



PRESS RELEASE

MOTORSPORT

Boulogne-Billancourt, France – July 18, 2021

The 2021 6 Hours of Monza: productive preparation for August's Le Mans 24 Hours

- Dramatic action in the headlining LMH class
- A thrilling head-to-head between Ferrari and Porsche in LM GTE Pro
- Close fighting in LM GTE Am, too

Round three of the 2021 FIA World Endurance Championship (FIA WEC) took teams to the fastest venue of the season for the 6 Hours of Monza in Italy where the tifosi were treated to a superb show. The extreme conditions allowed Michelin and its partners to gather valuable data and finetune their preparations ahead of this year's trip to Le Mans on August 21-22.

The Le Mans Hypercar class was topped by Toyota Gazoo Racing even though its cars were delayed by a number of unscheduled pitstops. The N°7 GR010 Hybrid of Conway/Kobayashi/Lopez succeeded in clinching the afternoon's win, however, after easing clear of the N°36 Alpine A480-Gibson (2nd, Negrao/Lapierre/Vaxiviere) with half-an-hour to go.

Despite some niggling technical issues, Glickenhaus Racing also put in a strong performance and its N°709 007 LMH (Dumas/Mailleux/Westrook) ended up just shy of the podium, behind an LMP2 prototype.

Ferrari-AF Corse and Porsche GT Team delivered a thrilling scrap in LM GTE Pro which saw the lead trade hands several times. The win ultimately went to the class's pole-winners Kevin Estre/Neel Jani in the N°92 Porsche 911 RSR 19, ahead of the N°51 Ferrari (Alessandro Pier Guidi/James Calado) and N°91 Porsche (Bruni/Lietz).

The LM GTE Am spoils went to AF Corse's N°83 Ferrari 488 GTE Evo (Perrodo/Nielsen/Rovera) which took the flag almost 40 seconds clear of the N°98 and N°777 Aston Martin Vantages shared by Dalla Lana/Farfus/Gomes and Hoshina/Fujii/Watson respectively.

"We are very pleased with all the work we managed to get done at Monza," observes **Pierre Alves**, Michelin's endurance racing manager. "The weather conditions were extreme and we collected a lot of good data in readiness for the Le Mans 24 Hours which is this year being held in August when the temperature tends to be higher than for the race's usual June slot. It's worth recalling that our new range for the LMH prototypes was conceived and developed entirely on the simulator, so the information and feedback we harvest at all the FIA WEC races are very important."



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“In addition to our work with Toyota Gazoo Racing, which runs 31/71-18 Michelins all-round, we really needed to feed our database regarding the Glickenhaus Racing cars which use 29/71-18 fronts and 34/71-18 rears. Our aim is to keep working on the performance of our different tyres in order to address the needs of all our partners and work with them closely as their respective cars evolve.”

Michelin, the leading mobility company, is dedicated to enhancing its clients' mobility, sustainably; designing and distributing the most suitable tires, services and solutions for its clients' needs; providing digital services, maps and guides to help enrich trips and travels and make them unique experiences; and developing high-technology materials that serve a variety of industries. Headquartered in Clermont-Ferrand, France, Michelin is present in 170 countries, has 123,600 employees and operates 71 tire production facilities which together produced around 170 million tires in 2020. (www.michelin.com)

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