



PRESS RELEASE

MOTORSPORT

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## **The MICHELIN Pilot Sport EV: no stranger to Brooklyn's Red Hook district**

- The MICHELIN Pilot Sport EV returns to Red Hook's temporary facility for two e-prix, on July 10 and 11
- Formula E's fourth visit to New York in five years
- Tyre allowance per car halved compared with 2019 visit to New York

Although both the 2017/2018 and 2018/2019 ABB FIA Formula E Championships concluded with a double-header visit to Brooklyn's famous Red Hook district, this week's trip won't be the last meeting of the current campaign, since there will still be four races to come afterwards: two in London, Great Britain, and a further brace in Germany's capital, Berlin. Even so, the races in New York promise to play a big role in the chase for the season's titles.

The 2021 championship – which entered its second half three weeks ago in Puebla, Mexico – kicked off with February's Diriyah E-Prix in Saudi Arabia which was followed by a sequence of rounds that took the teams and their Michelin-equipped cars to either new or appreciably modified circuits, beginning with a considerably modified layout in Rome, Italy, then Formula E's first-ever e-prix in Valencia, Spain. Next up was a longer version of Monaco's celebrated street circuit, before Formula E's first-ever stopover in Puebla, around 100km southeast of Mexico City.

In contrast, this will be the competition's fourth time in New York, so it is clearly familiar territory for the majority of the drivers. It was there, for example, that Michelin ambassador Jean-Eric Vergne (DS Techeetah) sealed the Drivers' crown two years on the trot, in 2018 and 2019.

### **An environment that has evolved**

Brooklyn's Red Hook district not only provides splendid views of Manhattan and the Statue of Liberty but it has also recovered from being a somewhat abandoned area in the 1980s to become a quarter of New York that is currently attracting considerable investment. Now far more in vogue, but away from the hubbub of Fifth Avenue, it rapidly emerged as the smart choice to host the USA's round of the FIA Formula E Championship.

The first time they travelled there, in Season 3, the drivers discovered a relatively short, 10-turn track, just 1.95 kilometres in length. For the 2018 e-prix, that figure was extended to 2.373km and four corners were added. The following year, several minor changes were introduced, including a revamp of Turns 6 and 10 which were redesigned to make them easier for the pack to funnel through, while the venue's infrastructure was revised to make it more spectator-friendly.



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This time around, although the layout is unchanged (2.320km/14 turns), an Attack Mode activation zone is still incorporated at Turn 10, a tricky hairpin that has been the scene of plenty of drama over the years.

"Brooklyn isn't all that hard on tyres but it does pose a certain number of challenges," says **Jérôme Mondain**, the manager of Michelin's Formula E programme. "It's a circuit we know well and wear isn't an issue. At the same time, it's a fairly slow track with numerous tight turns, so strong traction performance as the drivers accelerate hard out of the corners is vital, while the longitudinal forces tyres have to cope with there surpass the lateral forces. Attention also needs to be paid to the dusty track surface. Formula E didn't go to Brooklyn last year and, because of the pandemic, the site has actually been used much less these past 18 months or so. That's why it's important for the drivers to be able count on their MICHELIN Pilot Sport EVs when preparing their respective race strategies."

### **Tyre allowance for New York halved!**

To further reduce its environmental footprint and curb costs, the regulations for this year's ABB FIA Formula E World Championship stipulate that drivers may use no more than eight tyres for the weekend's free-practice sessions, qualifying sessions and the two races. That's exactly half the number authorised for the 2018/2019 season when the allocation for double-header meetings was two full sets per race day.

"Thanks to our prior knowledge of the track and the data we have collected in New York over the years, we feel quietly confident on that front," notes **Jérôme Mondain**. "For new venues, and for permanent circuits like Valencia and Puebla, we agreed with the FIA that an extra set should be allowed, but this will be the latest-generation MICHELIN Pilot Sport EV's second visit to New York, so there was no reason to believe an exemption would be necessary."

### **The FIA benefiting from Michelin's digital expertise**

Michelin Track Connect for Formula E allows tyre pressures to be monitored automatically and reliably – whether hot or cold. This new solution addresses a demand expressed by motorsport's governing body – the FIA (Fédération Internationale de l'Automobile) – which incorporated its use into Formula E's regulations at the beginning of the 2019/2020 championship. The system also meets a requirement of the teams and the championship's promoter. Michelin Track Connect for Formula E uses a Michelin-designed and developed sensor embedded in a specific casing placed inside the MICHELIN Pilot Sport EV tyres that feature in the series.



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The data it collects is transmitted in encrypted form to the FIA and Michelin who are the only recipients. Not only does this guarantee that information remains confidential, but it also allows the FIA to check minimum tyre pressures are adhered to. In addition to saving time, it provides the teams with additional peace of mind and helps to streamline the running of race days.

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](http://www.michelin.com))

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