/ISAAKYAN	
N°35	EURASIA MOTORSPORT	LIGIER JSP217-GIBSON	YAMANAKA/FOSTER/MEHRI	
N°36	SIGNATECH ALPINE ELF	ALPINE A470-GIBSON	LAURENT/NEGRAO/RAGUES	
N°39	SO24-HAS BY GRAFF	ORECA07-GIBSON	ALLEN/CAPILLAIRE/MILESI	
N°42	COOL RACING	ORECA07-GIBSON	LAPIERRE/BORGA/COIGNY	
N°47	CETILAR RACING	DALLARAP217-GIBSON	LACORTE/BELICCHI/SERNAGIOTTO	
N°50	RICHARD MILLE RACING	ORECA07-GIBSON	CALDERON/FLÖRSCH/VISSER	



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MICHELIN'S TYRES FOR LE MANS

LM GTE PRO

LM GTE AM

MICHELIN PILOT SPORT

SLICKS

Soft: 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.

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

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

RAIN TYRES AND INTERMEDIATES

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



SLICK
SOFT - MEDIUM - HARD



WET WEATHER

LE MANS 24 HOURS TYRE SIZES

SLICK Soft - Medium - Hard	RE-CUT SLICK	FULL WET
Front: 30/68-18 Rear: 31/71-18	Front: 30/68-18 Rear: 31/71-18	Front: 30/68-18 Rear: 31/71-18

WIDTH (CM) / EXTERIOR DIAMETER (CM) X INTERIOR DIAMETER (INCHES).

TYRE QUOTAS

Free practice, qualifying, warm-up	Hyperpole	Race
28 tyres	8 tyres	60 tyres

WET TRACK

Drying Wet		Full Wet



FIA WEC TYRE REGULATIONS

SLICK TYRES

Non-hybrid LM P1 and LM P2 cars: 3 types of slick for the season for all the cars / 2 types of slick to be nominated 48 hours before the Prologue test / 2 types of slick for each race (from the above 3) to be nominated 48 hours before the start of scrutineering (3 types of slick for Le Mans).

LM GTE Pro and LM GTE Am:

3 types of slick per model for the season / 2 types of slick to be nominated 48 hours before the Prologue test / 1 additional type of slick can be registered in the course of the season / 2 types of slick for each race (from the above 3) to be nominated 48 hours before the start of scrutineering (3 types of slick for Le Mans).

RAIN AND INTERMEDIATE TYRES

Can only be used if Race Control declares the track to be wet (free practice, qualifying, race). No quotas per race.

LM P2: 1 type of intermediate tyre and 1 type of rain tyre for the season for all cars entered 48 hours before the Prologue. The re-cutting of tread patterns is not authorised.

LM GTE Am: 1 type of intermediate tyre and 1 type of rain tyre per model entered 48 hours before the Prologue. The re-cutting of tread patterns is not authorised.

In the course of the season, a competitor may change tyre brand no more than once.

Penalty: a 3-minute Stop&Go penalty for tyre regulation breaches

A maximum of 4 mechanics and 2 tyre guns for wheel changes during pit stops. A car's tyres may only be changed once it has been refuelled.

1 tyre technician is authorised to carry out a visual inspection of the tyres and check their pressures.

Tyre changes are only authorised a) on the grid up to the three-minute board, b) in front of the car's garage during a pit stop or inside the garage in the case of longer work on the car, c) on the track if the race is suspended.

Tyres are identified by RFID chips and bar codes. All tyre serial numbers must be communicated to the Technical Delegates 48 hours in advance.



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THE 2020 LE MANS 24 HOURS



LM GTE PRO

LM GTE AM

LM GTE PRO PARTNERS

N°51	AF CORSE	FERRARI 488 GTE EVO	CALADO/PIER GUIDI/SERRA	
N°63	WEATHERTECH RACING	FERRARI 488 GTE EVO	MACNEIL/VILANDER/SEGAL	
N°71	AF CORSE	FERRARI 488 GTE EVO	RIGON/MOLINA/BIRD	
N°82	RISI COMPETIZIONE	FERRARI 488 GTE EVO	PLA/BOURDAIS/GOUNON	
N°91	PORSCHE GT TEAM	PORSCHE 911 RSR-19	BRUNI/LIETZ/MAKOWIECKI	
N°92	PORSCHE GT TEAM	PORSCHE 911 RSR-19	CHRISTENSEN/ESTRE/VANTHOOR	
N°95	ASTON MARTIN RACING	ASTON MARTIN VANTAGE AMR	THIIM/SORENSEN/WESTBROOK	
N°97	ASTON MARTIN RACING	ASTON MARTIN VANTAGE AMR	MARTIN/LYNN/TINCKNELL	

LM GTE AM PARTNERS

N°52	AF CORSE	FERRARI 488 GTE EVO	ULRICH/GÖRIG/WEST	
N°54	AF CORSE	FERRARI 488 GTE EVO	FLOHR/CASTELLACCI/FISICHELLA	
N°55	SPIRIT OF RACE	FERRARI 488 GTE EVO	CAMERON/SCOTT/GRIFFIN	
N°56	TEAM PROJECT 1	PORSCHE 911 RSR	PERFETTI/TEN VOORDE/CAIROLI	
N°57	TEAM PROJECT 1	PORSCHE 911 RSR	KEATING/FRAGA/BLEEKEMOLEN	
N°60	IRON LYNX	FERRARI 488 GTE EVO	SCHIAVONI/PIANEZZOLA/RUBERTI	
N°61	LUZICH RACING	FERRARI 488 GTE EVO	PIOVANETTI/NEGRI/LEDOGAR	
N°62	RED RIVER SPORT	FERRARI 488 GTE EVO	GRIMES/MOWLEN/HOLLINGS	
N°66	JMW MOTOSPORT	FERRARI 488 GTE EVO	HEISTAND/ROOT/MAGNUSSEN	
N°70	MR RACING	FERRARI 488 GTE EVO	KIMURA/SEKIGUCHI/COZZOLINO	
N°72	HUB AUTO RACING	FERRARI 488 GTE EVO	CHEN/BLOMQVIST/GOMES	
N°75	IRON LYNX	FERRARI 488 GTE EVO	MASTRONARDI/CRESSONI/PICCINI	
N°77	DEMPSEY-PROTON RACING	PORSCHE 911 RSR	RIED/CAMPBELL/PERA	
N°78	PROTON COMPETITION	PORSCHE 911 RSR	FELBERMAYR/BERETTA/VAN SPLUNTEREN	
N°83	AF CORSE	FERRARI 488 GTE EVO	PERRODO/COLLARD/NIELSEN	
N°85	IRON LYNX	FERRARI 488 GTE EVO	GOSTNER/FREY/GATTING	
N°86	GULF RACING	PORSCHE 911 RSR	WAINWRIGHT/WATSON/BARKER	
N°88	DEMPSEY-PROTON RACING	PORSCHE 911 RSR	PREINING/BASTIEN/DE LEENER	
N°89	TEAM PROJECT 1	PORSCHE 911 RSR	BROOKS/FRETIN/FRETIN	
N°90	TF SPORT	ASTON MARTIN VANTAGE	YOLUC/EASTWOOD/ADAM	
N°98	ASTON MARTIN RACING	ASTON MARTIN VANTAGE	DALLA LANA/GUNN/FARFUS	
N°99	DEMPSEY-PROTON RACING	PORSCHE 911 RSR	INTHRAPHUVASAK/LEGERET/DE SADELEER	



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MICHELIN
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FLASHBACK



WINNERS

Sébastien Buemi /
Kazuki Nakajima /
Fernando Alonso
(Toyota TS050 Hybrid /
Michelin),
385 laps (5,245.25km)
at an average speed
of 218.6kph



FASTEST SPEED

350.1kph
Stoffel Vandoorne,
(BR1-AER / Michelin),



POLE POSITION

Kamui Kobayashi
(Toyota TS050 Hybrid /
Michelin) 3m15.497s
(average speed: 250.9kph)



FASTEST RACE LAP

Mike Conway
(Toyota TS050 Hybrid /
Michelin),
3m17.297s

The N°8 Toyota/Michelin
beat its N°7 sister car by
16.9 SECONDS

The N°8 Toyota/Michelin
made **34 STOPS**,
spending a total of 38
minutes and 57 seconds in
the pits

The LMGTE Pro lead
changed hands
39 TIMES, with seven
different cars and four
different carmakers
figuring in front at some
point

THE 2019 LE MANS 24 HOURS IN NUMBERS



Victory for Michelin
in **all four classes**
for the first time since 2010


252,500

The race's official attendance


4000

Michelin's fitters
prepared 4,000 tyres
in the course
of Le Mans week



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MICHELIN

MICHELIN LE MANS HIGHLIGHTS

1923: FIRST LE MANS 24 HOURS AND MICHELIN'S FIRST WIN



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-kilometre 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.

2010: NEW DISTANCE RECORD...

The 2010 Le Mans 24 Hours saw Michelin and Audi establish a new distance record at Le Mans, with Rockenfeller/Dumas/Bernhard's Audi R15 TDi completing 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.



2011: QUINTUPLE STINT ON SAME TYRES CLINCHES VICTORY

In 2011, the N°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 tyres 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 HDIs to the finish line!



2017: NEW AVERAGE-SPEED RECORD FOR ONE LAP



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.

2018: THE EQUIVALENT OF MORE THAN TWO F1 GRANDS PRIX ON A SINGLE SET OF TYRES



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 tyres in his BR1-AER LMP1 prototype. That's equivalent to contesting more than two F1 grands prix without a tyre change. Button posted the fastest lap of his quintuple stint (average speed: 242kph) 30th time around, 400km into his landmark run.



CONSECUTIVE WINS

Michelin holds the record for the longest unbroken winning spell at Le Mans (22 victories since 1998). In the course of this ongoing run, the French manufacturer has had to adapt its range on numerous occasions to the frequently shifting technical regulations. The record for the highest number of Le Mans wins is currently held by Dunlop (34), ahead of Michelin (28) and Goodyear (14).

MICHELIN'S LONG ASSOCIATION WITH LE MANS

Since the inaugural edition in 1923, the Le Mans 24 Hours has stood out as a unique challenge for drivers, cars and tyres alike. In modern times, it has become an unforgiving, exceptionally complex 24-hour sprint that places the emphasis on lasting performance. Every year, Michelin and its partners prepare meticulously for this classic competition.

The Le Mans 24 Hours is a major event for Michelin, for whom endurance racing is the highlight of its motorsport programme and a chance to showcase the longevity and performance of its tyres.

Having won the race's very first edition in 1923, Michelin is this year targeting its 29th victory.

To stand a chance of winning at Le Mans, tyres need to deliver a blend of high performance (to be able to cope with top speeds in excess of 330kph) and durability (to be able to cover distances in excess of 700km at average speeds of around 220kph), as well as consistency and safety.

The Le Mans 24 Hours permits open competition between tyre companies, while the competing prototypes and GTs improve year on year.

To defend its number one status and unbeaten record since 1998, Michelin has had to keep pace with these evolutions to the cars' technology, adapt to changes to the regulations and, as a result, renew its range season after season with a view to pushing out the envelope on the safety, longevity, consistency and performance fronts at the same time.

For Michelin, Le Mans doesn't last just 24 hours; it lasts 365 days. As soon as the cars cross the finish line, Michelin Motorsport's engineers start to analyse the tyres and data they collect, and begin thinking about improvements they can make for the following year. Prototype tyres are tested during the autumn, signed off at the start of the year and assigned to the teams at the opening races of each endurance racing season.

This extremely complex and intense race constantly forces Michelin to develop and test new technologies in order to enhance the performance durability, versatility, consistency and grip of its tyres. Thanks to the close working relationship Michelin Motorsport's development teams enjoy with the engineers who work out of the company's Technology Centre, the technological solutions developed for the race feed directly into Michelin road tyres to deliver even higher, more consistent performance.

28

Michelin victories

80

podium finishes

29

pole positions

MICHELIN GREEN GUIDES

Discover the myriad delights France has to offer, from the Loire Valley chateaux, Paris and the French Riviera to Brittany, the Alps and innumerable other attractions with the Michelin Green Guide collection.



- 2019** Nakajima/Buemi/Alonso
Toyota TS050 Hybrid
- 2018** Buemi/Nakajima/Alonso
Toyota TS050 Hybrid
- 2017** Bernhard/Hartley/Bamber
Porsche 919 Hybrid
- 2016** Jani/Lieb/Dumas
Porsche 919 Hybrid
- 2015** Hulkenberg/Bamber/Tandy
Porsche 919 Hybrid
- 2014** Tréluyer/Fassler/Lotterer
Audi R18 e-tron quattro
- 2013** Kristensen/McNish/Duval
Audi R18 e-tron quattro
- 2012** Tréluyer/Fassler/Lotterer
Audi R18 e-tron quattro
- 2011** Tréluyer/Fassler/Lotterer
Audi R18 TDi
- 2010** Dumas/Bernhard/
Rockenfeller
Audi R15 TDi
- 2009** Brabham/Gené/Wurz
Peugeot 908 HDi FAP
- 2008** Capello/Kristensen/McNish
Audi R10 TDi
- 2007** Biela/Pirro/Werner
Audi R10 TDi
- 2006** Biela/Pirro/Werner
Audi R10 TDi
- 2005** Kristensen/Lehto/Werner
Audi R8
- 2004** Kristensen/Ara/Capello
Audi R8
- 2003** Kristensen/Capello/Smith
Bentley Speed 8
- 2002** Biela/Kristensen/Pirro
Audi R8
- 2001** Biela/Kristensen/Pirro
Audi R8
- 2000** Biela/Kristensen/Pirro
Audi R8
- 1999** Winkelhock/Martini/Dalmas
BMW V12 LMR
- 1998** McNish/Aiello/Ortelli
Porsche 911 GT1
- 1995** Dalmas/Lehto/Sekiya
McLaren F1 GTR
- 1993** Brabham/Bouchut/Hélary
Peugeot 905
- 1992** Warwick/Dalmas/Blundell
Peugeot 905
- 1989** Mass/Dickens/Reuter
Sauber C9-Mercedes-Benz
- 1978** Pironi/Jaussaud
Renault-Alpine A442b
- 1923** Lagache/Léonard
Chenard & Walcker Sport

MICHELIN AND LE MANS 24 HOURS

24h
LE MANS



200

The number of **different 'ingredients'** (approximately) that go into every Michelin endurance racing tyre

30

The time (minutes) required to **make an LM P1 tyre**. Le Mans tyres are made by hand

1,231

The **distance record** (km) for the same set of Michelin rain tyres on a GT1 car (87 laps, in 2008)

6,500

The number of times **every tyre flexes during a lap** of Le Mans, equivalent to 84,500 flexes during a stint of 13 laps



LANDMARK DATES

1923:

MICHELIN WINS INAUGURAL LE MANS

Michelin wins 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-kilometre circuit.

1967:

SLICKS

Michelin innovates by introducing 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 tyres.

1989:

MICHELIN ONE-TWO

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

1993:

MICHELIN LOCKS OUT THE PODIUM

Peugeot and Michelin monopolised the podium with the 905 (winners: Brabham/Bouchut/Hélary).

1999:

MICHELIN TOP-FOUR

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

2000:

FIRST WIN FOR AUDI-MICHELIN

Michelin and its partner Audi score 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 scores a one-two finish and its fifth overall win, 79 years after the last. Michelin tops every class.

2006:

THE FIRST DIESEL WIN AT LE MANS

Audi achieves success with diesel technology at Le Mans on Michelin tyres developed specifically to deal with the high forces generated by the R10 TDI prototypes.

2007:

TEN IN A ROW FOR MICHELIN

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

2009:

PEUGEOT-MICHELIN: 16 YEARS LATER

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

2010:

ONE-TWO-THREE FOR AUDI-MICHELIN

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

2011:

20TH MICHELIN VICTORY AT LE MANS

Michelin celebrates its 20th victory (its 14th in a row) at Le Mans and shares a tenth success with its partner Audi. The winning N°9 Audi completes five consecutive stints on the same Michelin tyres and uses just nine sets in total.

2012:

FIRST LE MANS SUCCESS FOR HYBRID POWER

Michelin secures its 15th straight win at Le Mans with the Audi R18 e-tron quattro. The Michelin-equipped car goes 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 tyre.

2015:

PORSCHE-MICHELIN BACK ON TOP

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

2016:

A MEMORABLE START AND FINISH!

For the first time, the Le Mans 24 Hours starts behind a Safety Car following a heavy shower moments before the start. While leading, the N°5 Toyota suffers a cruel mechanical problem during the race's penultimate lap which hands victory to the N°2 Porsche 919 Hybrid/Michelin of Marc Lieb, Neel Jani and Romain Dumas. Ford celebrates its return to Le Mans with a one-two-three finish in LM GTE Pro on Michelin tyres.

2017:

PORSCHE/MICHELIN WINS BUT TWO LM P2 CARS ON THE PODIUM

Once again, Toyota comes close to winning the Le Mans 24 Hours but glory escapes it yet again. Victory ends up in Porsche's hands for the third year running, while second and third places go to LM P2 prototypes.

2018:

TOYOTA/MICHELIN'S FIRST LE MANS SUCCESS

Toyota celebrates 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:

MICHELIN GRAND SLAM

Michelin wins all four classes (LMP1, LMP2, LMGTE Pro, LMGTE Am) for the first time since 2010. The two factory Toyotas and the SMP Racing prototype earn Michelin's 80th podium finish at Le Mans.



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