RACECARD

2018 LE MANS 24 HOURS

FIA WORLD ENDURANCE CHAMPIONSHIP

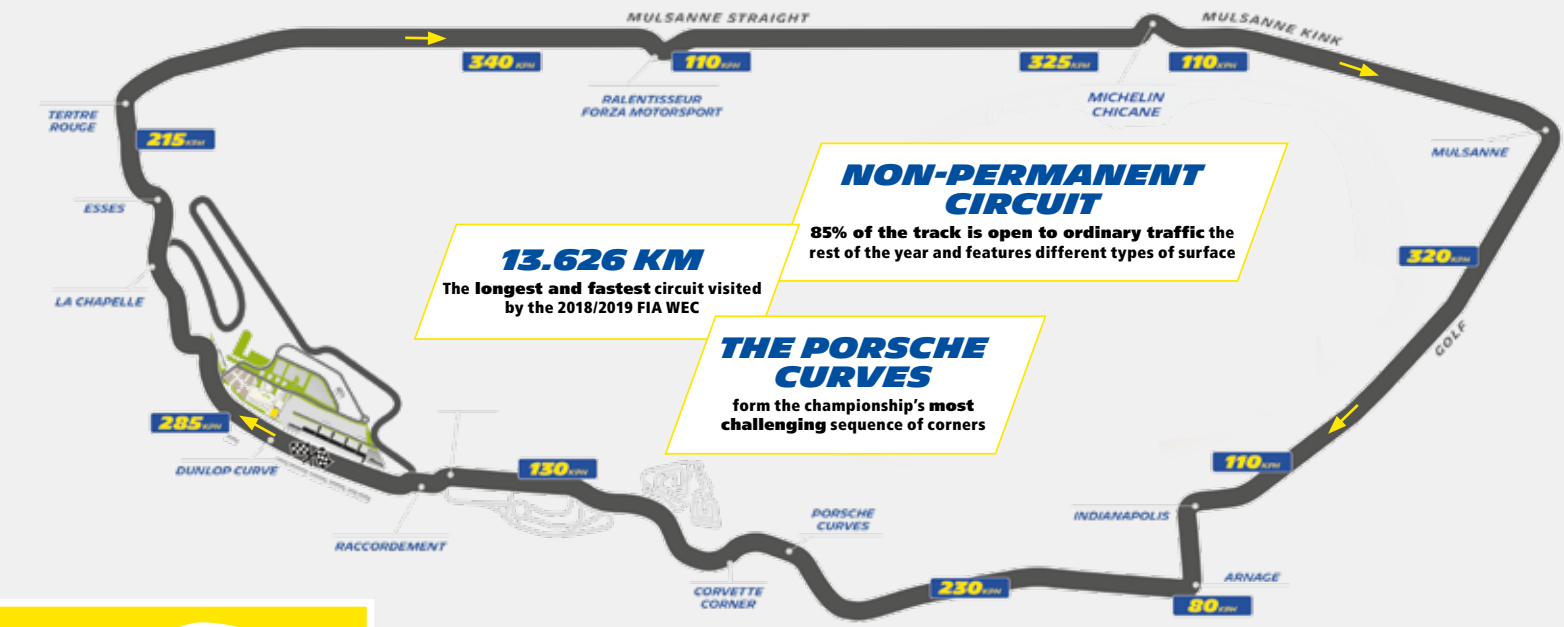
LE MANS
24 HOURS
–
JUNE 16-17, 2018

ROUND 2, **2018/2019**
FIA WORLD ENDURANCE CHAMPIONSHIP (WEC)
–
ENTRIES: **60**
–
FRANCE

MICHELIN

THE 2018 LE MANS 24 HOURS

THE CIRCUIT



NON-PERMANENT CIRCUIT
85% of the track is open to ordinary traffic the rest of the year and features different types of surface

13.626 KM
The **longest and fastest** circuit visited by the 2018/2019 FIA WEC

THE PORSCHE CURVES
form the championship's **most challenging** sequence of corners

45
cars on Michelin tyres

More than
8 500
Michelin tyres
trucked to Le Mans

800
square metres of covered workshop space

1,100
square metres of covered **storage space**

A staff of
105

FEATURES

The Circuit des 24 Heures – aka Circuit de la Sarthe – is the longest and fastest venue visited by the 2018/2019 FIA WEC. The average speed of a qualifying lap is more than 250kph. **The track's long straights make huge demands on the tyres' casings**, even though the infamous Mulsanne Straight was split into three sections by two chicanes some 20 years ago. Grip levels vary depending on the surface type (busy trunk roads, Le Mans-Bugatti circuit) but tyre wear is relatively low.

THE CREW OF THE Nº7 TOYOTA DESCRIBES THE **UNIQUE CHALLENGE** AND **ATMOSPHERE** OF THE LE MANS 24 HOURS.

MICHELIN

THE 2018 LE MANS 24 HOURS

TIMETABLE

SUNDAY, JUNE 10	
2:30pm - 7:00pm	Scrutineering, Place de la République, Le Mans
MONDAY, JUNE 11	
10:00am - 6:00pm	Scrutineering, Place de la République, Le Mans
6:00pm - 6:30pm	Handprints of 2017 winners set in stone, Le Mans centre
TUESDAY, JUNE 12	
10:00am	Drivers' and team managers' briefing
10:30am - 10:45am	Official drivers' photo (start/finish straight)
5:00pm - 6:30pm	Autograph-signing session (pit lane)
WEDNESDAY, JUNE 13	
4:00pm - 8:00pm	Free Practice (Le Mans 24 Hours)
10:00pm - midnight	Qualifying Practice 1 (Le Mans 24 Hours)
THURSDAY, JUNE 14	
5:30pm - 6:25pm	Road to Le Mans (Race 1)
7:00pm - 9:00pm	Qualifying Practice 2 (Le Mans 24 Hours)
10:00pm - midnight	Qualifying Practice 3 (Le Mans 24 Hours)
FRIDAY, JUNE 15	
10:00am - 8:00pm	Pit lane open
5:00pm - 7:00pm	Drivers' Parade, city centre, Le Mans
SATURDAY, JUNE 16	
9:00am - 9:45am	Warm-up (Le Mans 24 Hours)
10:15am - 11:00am	Michelin AMR Le Mans Festival
11:30am - 12:25pm	Road to Le Mans (Race 2)
1:00pm - 1:15pm	Cars line up along pit wall
2:00pm - 2:30pm	Presentation of competitors
2:51pm	Start of formation lap
3:00PM	**START, 2018 LE MANS 24 HOURS**
SUNDAY, JUNE 17	
3:00pm	**Finish, 2018 Le Mans 24 Hours**
After 3:00pm	Podium ceremony starts
MONDAY, JUNE 18	
9:00am-6:00pm	Post-race scrutineering

JÉRÔME MONDAIN

Endurance Racing Manager, Michelin Motorsport

"We work hard with our manufacturer partners to prepare for the Le Mans 24 Hours, yet we are unable to test at the track itself because it is not a permanent facility. Its length is unique, as are the speeds reached down the three long straights, the average speeds (which are the highest of the season), the average aerodynamic downforce values and the fast corners which test driver bravery to the limit. Our aim is to run quintuple stints with the LM P1 prototypes and quadruple stints with the LM P2 prototypes and cover as many as three stints in LM GTE. **OUR PRIORITY IS TO PROVIDE OUR PARTNERS WITH THE FREEDOM TO CHOOSE THE STRATEGY THEY FEEL IS IN THEIR BEST INTERESTS."**

RECORDS TO BEAT AT LE MANS

33 The number of Le Mans starts notched up by **Henri Pescarolo**

20 **The distance** (in metres) **that separated** the two Ford GT40s at the finish in 1966

349.80KM **The biggest ever gap** between the winner and second place (in 1927)

405KPH The **highest speed ever** registered at Le Mans (1988, WM-Peugeot)

19 The number of **Porsche wins** at Le Mans

33 The number of **Porsche entries** (out of a total entry of 49 cars for the 1971 race)

9 The number of **wins scored by Tom Kristensen** at Le Mans

MICHELIN

THE 2018 LE MANS 24 HOURS

LM P1
LE MANS PROTOYPES 1

LM P1 TYRES

Michelin has developed tyres for the Toyota hybrid prototypes as well as for its other LM P1 partners whose cars are powered solely by an internal combustion engine (no electric motors). The tyres available for the four-wheel drive Toyotas are similar to those raced successfully in 2017. Work on the solutions developed for the two-wheel drive non-hybrid LM P1s (four different chassis, four different engines) focused on the front tyres.

SLICK TYRES

The new tyres for 2018 feature revised constructions, with new compounds for the non-hybrid prototypes.
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.

HYBRID

'Hybrid': a pattern-less tread for use is damp conditions, or when conditions differ from one part of the track to another, a scenario frequently encountered at Le Mans. The revolutionary Hybrid intermediate was first raced at Spa in 2012 and first used at Le Mans in 2013.

RAIN TYRES

Wet and Full Wet: can have extra grooves cut into its 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	HYBRID	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	Race
28 tyres	**48** tyres

WET TRACK

Hybrid (Intermediate)	Wet	Full Wet

ENTRY LIST LM P1

	N°1	**REBELLION RACING** / REBELLION R13 - GIBSON • **LOTTERER/JANI/SENNA**	MICHELIN
	N°3	**REBELLION RACING** / REBELLION R13 - GIBSON • **LAURENT/BECHE/MENEZES**	MICHELIN
	N°4	**BYKOLLES RACING TEAM** / ENSO CLM P1/01 - NISMO • **WEBB/KRAIHAMER/DILLMANN**	MICHELIN
	N°5	**CEFC TRSM RACING** / GINETTA G60-LT-P1 – MECACHROME • **ROBERTSON/SIMPSON/ROUSSEL**	MICHELIN
	N°6	**CEFC TRSM RACING** / GINETTA G60-LT-P1 – MECACHROME • **ROWLAND/BRUNDLE/TURVEY**	MICHELIN
	N°7	**TOYOTA GAZOO RACING** / TOYOTA TS050 - HYBRID • **CONWAY/KOBAYASHI/LOPEZ**	MICHELIN
	N°8	**TOYOTA GAZOO RACING** / TOYOTA TS050 - HYBRID • **BUEMI/NAKAJIMA/ALONSO**	MICHELIN
	N°10	**DRAGONSPEED** / BR ENGINEERING BR1 - GIBSON • **HEDMAN/HANLEY/VAN DER ZANDE**	MICHELIN
	N°11	**SMP RACING** / BR ENGINEERING BR1 - AER • **PETROV/ALESHIN/BUTTON**	MICHELIN
	N°17	**SMP RACING** / BR ENGINEERING BR1 - AER • **SARRAZIN/ORUDZHEV/ISAAKYAN**	MICHELIN

MICHELIN

THE 2018 LE MANS 24 HOURS

LM P2
LE MANS PROTOYPES 2

LM P2 TYRES

Development work focused on upgrading performance with no detriment to longevity. New slicks (construction) are available. The objective in this fiercely competitive class at Le Mans is to run triple and even quadruple stints.
Although LM P2 tyres and the materials they employ are not 'confidential', they are designed specifically for the class's prototypes (front: 30/68-18 / reR: 31/71-18 rear).

SLICK TYRES

Soft: non-abrasive track surfaces
Medium: averagely-abrasive tracks, temperatures between 15 and 35°C.
Hard: for abrasive track surfaces and/or temperatures in excess of 30°C.

RE-CUT SLICK TYRES

Damp conditions: 're-cut' slicks.

RAIN TYRES

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

SLICK
SOFT - MEDIUM - HARD

WET WEATHER

LE MANS 24 HOURS TYRE SIZES

SLICK Soft - Medium - Hard	RE-CUT SLICK	WET
Fr: 30/68-18 R: 31/71-18	Fr: 30/68-18 R: 31/71-18	Fr: 30/68-18 R: 31/71-18

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

TYRE QUOTAS

Free practice, qualifying, warm-up	Race
28 tyres	**56** tyres

WET TRACK

Re-cut Slick | Wet

ENTRY LIST LM P2

	N°22	**UNITED AUTOSPORTS** / LIGIER JSP217 - GIBSON • **HANSON/ALBUQUERQUE/DI RESTA**	
	N°23	**PANIS BARTHEZ COMPETITION** / LIGIER JSP217 - GIBSON • **BURET/CANAL/ STEVENS**	MICHELIN
	N°25	**ALGARVE PRO RACING** / LIGIER JSP217 - GIBSON • **PATTERSON/DE JONG/ KIM**	
	N°26	**G-DRIVE RACING** / ORECA 07 - GIBSON • **RUSINOV/ PIZZITOLA/ VERGNE**	
	N°28	**TDS RACING** / ORECA 07 - GIBSON • **PERRODO/VAXIVIERE/DUVAL**	
	N°29	**RACING TEAM NEDERLAND** / DALLARA P217 - GIBSON • **VAN EERD/ VAN DER GARDE/LAMMERS**	MICHELIN
	N°31	**DRAGONSPEED** / ORECA 07 - GIBSON • **GONZALEZ/MALDONADO/BERTHON**	MICHELIN
	N°32	**UNITED AUTOSPORTS** / LIGIER JSP217 - GIBSON • **DE SADELEER/OWEN/MONTOYA**	
	N°33	**JACKIE CHAN DC RACING** / LIGIER JSP217 - GIBSON • **CHENG/BOULLE/NICOLET**	
	N°34	**JACKIE CHAN DC RACING** / LIGIER JSP217 - GIBSON • **TAYLOR/LEDOGAR/HEINEMEIER-HANSSON**	
	N°35	**SMP RACING** / DALLARA P217 - GIBSON • **SHAITAR/NEWEY/NATO**	
	N°36	**SIGNATECH ALPINE MATMUT** / ALPINE A470 - GIBSON • **LAPIERRE/NEGRAO/THIRIET**	
	N°37	**JACKIE CHAN DC RACING** / ORECA 07 - GIBSON • **JAFAAR/JEFFRI/TAN**	
	N°38	**JACKIE CHAN DC RACING** / ORECA 07 - GIBSON • **TUNG/RICHELMI/AUBRY**	
	N°39	**GRAFF-SO24** / ORECA 07 - GIBSON • **CAPILLAIRE/HIRSCHI/GOMMENDY**	
	N°40	**G-DRIVE RACING** / ORECA 07 - GIBSON • **ALLEN/GUTIERREZ/GUIBBERT**	
	N°44	**EURASIA MOTORSPORT** / LIGIER JSP217 - GIBSON • **BERTOLINI/JÖNSSON/KROHN**	
	N°47	**CETILAR VILLORBA CORSE** / DALLARA P217 - GIBSON • **LACORTE/SERNAGIOTTO/NASR**	
	N°48	**IDEC SPORT** / ORECA 07 - GIBSON • **LAFARGUE/CHATIN/ROJAS**	MICHELIN
	N°50	**LARBRE COMPETITON** / LIGIER JSP217 - GIBSON • **CREED/RICCI/DAGONEAU**	MICHELIN

MICHELIN

THE 2018 LE MANS 24 HOURS

LM GTE PRO

LM GTE AM

LM GTE PRO AND LM GTE AM **TYRES**

Michelin's LM GTE Pro range was significantly revised for 2013 with a view to improving longevity and obtaining a broader operating window for each type of compound. New developments are introduced every season.

SLICK *TYRES*

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

RE-CUT SLICK *TYRES*

Damp conditions: 're-cut' slicks.

RAIN *TYRES*

'Drying' Wet and Full Wet: a broad operating window and a different construction.

SLICK
SOFT - MEDIUM - HARD

WET WEATHER

LE MANS 24 HOURS TYRE SIZES

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

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

TYRE QUOTAS

Free practice, qualifying, warm-up	Race
32 tyres	**60** tyres

WET TRACK

Drying Wet	Full Wet

THE SHOWDOWN FOR LM GTE PRO HONOURS PROMISES TO BE TRULY EXCEPTIONAL. *HERE, DRIVERS FROM THE SIX MAKES IN CONTENTION SHARE THEIR ENTHUSIASM AND PREVIEW THE FAST-LOOMING BATTLE!*

MICHELIN

THE 2018 LE MANS 24 HOURS

LM GTE PRO

LM GTE AM

ENTRY LIST LM GTE PRO

N°51	**AF CORSE** / FERRARI 488 GTE EVO • **PIER GUIDI/CALADO/SERRA**	MICHELIN
N°52	**AF CORSE** / FERRARI 488 GTE EVO • **VILANDER/ GIOVINAZZI/DERANI**	MICHELIN
N°63	**CORVETTE RACING - GM** / CHEVROLET CORVETTE C7.R • **MAGNUSSEN/GARCIA/ROCKENFELLER**	MICHELIN
N°64	**CORVETTE RACING - GM** / CHEVROLET CORVETTE C7.R • **GAVIN/MILNER/FASSLER**	MICHELIN
N°66	**FORD CHIP GANASSI TEAM UK** / FORD GT • **MÜCKE/PLA/JOHNSON**	MICHELIN
N°67	**FORD CHIP GANASSI TEAM UK** / FORD GT • **PRIAULX/TINCKNELL/KANAAN**	MICHELIN
N°68	**FORD CHIP GANASSI TEAM USA** / FORD GT • **HAND/MÜLLER/BOURDAIS**	MICHELIN
N°69	**FORD CHIP GANASSI TEAM USA** / FORD GT • **BRISCOE/WESTBROOK/DIXON**	MICHELIN
N°71	**AF CORSE** / FERRARI 488 GTE EVO • **RIGON/BIRD/MOLINA**	MICHELIN
N°81	**BMW TEAM MTEK** / BMW M8 GTE • **TOMCZYK/CATSBURG/ENG**	MICHELIN
N°82	**BMW TEAM MTEK** / BMW M8 GTE • **FARFUS/DA COSTA/SIMS**	MICHELIN
N°91	**PORSCHE GT TEAM** / PORSCHE 911 RSR • **LIETZ/BRUNI/MAKOWIECKI**	MICHELIN
N°92	**PORSCHE GT TEAM** / PORSCHE 911 RSR • **CHRISTENSEN/ESTRE/VANTHOOR**	MICHELIN
N°93	**PORSCHE GT TEAM** / PORSCHE 911 RSR • **PILET/TANDY/BAMBER**	MICHELIN
N°94	**PORSCHE GT TEAM** / PORSCHE 911 RSR • **DUMAS/BERNHARD/MÜLLER**	MICHELIN
N°95	**ASTON MARTIN RACING** / ASTON MARTIN VANTAGE AMR • **SØRENSEN/THIIM/TURNER**	MICHELIN
N°97	**ASTON MARTIN RACING** / ASTON MARTIN VANTAGE AMR • **LYNN/MARTIN/ADAM**	MICHELIN

ENTRY LIST LM GTE AM

N°54	**SPIRIT OF RACE** / FERRARI 488 GTE • **FLOHR/CASTELLACCI/FISICHELLA**	MICHELIN
N°56	**TEAM PROJECT 1** / PORSCHE 911 RSR • **BERGMEISTER/LINDSEY/PERFETTI**	MICHELIN
N°61	**CLEARWATER RACING** / FERRARI 488 GTE • **SUN MOK/GRIFFIN/SAWA**	MICHELIN
N°70	**MR RACING** / FERRARI 488 GTE • **ISHIKAWA/BERETTA/CHEEVER**	MICHELIN
N°77	**DEMPSEY-PROTON RACING** / PORSCHE 911 RSR • **CAMPBELL/RIED/ANDLAUER**	MICHELIN
N°80	**EBIMOTORS** / PORSCHE 911 RSR • **BABINI/NIELSEN/MARIS**	MICHELIN
N°84	**JMW MOTORSPORT** / FERRARI 488 GTE • **GRIFFIN/MACNEIL/SEGAL**	MICHELIN
N°85	**KEATING MOTORSPORTS** / FERRARI 488 GTE • **KEATING/BLEEKEMOLEN/STOLZ**	MICHELIN
N°86	**GULF RACING** / PORSCHE 911 RSR • **WAINWRIGHT/BARKER/DAVISON**	MICHELIN
N°88	**DEMPSEY-PROTON RACING** / PORSCHE 911 RSR • **CAIROLI/AL QUBAISI/RODA**	MICHELIN
N°90	**TF SPORT** / ASTON MARTIN VANTAGE • **YOLUC/HANKEY/EASTWOOD**	MICHELIN
N°98	**ASTON MARTIN RACING** / ASTON MARTIN VANTAGE • **DALLA LANA/LAMY/LAUDA**	MICHELIN
N°99	**PROTON COMPETITION** / PORSCHE 911 RSR • **LONG/PAPPAS/PUMPELLY**	MICHELIN

MICHELIN

THE 2017 LE MANS 24 HOURS

24h LE MANS

FLASHBACK TO 2017

1ST

Timo Bernhard
Brendon Hartley
Earl Bamber
(Porsche 919 Hybrid/Michelin), 367 laps (5,001.23km) at an average speed of 208.2kph

POLE POSITION

Kamui Kobayashi
(Toyota TS050 Hybrid/ Michelin), 3m14.791s (average speed: 251.88kph)

FASTEST RACE LAP

Sébastien Buemi
(Toyota TS050/Michelin), 3m18.604s (Lap 330)

258,500 spectators

All five hybrid LM P1 prototypes suffered **TECHNICAL PROBLEMS**

Kamui Kobayashi established a **NEW LAP RECORD** for Le Mans with a time of 3m14.791s

Porsche/Michelin's THIRD STRAIGHT LE MANS VICTORY

A thrilling duel between ASTON MARTIN AND CORVETTE in LM GTE Pro

THE 2017 LE MANS 24 HOURS IN NUMBERS

20
Michelin's **20th straight** Le Mans victory since 1998

251.88
The average speed (in kph) of the N°7 Toyota/ Michelin during Kobayashi's pole-winning lap in qualifying (new record)

5,001.23
The total distance covered by the winning Porsche/Michelin (N°2)

1ST
166
The number of laps the N°1 Porsche/Michelin **spent in the lead**

27
The number of 'Slow Zone' periods

10
The number of different cars that topped the LM GTE Pro order

10
The number of sets of Michelin slicks used by the winning N°2 Porsche

655
The distance (km) **covered by a single set of Michelin tyres** on the N°17 Ligier (48 laps)

340.2
The highest speed (in kph) reached during the 2017 Le Mans 24 Hours (Enso CLM P1/01/ Michelin)

1ST
241
The number of laps spent by the LM GTE Am-winning N°84 Ferrari/Michelin **in first place in its class**

22°C
The lowest track temperature recorded during the 2017 Le Mans 24 Hours (highest track temperature: 46°C)

MICHELIN

MICHELIN AND THE LE MANS 24 HOURS

MICHELIN'S COMMITMENT AT THE LE MANS 24 HOURS

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 and, every year, Michelin and its partners prepare meticulously for the annual classic.

Some of the greatest pages of motorsport history have been written at the famous circuit in France's La Sarthe region, in front of more than 250,000 fans and millions of television viewers.

The Le Mans 24 Hours is a major event for Michelin, for whom endurance racing is the highlight of its motorsport programme. Having won the very first edition of the race in 1923, Michelin tyres are this year targeting their 27th success.

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 300kph) and durability (to be able to cover distances in excess of 700km at average speeds of some 220kph), as well as consistency and safety.

The Le Mans 24 Hours permits open competition between tyre companies, while the competing prototypes and GTs themselves improve every year. To defend its number one status, Michelin has had to keep apace with the 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 but 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 safety 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 production tyres and contribute to Michelin's "Winning performance, to the line" policy.**

> **"FOR MICHELIN, LE MANS DOESN'T LAST JUST 24 HOURS BUT 365 DAYS."**

26
The number of Michelin victories at Le Mans, **including 20** in a row since 1998

1923
The year of **Michelin's first Le Mans 24 Hours victory** (inaugural year)

46
The number of different **drivers who have won Le Mans** on Michelin rubber (nine different makes)

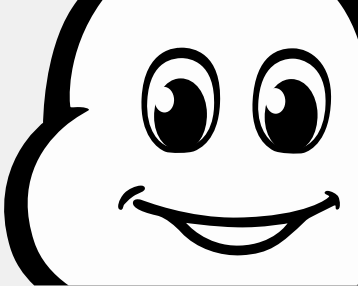
MICHELIN'S WINNING RECORD AT LE MANS

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/Aïello/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

MICHELIN AND LE MANS

24h LE MANS



5,410.713
The record race distance (km) completed by the N°9 Audi R15 TDi/ Michelin, in 2010

4,620.1 KM
The record race distance covered by an LM GTE Pro car (N°51 Ferrari 458/ Michelin, in 2014)

1,231 KM
The distance covered on the same set of Michelin rain tyres by an LM GT1 car (87 laps, in 2008)

251.88 KPH
The average speed of Kobayashi (Toyota/Michelin) during his fastest race lap (3m14.791s) at Le Mans in 2017

5
The number of stints completed on the same set of Michelin tyres by the N°2 Audi during the 2011 Le Mans 24 Hours (equivalent to 750km)

200
The number of different 'ingredients' (approximately) that go into every Michelin endurance racing tyre

30
The time (minutes) required to make each LM P1 tyre

6,500
The number of times each tyre flexes during a lap of Le Mans, equivalent to 84,500 flexes during a stint of 13 laps

281,106
The number of times the rear tyres of Anthony Davidson's Peugeot 908 HDi FAP rotated during a quadruple stint in 2010

LANDMARK DATES
MICHELIN AND THE LE MANS 24 HOURS

1923: MICHELIN WINS INAUGURAL LE MANS
Michelin took victory in the very first edition of the Le Mans 24 Hours with André Lagache and René Leonard driving a Chenard & Walcker, who completed the race at an average speed of more than 90kph round the original 17km circuit.

1965: MICHELIN RETURNS TO LE MANS
Michelin returns to La Sarthe nearly 40 years after its first success. Michelin supplied an Alpine-Renault and a DB/CD.

1967: NEW SLICK TYRES
Michelin innovated with the first radial construction slick tyres at 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: A 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 lock out the podium with the 905 (winners: Brabham/Bouchut/Hélary).

1999: A MICHELIN TOP FOUR
Michelin completely dominates the race with a one-two-three-four finish in association with BMW, Toyota and two Audis. It also secures success in the GTS class with Chrysler.

2000: FIRST WIN FOR AUDI-MICHELIN
Michelin and its partner Audi score a one-two-three finish at 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 wins in every class.

2006: THE FIRST DIESEL WIN AT LE MANS
Audi achieves success with diesel technology at the Le Mans 24 Hours. Michelin developed specific tyres capable of dealing with the strong forces generated by the Audi R10 TDI prototypes.

2007: TEN IN A ROW FOR MICHELIN
Michelin takes victory for the tenth consecutive time at the Le Mans 24 Hours. 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 monopolise the podium of the 2010 edition, taking the 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 (and its 14th in a row!) at Le Mans, sharing a tenth victory with its partner Audi. The winning N°9 Audi completed five consecutive stints on the same Michelin tyres, and only used nine sets of tyres 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. There is victory for Michelin in the LM GTE Pro class, too, with Ferrari.

2013: THE 12TH VICTORY FOR A MICHELIN-EQUIPPED AUDI AT LE MANS
Audi and Michelin celebrate their 12th Le Mans success together. The N°2 Audi of Tom Kristensen, Allan McNish and Loïc Duval takes the win ahead of the N°8 Toyota and the N°3 Audi. Porsche and Michelin secure a one-two triumph in the LM GTE Pro class.

2014: AUDI-MICHELIN UNBEATEN AT LE MANS SINCE 2010…
Although Toyota led for more than half the distance, and even though Porsche topped the leaderboard to mark its return to Le Mans in the prototype class, the French race was won yet again won by Audi (R18 e-tron quattro/Michelin). Fässler/Tréluyer/Lotterer claimed their third victory.

2015: PORSCHE-MICHELIN BACK ON TOP AT LE MANS
Seventeen years after their last victory together at the Circuit de la Sarthe, Porsche and Michelin won the 2015 race with the 'third' Hybrid 919 in the hands of Le Mans novices Nico Hülkenberg, Earl Bamber and Nick Tandy. As in 1998, Porsche-Michelin secured the top two places since the Bernhard/Hartley/Webber car was second at the flag. It was Michelin's 24th victory at the great 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 N°5 Toyota suffered a cruel mechanical problem during the race's penultimate lap which handed victory to the N°2 Porsche 919 Hybrid/Michelin of Marc Lieb, Neel Jani and Romain Dumas. Ford celebrated its return to Le Mans with a one-two-three finish in the LM GTE Pro class on Michelin tyres.

2017: PORSCHE-MICHELIN WINS BUT TWO LM P2 CARS FINISH ON THE PODIUM
Once again, Toyota came close to winning the Le Mans 24 Hours but glory escaped it one more time. Victory ended up in Porsche's hands for the third year running, while second and third places went to LM P2 prototypes!

MICHELIN