

2018/2019 FIA Formula E Championship
Round 9: Monaco E-Prix

The MICHELIN Pilot Sport to take on the Principality's freshly-laid asphalt

Following an agreement struck between Formula E and the Principality, Monaco hosts an e-prix every two years, alternating with the Historic Formula 1 Grand Prix it organises. This year it is the turn of the all-electric single-seater racing series to take front stage, and the circuit will consequently be new for many of the drivers on Saturday, although those competitors who have been involved in Formula E for some time will of course benefit from previous experience of the harbourfront loop.

At just 1.765 kilometres in length, the circuit is the shortest of the season and is more than two kilometres shorter than that visited by Formula 1 later this month, since it includes neither the climb up to Casino Square nor the famous the tunnel portion. Instead, the Formula E drivers will turn sharp right at Sainte Devote and re-join the traditional F1 track by means of a hairpin-right at the spot known to F1 followers as 'Nouvelle Chicane'. Even in its truncated form, however, the Formula E loop accommodates grandstand seating capacity for 17,000 spectators, as well as hospitality facilities for the day's many VIP guests.

The MICHELIN Pilot Sport faces a cocktail of smooth, recently-laid asphalt, and painted road-markings and drain covers that can hamper grip in several places, while the day's programme stands to make the task of Formula E's bespoke tyre harder still...

"The fact that there is no shakedown session on Friday means that rubber will only start to get laid down on Saturday morning," observes **Serge Grisin**, the manager of Michelin's Formula E programme. "On top of that, the amount of grip available is only average because the roads are open to ordinary traffic the rest of the time, which means they tend to become soiled. Also, for once, the Jaguar I-Pace eTrophy race is scheduled for after the e-prix. The Formula E drivers will only get an opportunity to start cleaning the racing line and improving grip during Free Practice 1. On the other hand, warm weather is predicted for race day, so we should see the same, reasonably good conditions we had in 2017, bearing in mind that the cars are now more powerful and today's third-generation Michelin Formula E tyre delivers superior performance compared with two years ago."

From early Saturday morning all the way through to 7:30pm, spectators will benefit from a packed programme, with free practice, qualifying and the race not only for the Formula E teams but also for the Jaguar I-Pace eTrophy which runs exclusively on Michelin tyres, too. That makes a total of 12 hours of action and other trackside attractions devoted to the issue of electric mobility and the future of motorsport.



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After his Monaco E-Prix victories in 2015 and 2017 with Renault-e.dams, Sébastien Buemi – now with Nissan-e.dams – will be able to count on the performance of his Michelin tyres as he attempts to extend his unbeaten run in the Principality, although many of his rivals will be keen to continue the sequence that has seen eight different drivers win the eight rounds of the 2018/2019 campaign contested to date. At the same time, those eight drivers will be hoping for another maximum points haul in order to boost their respective chances in the thrilling fight that has emerged for this season's Drivers' title.

The new MICHELIN Pilot Sport for Formula E in brief

The MICHELIN Pilot Sport is the third-generation of the tyre that the French firm developed especially for the FIA Formula E Championship and is the only 18-inch tyre to be used by a world class single-seater racing series (sizes: 24/64-18 in the front and 27/68-18 in the rear).

Because of its treaded pattern, it resembles a road tyre and, at the same time, it is the only racing tyre that is designed to perform safely in both wet and dry conditions. Meanwhile, it is engineered to deliver consistent performance from the start to the finish of every E-prix, a factor that is even more critical this season now that mid-race car-swaps have been dropped, and that the total tyre allocation per race has been cut from 10 covers last season to just eight.

Not only do these features fit perfectly with Michelin's stance on the environment inasmuch as fewer tyres need to be made, shipped and recycled than is the case for any other FIA championship, but they also illustrate Michelin's policy to carry over technology from the track to the street, since data harvested at races is channelled into the development of the brand's upcoming road tyres.

Since the launch of Formula E in 2014, Michelin has shaved some 20 percent off the weight of its tyres for the series, which equates to a saving of nine kilograms per car! Along with the tyre's considerably reduced rolling resistance, this makes a real contribution to extending the range of the championship's single-seater race cars.



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