

RACEGUIDE

2023 FIA WEC



Round 5
2023 FIA World
Endurance
Championship

6 HOURS OF MONZA

SUNDAY
JULY 9



After its victory at Le Mans, Ferrari can expect a huge welcome from the tifosi at Monza

Monza marks the start of the 2023 FIA WEC's second half

Toyota leads the provisional Manufacturers' championship by 16 points

Corvette Racing can make sure of the 2023 LMGTE Am Teams Trophy in Italy

#WE RACE FOR CHANGE





THE CIRCUIT

Autodromo Nazionale di Monza

» KNOWN AS THE TEMPLE OF SPEED

» CURVA PARABOLICA AND VARIANTE ASCARI ARE TWO OF RACING'S MOST FAMOUS CORNERS

5.793KM

**11
TURNS**



CLOCKWISE



**FIA WEC
LAP RECORD**

ROMAIN DUMAS

Glickenhaus 007 LMH/Michelin
1m35.416s (2022)

PREVIOUS 6 HOURS OF MONZA WINNERS

2022 **Negrao/Lapierre/Vaxivière**
(Alpine A480/Michelin)

2021 **Conway/Kobayashi/Lopez**
(Toyota GR010 Hybrid/Michelin)





EXPERT OPINION

ALLAN McNISH

Three-time Le Mans 24 Hours winner
2013 FIA World Endurance Champion

We are now mid season

With Le Mans in the mirror, we are now mid season and there are many stories building up.

Ferrari will be confident on home ground after an impressive win at La Sarthe. Toyota will be fighting back after coming so close but no winners trophy this time. Cadillac will have their heads held high when walking into the Monza paddock and Peugeot will hope they found the key to unlock the speed we saw on occasion, finally Porsche will have no doubt learned a lot from having a second 24 hour race under their belt and now with the addition of the Proton 963 they have more strength in depth.

Monza, the temple of speed

The temple of speed is a favourite of mine, not only because of the very high speed nature of the track, but because the layout has not really changed much over the 30 years I have been racing there.

You need a car that is aerodynamically efficient to be quick on the straight and therefore energy efficient, but it also has to have very good braking stability, can ride big kerbs in the chicanes, a positive front in low speed mid corner for quick change of direction to allow the car to stabilise and allow good traction on exit.

Sector 1 is simply big straights and big braking where confidence is key when you smash the brake pedal before bleeding off pressure all the way to the apex.

Sector 2 is the medium speed Lesmo 1 & 2 corners,

“ **IN MONZA IT TAKES
A DRIVER, CAR
AND TIRE WORKING
IN HARMONY** ”

where it is a fine balance between not having too much mid corner understeer or an unstable rear on exit delaying being back to full throttle.

Sector 3 is my favourite, Ascari chicane and Parabolica, floating the car delicately into the apex before getting on the throttle as early as possible to blast down the next straight and finish the lap... sensational.

For the tire it is quite a gentle track in comparison to some on the calendar but still with its own demands. The constant high speed load is a test of construction, generally the left front takes the strain in Lesmo 1 & 2 and the never ending Parabolica, but it is keeping the traction the out of the chicanes and Lesmo 2 that are key, when that drops you see the lap time just slip away with another negative of losing high speed rear stability on entry into Ascari and Parabolica where the real time is made up.

What it takes to win?

In Monza it takes a driver, car and tire working in harmony, that can be aggressive when needed like braking into the chicanes, or sensitive with smooth feedback as you roll into the medium and high speed corners.

The cars are usually the stars, but in Monza it is the Parco di Monza with all its history and mystique which will be filled with Ferrari fans celebrating their teams first overall win at Le Mans since 1965. That will be an incredible atmosphere.



THE 2022 RACE



- » **Winners:** Negrao/Lapierre/Vaxivière (Alpine A480/Michelin), 194 laps
- » **Pole-position:** Romain Dumas (Glickenhause 007 LMH/Michelin), 1m35.416s
- » **Fastest race lap:** Romain Dumas (Glickenhause 007 LMH/Michelin), 1m36.589s
- » **Top speed:** Romain Dumas (Glickenhause 007 LMH/Michelin), 324.3kph
- » The Glickenhause 007 LMH claimed pole-position, a new track lap record and the fastest race lap
- » Second win of the season for Alpine/Michelin
- » Peugeot's return to endurance racing with Michelin
- » LMGTE Am pole-position for Sarah Bovy (Ferrari/Michelin)
- » Corvette/Michelin took the LMGTE Pro win

6 HOURS OF MONZA



3RD RUNNING

36 ENTRIES

TIMETABLE

FRIDAY, JULY 7	
11:30am	Free Practice 1 (90 minutes)
4:40pm	Free Practice 2 (90 minutes)
SATURDAY, JULY 8	
10:45am	Free Practice 3 (60 minutes)
2:40pm	LMGTE Am Qualifying (10 minutes)
3:30pm	Hypercar Qualifying (10 minutes)
SUNDAY, JULY 9	
12:30pm	Start, 6 Hours of Monza

Heure locale SOURCE : fiaewc.com Informations susceptibles d'être modifiées



PIERRE ALVES

Endurance Racing Manager, Michelin Motorsport

"The centenary Le Mans 24 Hours will be remembered for a long time to come, but we have hardly had time to catch our breath since because we have all been busy preparing for the FIA WEC's fifth round, at Monza. The circuit is known as the Temple of Speed for a good reason and the Hypercars will put our MICHELIN Pilot Sport range to a tough test due to average speeds for the lap of around 220kph and top speeds close to 325kph. For the rear tires, that equates to an average load of more than 600kg and a peak of 850kg. We can expect hot, summery weather, but sudden storms can't be ruled out. At Le Mans, we got to run our new MICHELIN Pilot Sport Hypercar tire for heavy rain and drying conditions that contains 45 percent sustainable materials. It performed remarkably and provided the drivers with the consistency they need to have confidence. For Monza, the Hypercar teams will have a choice between the medium and hard slicks to cover the likely weather and the track's energy characteristics. They can be distinguished by their yellow [medium] and red [hard] sidewall markings."

THE HYPERCAR
TEAMS WILL HAVE
A CHOICE BETWEEN
THE MEDIUM AND
HARD SLICKS



NEW MICHELIN PILOT SPORT RANGE

6 HOURS OF MONZA

HYPERCAR

New MICHELIN Pilot Sport range

Ahead of 2023, the work of Michelin Motorsport's engineers focused on the compounds of the French tire company's slicks in order to make them more versatile and improve their warm-up performance. Two compounds are available for the 6 Hours of Monza - the medium and the hard.

The availability of a single type of wet-weather tire to cover damp, wet and very wet conditions in 2023 has resulted in a new tire and new tread pattern. It incorporates more than 30 percent recycled or biosourced sustainable materials.



SLICKS

NEW COMPOUNDS

Medium (yellow): medium compound / dry conditions

Hard (red): hard compound / dry conditions / high track temperatures / big constraints

RAIN TIRE

NEW PATTERN

Rain (blue): soft compound / wet conditions / versatile

SLICK ALLOCATIONS

Free Practice	12 tires
Qualifying, Race	18 tires

SIZES:

FRONT: 29/71-18 (PEUGEOT: 31/71-18)
REAR: 34/71-18 (PEUGEOT: 31/71-18)

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



NEW MICHELIN PILOT SPORT RANGE

6 HOURS OF MONZA



LM GTE AM

All LMGTE Am entries racing
on Michelin tires



SOFT

SLICKS

Soft (white sidewall marking):
soft compound / low
temperatures (nighttime racing/
early morning)



MEDIUM

Medium (yellow): medium
compound



HARD

Hard (red): hard compound /
high track temperatures / big
constraints



DRYING WET

RAIN TIRES

Drying Wet (blue): damp or
drying conditions / little water



FULL WET

Full Wet (no sidewall
marking): soft compound / wet
conditions / deep water

SLICK ALLOCATIONS

Free Practice	16 tires
Qualifying, Race	26 tires

MICHELIN PILOT SPORT SIZES

FRONT TIRES: 30/68-18

REAR TIRES: 31/71-18



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



HYPERCAR




N°2	CADILLAC RACING	Cadillac V-LMDh	BAMBER/LYNN/WESTBROOK	
N°4	FLOYD VANWALL RACING TEAM	Vanwall Vandervell 680	GUERRIERI/VAUTIER/DE OLIVEIRA	
N°5	PORSCHE PENSKE MOTORSPORT	Porsche 963	CAMERON/CHRISTENSEN/MAKOWIECKI	
N°6	PORSCHE PENSKE MOTORSPORT	Porsche 963	ESTRE/LOTTERER/VANTHOOR	
N°7	TOYOTA GAZOO RACING	Toyota GR010 Hybrid	CONWAY/KOBAYASHI/LOPEZ	
N°8	TOYOTA GAZOO RACING	Toyota GR010 Hybrid	BUEMI/HARTLEY/HIRAKAWA	
N°38	HERTZ TEAM JOTA	Porsche 963	DA COSTA/STEVENS/ YE	
N°50	FERRARI AF CORSE	Ferrari 499P	FUOCO/MOLINA/NIELSEN	
N°51	FERRARI AF CORSE	Ferrari 499P	PIER GUIDI/CALADO/GIOVINAZZI	
N°93	PEUGEOT TOTALENERGIES	Peugeot 9X8	DI RESTA/JENSEN/VERGNE	
N°94	PEUGEOT TOTALENERGIES	Peugeot 9X8	DUVAL/MENEZES/MULLER	
N°99	PROTON COMPETITION	Porsche 9636	BRUNI/TINCKNELL/JANI	
N°708	GLICKENHAUS RACING	Glickenhaus 007 LMH	DUMAS/PLA/BERTHON	

LM GTE AM











N°21	AF CORSE	Ferrari 488 GTE Evo	PIGUET/MANN/DE PAUW	
N°25	ORT BY TF	Aston Martin Vantage	AL HARTY/DINAN/EASTWOOD	
N°33	CORVETTE RACING	Corvette C8/R	KEATING/VARRONE/CATSBURG	
N°54	AF CORSE	Ferrari 488 GTE Evo	FLOHR/CASTELLACCI/RIGON	
N°56	PROJECT 1	Porsche 911 RSR	TBA/TBA/CAIROLI	
N°57	KESSEL RACING	Ferrari 488 GTE Evo	KIMURA/HUFFAKER/COZZOLINO	
N°60	IRON LYNX	Porsche 911 RSR	SCHIAVONI/CRESSONI/PICARIELLO	
N°77	DEMPSEY-PROTON	Porsche 911 RSR	RIED/PEDERSEN/ANDLAUER	
N°83	RICHARD MILLE AF CORSE	Ferrari 488 GTE Evo	PEREZ-COMPANC/WADOUX/ROVERA	
N°85	IRON DAMES	Porsche 911 RSR	BOVY/GATTING/FREY	
N°86	GR RACING	Porsche 911 RSR	WAINWRIGHT/PERA/BARKER	
N°777	D'STATION RACING	Aston Martin Vantage	HOSHINO/STEVENSON/FUJII	

HYPERCAR
FIA WORLD ENDURANCE HYPERCAR CHAMPIONSHIP

CONSTRUCTEURS			 17/03	 16/04	 29/04	 10-11/06	 9/07	 10/10	 4/11	TOTAL
1 ^{er}	TOYOTA		38	26	26	36				126
2 ^e	FERRARI		24	18	15	51				108
3 ^e	CADILLAC		18	12	10	30				70

PILOTES			 17/03	 16/04	 29/04	 10-11/06	 9/07	 10/10	 4/11	TOTAL
1 ^{er}	BRENDON HARTLEY		27	26	18	36				107
1 ^{er}	RYO HIRAKAWA		27	26	18	36				107
1 ^{er}	SÉBASTIEN BUEMI		27	26	18	36				107
2 ^e	ALESSANDRO PIER GUIDI		9	8	15	50				82
2 ^e	ANTONIO GIOVINAZZI		9	8	15	50				82
2 ^e	JAMES CALADO		9	8	15	50				82
3 ^e	ALEX LYNN		18	12	10	30				70
3 ^e	EARL BAMBER		18	12	10	30				70
3 ^e	RICHARD WESTBROOK		18	12	10	30				70

LM GTE AM
FIA ENDURANCE TROPHY - LM GTE AM

TEAMS			 17/03	 16/04	 29/04	 10-11/06	 9/07	 10/10	 4/11	TOTAL
1 ^{er}	CORVETTE RACING		38	26	18	51				133
2 ^e	ORT BY TF		3	4	16	36				59
3 ^e	IRON DAMES		7	15	10	24				56

PILOTES			 17/03	 16/04	 29/04	 10-11/06	 9/07	 10/10	 4/11	TOTAL
1 ^{er}	BEN KEATING		38	26	18	51				133
1 ^{er}	NICKY CATSBURG		38	26	18	51				133
1 ^{er}	NICOLAS VARRONE		38	26	18	51				133
2 ^e	AHMAD AL HARTHY		3	4	16	36				59
2 ^e	CHARLIE EASTWOOD		3	4	16	36				59
2 ^e	MICHAEL DINAN		3	4	16	36				59
3 ^e	MICHELLE GATTING		7	15	10	24				56
3 ^e	RAHEL FREY		7	15	10	24				56
3 ^e	SARAH BOVY		7	15	10	24				56

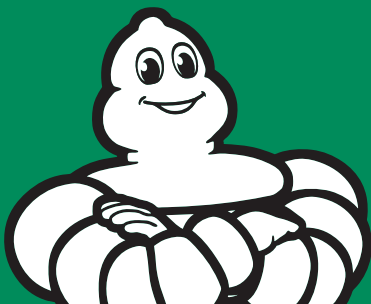


MONZA TRIVIA

- > Built in 1922, the Autodromo Nazionale di Monza includes both a high-speed oval and a conventional race circuit
- > Monza hosted Formula 1's Italian Grand Prix in 1950, year of the first F1 Drivers' World Championship
- > Monza (population: 120,000) is around 20km north of Milan
- > The circuit is located in the grounds of Monza's 800-hectare Parco Reale
- > Monza's not-to-miss tourist attractions are the Cathedral of Saint John and the Royal Villa

MICHELIN GREEN GUIDE

Explore the spectacular landscapes, diverse culture, heritage and remarkable culinary delights of north Italy with the Michelin Green Guide Northern Italy



MICHELIN AND MONZA



- > Michelin won the 1,000km of Monza five times as a European Le Mans Series round
- > Michelin has scored numerous FIA GT successes at Monza

> Michelin won the Formula 1 grand prix at Monza seven times in the period from 1979 to 2005

> In 2005, Michelin monopolized the F1 podium at Monza with Montoya, Alonso and Fisichella

> Michelin claimed its 347th and most recent World Rally Championship victory at Monza, in 2020

> Michelin dominated the 2017 FIA WEC Prologue test at Monza with Toyota

ENDURANCE RACING: AN ACCELERATOR OF INNOVATION FOR MICHELIN

Michelin has long seen motorsport in general, and endurance racing and Le Mans in particular, as a valuable means to speed up the development of its technological innovations. For example, Michelin invented the Hybrid wet-weather tire in 2012...



The rainy 6 Hours of Spa-Francorchamps in 2012 created something of a surprise when the LMP1 prototypes were seen lapping in the wet on slicks. Michelin Motorsport's engineers and chemists had effectively spent the previous year working on a revolutionary new tire that combined a pattern-less tread with the casing of an intermediate tire. Thanks to its extremely fast warm-up performance, it was capable of performing strongly in damp and drying conditions. Dubbed the Michelin Hybrid, it helped the #3 Audi R18 Ultra of Dumas/Gené/Duval to win that year in Belgium.



MICHELIN STATISTIC

Autodromo Nazionale di Monza and Le Mans are the two fastest circuits visited by the FIA World Endurance Championship. This year at Le Mans, Miguel Molina was clocked at 347.8kph in his Ferrari 499P/Michelin. Last year at Monza, Romain Dumas got close to 325kph in the Glickenhaus 007 LMH/Michelin. At such high speeds, MICHELIN Pilot Sport tires have to withstand a load of nearly one tonne and can become oval as their diameter increases by 1.5cm.



2023

WEC CALENDAR



MARCH 17
1,000 Miles of Sebring



APRIL 16
2023 6 Hours
of Portimão



APRIL 29
2023 6 Hours
of Spa-Francorchamps



JUNE 10-11
Le Mans 24 Hours



JULY 9
6 Hours of Monza



SEPTEMBER 10
6 Hours of Fuji



SEPTEMBER 4
8 Hours of Bahrain



FIA WEC TIRE REGULATIONS

Michelin has been appointed as the exclusive tire supplier for the FIA WEC's Hypercar prototypes.

Teams competing in LMGTE Am may work with the tire manufacturer of their choice. Michelin has been nominated by all the competitors in this class.

TIRE ALLOCATIONS

	Free Practice	Qualifying + Race	
		6-hour races	8-hour races
HYPERCAR	12	18	26
LM GTE AM	16	26	34

SLICKS

Hypercars:

Three types of slick for the season for all of the cars, with two types of slick to be nominated 48 hours before the Prologue test. Two types of slick to be nominated 48 hours at the latest before the start of scrutineering (three types for Le Mans).

- Tire manufacturers must draw up identical usage indications (tire pressures, camber) for all competitors. Non-compliance with these indications will result in the competitor being reported to the Sporting Stewards.
- In the case of 29/34 tires, tires will be allocated to each competitor at meetings by a random process carried out by the Technical Delegates. These tires to count for the Qualifying + Race allocation. Procedure established by the WEC Committee.
- In the case of 31/31 tires, a procedure to collect and redistribute tires established by the WEC Committee.
- The WEC Committee may make changes to the random tire allocation and/or tire collection/redistribution procedures at any point in the season.

LM GTE Am:

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

All the specifications for the season must be declared to the Technical Delegate before the start of the season.

Three types of slick for the season for all of the cars. Two types of slick for each race (three types for Le Mans).

RAIN TIRES

Rain tires may only be used if Race Control declares the track to be wet (Free Practice, Qualifying, Race). No per-event quotas.

LM GTE Am: One type of rain tire and one type of intermediate tire per model entered 48 hours prior to the Prologue. The re-cutting of tread patterns is not authorized.

Number of authorized specifications

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

Altering the property of a tire by either chemical or mechanical means is not permitted, except for the removal of debris picked up on the track.

The tires' (fil ou) profile may not be modified or re-cut.

Processes involving a direct or indirect test aimed at modifying the temperature of a tire (in relation to ambient temperature) are not permitted.

In the course of the season, a competitor may change tire supplier no more than once.

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

Breach of tire-warming rules: three-minute Stop&Go during the race.

A maximum of four mechanics and two tire guns for wheel changes during pit stops. Tire changes are not authorized while the car is being refueled.

1 tire technician authorized to check tire temperatures and pressures.

Tire changes are only authorized a) on the grid up to the five-minute board, b) in front of the car's garage during a pit stop or inside the garage if more extensive work on the car is required, or c) on the track if the race is suspended.

Tires are identified by RFID chips and bar codes. All tire serial numbers must be provided to the Technical Delegates 48 hours in advance.

24h
LE MANS®



PARTENAIRE PREMIUM

MICHELIN PILOT SPORT, THE WINNING TIRE AT LE MANS SINCE 1998!



LATARCK

CONGRATULATIONS TO A. PIER GUIDI, J. CALADO, A. GIOVINAZZI
1ST, 2023 LE MANS 24 HOURS / #51 FERRARI AF CORSE



MICHELIN PILOT SPORT

The winning tire range with 32 victories at Le Mans 24 Hours, including 26 consecutive since 1998!

You too can benefit from the exceptional grip and precision of MICHELIN Pilot Sport tires on the road.

#PerformanceMadeToLast #WeRaceForChange



MICHELIN

MICHELIN Pilot Sport (Winner of the Le Mans 24 Hours 2023),
MICHELIN Pilot Sport 4S, MICHELIN Pilot Sport 5