

RACEGUIDE

2025 FIA WEC



LE MANS 24 HOURS

JUNE 11-15



#04



2025 TIMETABLE

TUESDAY, JUNE 10

2:00pm
> 3:00pm Pit-walk and
autograph
session

2:00pm
> 6:00pm Pits visit

3:15pm
> 4:30pm Pit-Stop
Challenge

WEDNESDAY, JUNE 11

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

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

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

THURSDAY, JUNE 12

14:45pm
> 17:45pm **Free Practice 3**

21:05pm
> 21:25pm **Hyperpole 1**

21:40pm
> 21:55pm **Hyperpole 2**

23:00pm
> 00:00 **Free Practice 4**

FRIDAY, JUNE 13

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

5:00pm
> 7:00pm Drivers' Parade

SATURDAY, JUNE 14

12:00 noon
> 12:15pm **Warm-up**

1:50pm
> 3:00pm **Grid Walk**

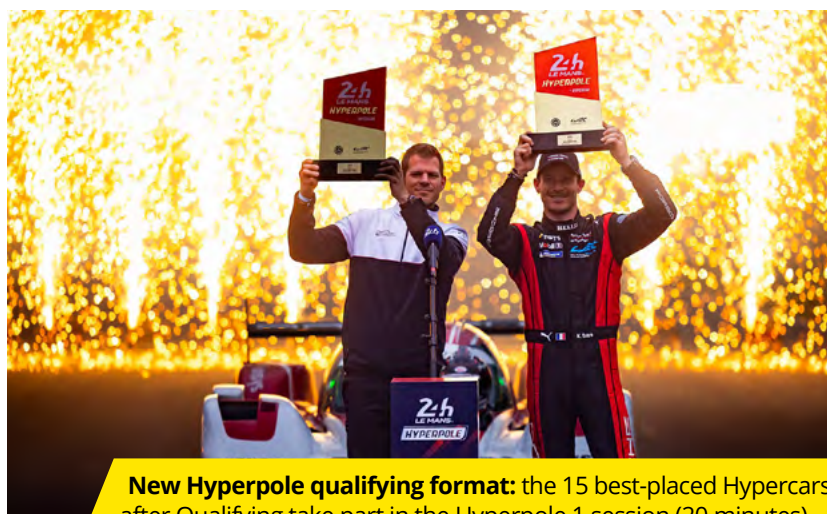
4:00pm Start



LOCAL TIME

THE 2025 LE MANS 24 HOURS

ROUND 4 / 93rd RUNNING
2025 FIA WORLD ENDURANCE CHAMPIONSHIP
(FIA WEC)



New Hyperpole qualifying format: the 15 best-placed Hypercars after Qualifying take part in the Hyperpole 1 session (20 minutes). The top-10 go forward to the Hyperpole 2 shootout (15 minutes).

Victory for Michelin would make it the joint-most successful tire manufacturer at Le Mans (34 wins).

All of the 21 Hypercar prototypes representing eight different makes racing at Le Mans this year are fitted with Michelin tires.

Aston Martin is back racing a prototype at Le Mans for the first time since 2011.

Michelin is the tire supplier to the Ligier European Series, Mustang Challenge, Porsche Sprint Challenge and Road to Le Mans support races.

Yannick Dalmas, winner of the 1995 Le Mans 24 Hours with McLaren/Michelin, is the Grand Marshal of this year's race.

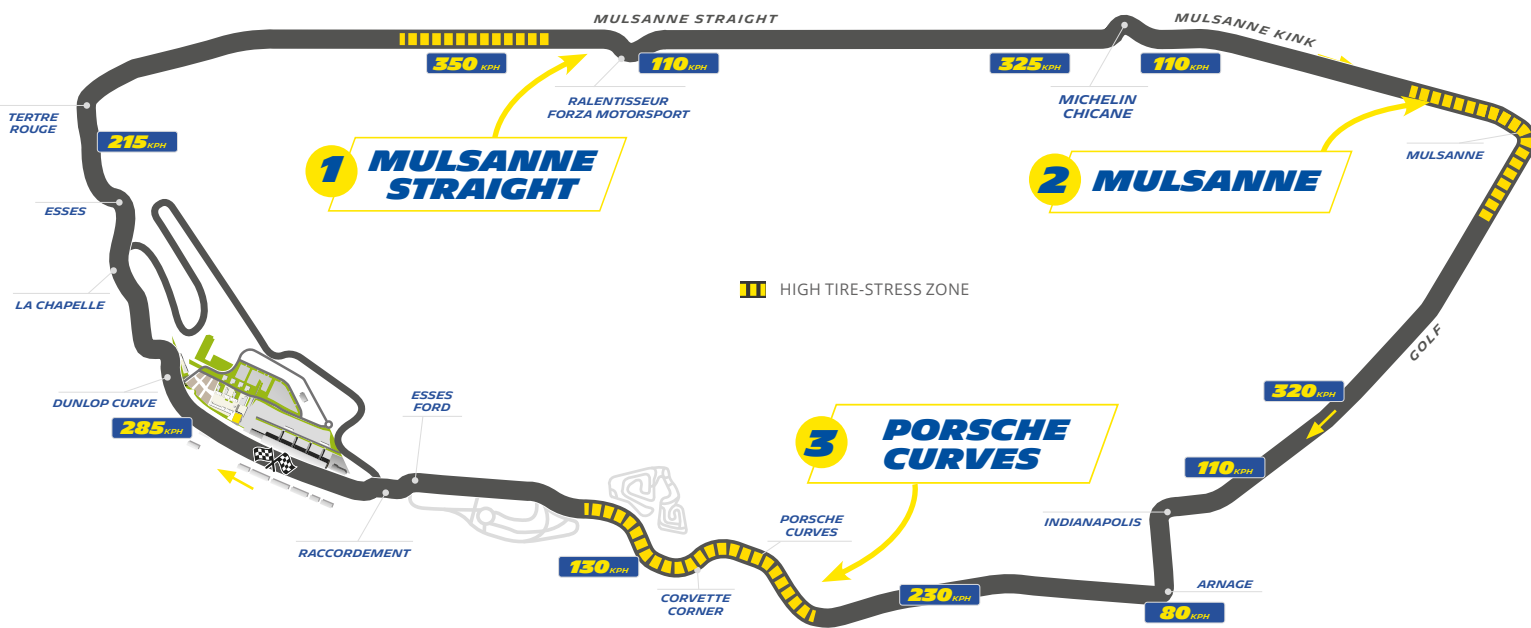
Tennis superstar Roger Federer will wave the flag to mark the start of the race's 93rd running.

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



THE CIRCUIT /

24h
LE MANS®



LAP RECORD

(HYPERCARS/13.626KM CIRCUIT):

ANTONIO FUOCO
(Ferrari 499P/Michelin, 2023)
3m22.982s



RACE LAP RECORD

(HYPERCARS/13.626KM CIRCUIT):

ANTONIO FUOCO
(Ferrari 499P/Michelin, 2023)
3m27.218s

13.626KM

33
TURNS

CLOCKWISE

- The longest and fastest circuit visited by the 2025 FIA WEC. The Hypercars reach practically 350kph
- 50 percent of the circuit is open to ordinary traffic the rest of the year
- The surfaces of the track's permanent and non-permanent sections are different

MICHELIN PILOT SPORT TIRE DATA AT LE MANS

Braking for Mulsanne **2**, the Hypercars slow from 320 to 95kph in just 250 meters and four seconds. Their MICHELIN Pilot Sport tires are submitted to a deceleration force of 3G as they slow the cars which 'weigh' three tonnes.

The Porsche Curves **3** make the biggest demands of tires of the entire circuit. Each MICHELIN Pilot Sport is submitted to a lateral force of 4G at 250kph. That's 10 times the force felt when driving around a roundabout at 50kph!

The cars' MICHELIN Pilot Sport Endurance slicks reach a temperature of 120°C through the Porsche Curves **3**.

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 **1**), 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 2024 RACE



WINNERS

FUOCO/MOLINA/NIELSEN

(Ferrari 499P 🏎️), 311 laps (4,237.07km)
at an average speed of 176.3kph

POLE-POSITION

KEVIN ESTRE (Porsche 963 🏎️),
🕒 3m24.634s (239.7kph)

FASTEST RACE LAP

KAMUI KOBAYASHI (Toyota GR010 Hybrid 🏎️)
🕒 3m28.756s (235kph)

TOP SPEED RACE LAP

FELIPE NASR (Porsche 963 🏎️),
KAMUI KOBAYASHI (Toyota GR010 Hybrid 🏎️)
SÉBASTIEN BUEMI (Toyota GR010 Hybrid 🏎️)
🕒 344.5kph



- Ferrari's second straight Le Mans win with Michelin
- The #50 Ferrari was practically out of fuel as it took the checkered flag
- Cadillac, Porsche, Toyota and Ferrari all led at one point
- Race marked by unsettled weather. The Safety Car spent seven hours on the track
- Michelin's partners raced the medium and soft Pilot Sport slicks, as well as the Pilot Sport Wet
- The MICHELIN Pilot Sport successfully tripled stinted
- The 92nd running of the Le Mans 24 Hours was attended by 329,000 spectators

ENDURANCE RACING: AN INNOVATION ACCELERATOR FOR MICHELIN

Michelin sees motorsport in general, and the FIA World Endurance Championship (FIA WEC) particular, as a means to accelerate innovation. The proportion of renewable/recycled raw materials that go into the MICHELIN Pilot Sport endurance-racing rain tire stands at 45 percent.

In 2021, Michelin presented a demonstration tire

containing 46 percent recycled/renewable raw materials for the MissionH24 hydrogen fuel-cell racing prototype. The rain tires used by today's Hypercar prototypes incorporate 45 percent renewable and recycled raw materials.

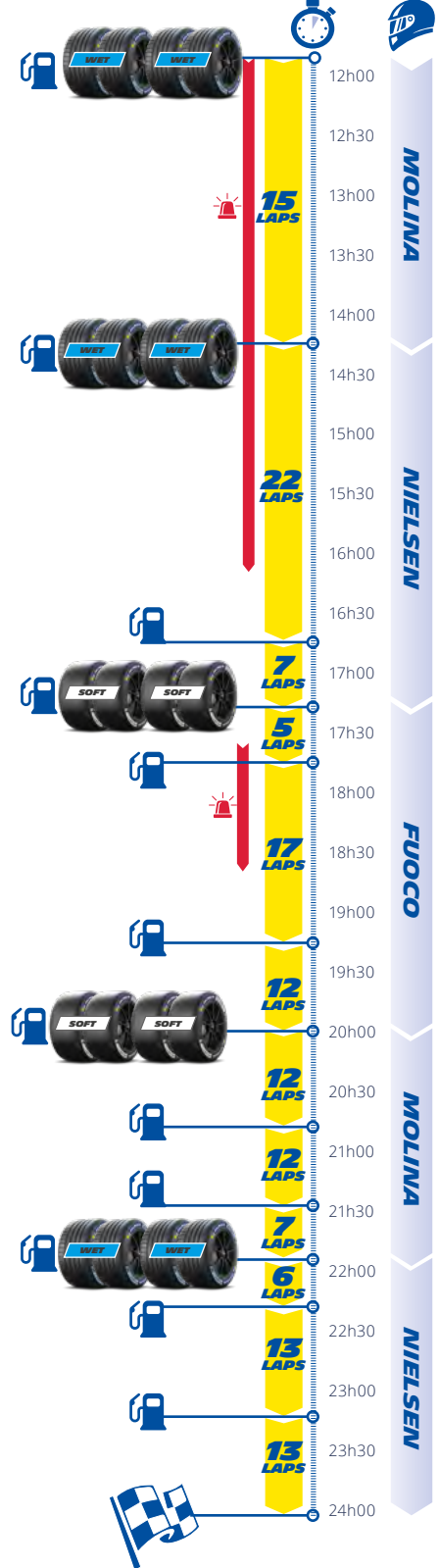
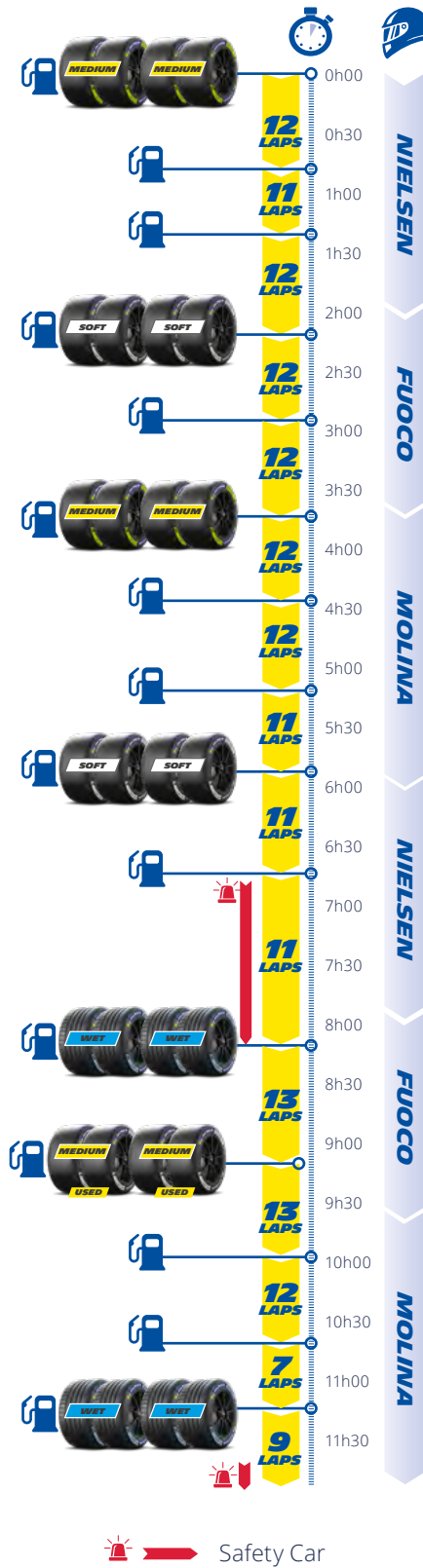
Motorsport is one of the driving forces behind Groupe Michelin's Everything Sustainable plan for 2050.



THE 2024 WINNER'S STRATEGY



#50  **A. FUOCO**  **M. MOLINA**  **N. NIELSEN**



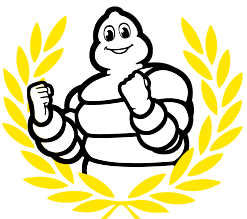
PIERRE ALVES

(Manager, Endurance Racing Programs, Michelin Motorsport)

The 2025 Le Mans 24 Hours is likely to be very close in the Hypercar class, with no fewer than eight highly-experienced manufacturers capable of finishing on the podium. To prepare for the race as meticulously as possible, and to make sure that all our partners are able to benefit fully from the potential of their MICHELIN Pilot Sport Slicks and Wets, we have worked hard with every one of them, both on the simulator and at various circuits. Last month's 6 Hours of Spa-Francorchamps pointed to how exciting this year's Le Mans promises to be, with tire strategy set to play a decisive and intriguing role. Michelin has supplied the tires for the Hypercar prototypes ever since the category's introduction in 2021, providing a bespoke choice of solutions developed essentially using simulator technology. That

// TIRE STRATEGY SET TO PLAY A DECISIVE AND INTRIGUING ROLE //

said, this will be the current Pilot Sport Endurance range's last visit to La Sarthe, since Michelin Motorsport's engineers have been busy developing a completely new line-up for 2026, again focusing on the use of simulator technology. Also, in addition to their upgraded performance, these products will contain a high proportion of renewable or recycled raw materials. Back in 2021, remember, we revealed a demonstration tire that contained 46 percent sustainable materials. Four years on, we are working on soft, medium and hard slicks that contain 50 percent such raw materials for the IMSA WeatherTech SportsCar and FIA World Endurance Championships. So when we say that Michelin sees endurance racing and Le Mans as formidable technological laboratories, we really mean it.



MICHELIN'S FIA WEC RECORD

96
WINS

WITH 6 DIFFERENT MANUFACTURERS
including Toyota (48 wins), Porsche (20) and Audi (17).

WITH 51 DIFFERENT DRIVERS
including S. Buemi (26), B. Hartley (23) and M. Conway (18)

12

MANUFACTURERS'
WORLD TITLES

12

DRIVERS'
TITLES





CUSTOMER RACING MICHELIN PILOT SPORTS

In addition to the 21 Hypercars contesting the 2025 Le Mans 24 Hours on Michelin rubber, Michelin is also the exclusive supplier to the 58 participants (40 LMP3 prototypes + 18 GT3 cars) contesting the Road to Le Mans, as well as to the 26 contestants in the Ligier European Series. These cars are fitted with S9M/S8M and P2L tires from Michelin's Customer Racing range.



MICHELIN PILOT SPORT TRIVIA

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

MICHELIN Pilot Sport 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 slick can reach as high as **130°C**.

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

At 200kph, MICHELIN Pilot Sport rain tires 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.

The MICHELIN Pilot Sport tires that race at Le Mans were developed entirely virtually in just **10 months**.





THE **MICHELIN** PILOT SPORT **HYPERCAR** RANGE

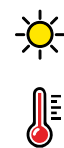
SLICKS



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

SLICKS ALLOCATION

**FREE PRACTICE
+ QUALIFYING**

24 TIRES

HYPERPOLE

12 TIRES





RACE

56 TIRES

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

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

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°

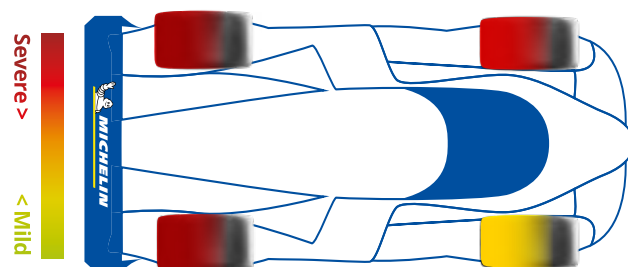
RAIN TIRES



Soft compound
Wet conditions
Versatile

A single type of rain tire

TIRE SEVERITY RATING



MICHELIN'S LE MANS LOGISTICS

Approximately 4,000 MICHELIN Pilot Sports are available for the 21 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



Hypercars

racing on Michelin tires

MICHELIN MOTORSPORT'S STAFF AT LE MANS

TOTAL MICHELIN STAFF:
82
including

44
fitters

15
Technicians

16
Engineers

Technicians

The role of Michelin Motorsport's Technical Team Advisors delegated to work with its partner teams 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 can cover on the same tires can be increased, and provide the teams' engineers and technicians with usage and set-up recommendations.

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 about 3,200 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.



HYPERCAR**MICHELIN PARTNERS**

21 HYPERCAR PROTOTYPES REPRESENTING 8 MANUFACTURERS

ASTON MARTIN THOR TEAMASTON MARTIN VALKYRIE
(LMH)Power unit: 6.5-liter
normally-aspirated V12
Power: 500kWFront-wheel drive propulsion
Seven-speed Xtrac sequential
gearbox

#007



H. TINCKNELL
 T. GAMBLE
 R. GUNN

#009



A. RIBERAS
 M. SORESENSEN
 R. DE ANGELIS

PORSCHE PENSKE MOTORSPORTPORSCHE 963
(LMDH)Power unit: 4.6-liter V8 bi-turbo
+ Bosch MGU (rear wheels)
Power: 500kW + 50kWTwo -wheel drive
Seven-speed Xtrac
sequential gearbox

#4



F. NASR
 N. TANDY
 P. WEHRLEIN

#5



J. ANDLAUER
 M. CHRISTENSEN
 M. JAMINET

#6



K. ESTRE
 L. VANTHOOR
 M. CAMPBELL

TOYOTA GAZOO RACINGTOYOTA GR010 HYBRID
(LMH)Power unit: 3.5-liter V6 bi-turbo +
Toyota Hybrid System (front wheels)
Power: 500kW + 200kWFour-wheel drive
propulsion Seven-speed
Xtrac sequential gearbox

#7



M. CONWAY
 K. KOBAYASHI
 N. DE VRIES

#8



S. BUEMI
 B. HARTLEY
 R. HIRAKAWA

BMW M TEAM WRTBMW M HYBRID V8
(LMDH)Power unit: 4-liter V8 bi-turbo +
Bosch MGU (rear wheels)
Power: 477kW + 50kWTwo -wheel drive
Seven-speed Xtrac
sequential gearbox

#15



D. VANTHOOR
 R. MARCIELLO
 K. MAGNUSSEN

#20



S. VAN DER LINDE
 R. FRIJNS
 R. RAST

ALPINE ENDURANCE TEAMALPINE A424
(LMDH)Power unit: 3.4-liter V6 turbo
+ Bosch MGU (rear wheels)
Power: 500kW + 50kWTwo -wheel drive
Seven-speed Xtrac
sequential gearbox

#35



P-L. CHATIN
 C. MILESI
 F. HABSBERG

#36



J. GOUNON
 F. MAKOWIECKI
 M. SCHUMACHER



CADILLAC HERTZ TEAM JOTA

CADILLAC V-SERIES.R
(LMDH)



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



Two-wheel drive
Seven-speed Xtrac
sequential gearbox

#12



🇬🇧 A. LYNN
🇫🇷 N. NATO
🇬🇧 W. STEVENS

FERRARI AF CORSE

FERRARI 499P
(LMH)



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



Four-wheel drive
propulsion Seven-speed
Xtrac sequential gearbox

#50



🇮🇹 A. FUOCO
🇪🇸 M. MOLINA
🇩🇰 N. NIELSEN

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



🇬🇧 P. DI RESTA
🇩🇰 M. JENSEN
🇫🇷 J-É. VERGNE

AF CORSE

FERRARI 499P
(LMH)



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

#83



Four-wheel drive
propulsion Seven-speed
Xtrac sequential gearbox

🇵🇱 R. KUBICA
🇨🇳 Y. YE
🇬🇧 P. HANSON

PROTON COMPETITION

PORSCHE 963
(LMDH)



Power unit: 4.6-liter V8
bi-turbo + Bosch MGU (rear
wheels)
Power: 500kW + 50kW

#99



Two-wheel drive
Seven-speed Xtrac
sequential gearbox

🇨🇭 N. JANI
🇵🇷 N. PINO
🇦🇷 N. VARRONE

CADILLAC WTR

CADILLAC V-SERIES.R
(LMDH)



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

#101



2-roues motrices,
boîte séquentielle Xtrac
à 7 rapports

🇺🇸 R. TAYLOR
🇺🇸 J. TAYLOR
🇵🇹 F. ALBUQUERQUE

CADILLAC WHELEN

CADILLAC V-SERIES.R
(LMDH)



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

#311














2-roues motrices,
boîte séquentielle Xtrac
à 7 rapports

🇰🇷 J. AITKEN
🇧🇷 F. DRUGOVICH
🇩🇰 F. VESTI

HYPERCAR STANDINGS

FIA WORLD ENDURANCE HYPERCAR CHAMPIONSHIP

MANUFACTURERS			R1 28/02	R2 20/04	R3 10/05	R4 14-15/06	R5 13/07	R6 7/09	R7 28/09	R8 8/11	TOTAL
1 st	FERRARI		66	26	43						136
2 nd	TOYOTA		33	20	18						71
3 rd	BMW		35	28	1						64

DRIVERS			R1 28/02	R2 20/04	R3 10/05	R4 14-15/06	R5 13/07	R6 7/09	R7 28/09	R8 8/11	TOTAL
1 st	ALESSANDRO PIER GUIDI		24	26	25						75
1 st	ANTONIO GIOVINAZZI		24	26	25						75
1 st	JAMES CALADO		24	26	25						75
2 nd	ANTONIO FUOCO		38	0	19						57
2 nd	MIGUEL MOLINA		38	0	19						57
2 nd	NICKLAS NIELSEN		38	0	19						57
3 rd	PHILIP HANSON		27	12	0						39
3 rd	ROBERT KUBICA		27	12	0						39
3 rd	YIFEI YE		27	12	0						39



A NEW MICHELIN PILOT SPORT ENDURANCE RANGE FOR 2026

PERFORMANCE, LONGEVITY AND RESPECT FOR THE ENVIRONMENT

Michelin has chosen the Le Mans 24 Hours to present its latest MICHELIN Pilot Sport Endurance range for 2026 and beyond.

These new tires contain 50 percent renewable or recycled raw materials, a proportion that confirms Michelin's role as a pioneer in terms of contributing to the ecological transition through motorsport. It also places the notion of responsible performance at the center of a bold strategy that seeks to reconcile sporting excellence with environmental imperatives, while fostering the carry-over of technology from racing to road tires.

The new MICHELIN Pilot Sport Endurance range was designed using simulation technology and mathematical modeling of the tires' finite elements to reproduce the extreme mechanical and thermal constraints at play in the FIA World Endurance Championship and IMSA WeatherTech SportsCar Championship.

Michelin's sophisticated simulation software is effectively able to analyze the dynamic and thermal properties of all these ingredients in the complex context of Hypercar endurance racing.

This groundwork was followed by virtual testing on a high-performance race simulator with a professional driver 'at the wheel'.

On completion of the process's simulation work, the first prototypes were produced and submitted to a series of dynamic bench-tests – the last link between the virtual phase and actual track-testing which will always be the true litmus test.

The new MICHELIN Pilot Sport Endurance range was conceived to deliver three main objectives, namely optimized warm-up performance, dependable grip and consistent performance over multiple stints.

The high environmental added-value built into these tires reasserts Michelin's role as a world leader in the industry when it comes to responsible innovation. The program also underscores the strategic role Michelin Motorsport plays not only as a laboratory for excellence, but also as a catalyzing force in favor of the ecological transition.

NEXT STEPS...

- **June 2025:** final track test at Watkins Glen (New York, USA)
- **August 2025:** production begins
- **2026:** competitive debut in the FIA World Endurance Championship and IMSA WeatherTech SportsCar Championship

#WeRaceForChange



MICHELIN AND LE MANS LANDMARK DATES



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/Hélary).

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

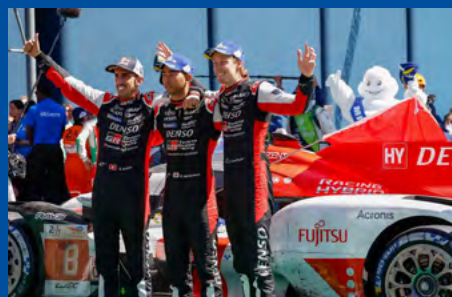
Michelin and its partner Audi scored a one-two-three finish in La Sarthe, with the win going to Kristensen/Biela/Pirro.

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, LMGT Pro, LMGT 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 Covid-19 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 LMGT 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 LMGT cars by claiming the LMGT Am victory with Corvette.



MICHELIN RECORDS AT LE MANS

27

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, 2000>2013)

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)

34

The highest number of pole positions (since 1963)

MICHELIN'S LE MANS RECORD

33

victories

(including an unbeaten run of 27 wins since 1998)

95

podiums

34

pole positions

2024 **Fuoco/Molina/Nielsen**
Ferrari 499P

2023 **Pier Guidi/Calado/Giovinazzi**
Ferrari 499P

2022 **Buemi/Hartley/Hirakawa**
Toyota GR010 Hybrid

2021 **Conway/Kobayashi/Lopez**
Toyota GR010 HYBRID

2020 **Nakajima/Buemi/Hartley**
Toyota TS050 Hybrid

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 LE MANS ANNIVERSARIES

10 YEARS AGO...

VICTORY FOR THE 'THIRD' PORSCHE

Porsche won its comeback to the race's prototype class with the #19 Porsche 919 Hybrid of Le Mans novices Nico Hulkenberg, Earl Bamber and Nick Tandy. Second and third where the #17 Porsche and #7 Audi.

20 YEARS AGO...

THE AUDI R8'S SWANSONG SUCCESS

After dominating world-class prototype endurance racing since the early Noughties, the Audi R8 reaped its fifth and final Le Mans triumph with Michelin in the hands of Lehto/Kristensen/Werner. Michelin has never claimed more victories with the same model. The French tire firm also monopolized the top six places overall.

30 YEARS AGO...

LE MANS GLORY FOR MCLAREN

The Michelin-equipped McLaren F1 GTR of Japan's Kokusai Kaihatsu Racing won the 63rd Le Mans 24 Hours with Dalmás/Sekiya/Lehto, ahead of a Courage prototype. Almost half the grid was made up of GT1 or GT2 entries.



MICHELIN LE MANS HIGHLIGHTS

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 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 without changing tires. Button posted the fastest lap of his quintuple stint (average speed: 242kph) 400 kilometers into his landmark run.

27 CONSECUTIVE WINS - A RECORD

Michelin holds the record for the longest unbroken winning spell at Le Mans (27 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 is currently held by Dunlop (34), ahead of Michelin (33) and Goodyear (14).

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!

2025 CALENDAR

R1 QATAR 1812 KM
(Qatar, Lusail) February 28

R2 6 HOURS OF IMOLA
(Italy) April 20

R3 6 HOURS OF SPA-FRANCORCHAMPS
(Belgium) May 10

R4 LE MANS 24 HOURS
(France) June 14-15

R5 6 HOURS OF SAO PAULO
(Brazil) July 13

R6 LONE STAR LE MANS
(Texas, USA) September 7

R7 6 HOURS OF FUJI
(Japan) September 28

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.

LE MANS 24H ALLOCATION

Free Practice + Qualifying	Hyperpole**	Race
24	12	56

WET-WEATHER TIRES

The number of wet-weather tires usable during a Competition is not limited.

During practices and the race,

wetweather tires can only be used once the track has been declared wet by the Clerk of the Course / Race Director.

Tires for wet weather may have been already used and must be of the specification declared by the tire manufacturer.

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.

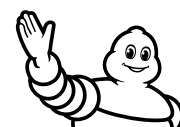
OFFICIAL LONG LASTING PERFORMANCE SUPPLIER



MICHELIN PILOT SPORT

Unbeaten in the FIA World Endurance Championship since 2012, you too can benefit from the grip and precision delivered by the MICHELIN Pilot Sport on the road as well!

From left to right, MICHELIN Pilot Sport (the Hypercar category tire in the FIA World Endurance Championship), MICHELIN Pilot Sport^S, MICHELIN Pilot Sport[®].



MICHELIN