

EUROPEAN
LEMAN ★
SERIES ★

2023

MEDIA GUIDE

2023 ELMS CALENDAR

 **BARCELONA**
23 APRIL 4 HOURS

 **SPA**
24 SEPTEMBER 4 HOURS

 **LE CASTELLET**
16 JULY 4 HOURS

 **PORTIMAO**
20 OCTOBER 4 HOURS

 **ARAGON**
26 AUGUST 4 HOURS

 **ALGARVE**
22 OCTOBER 4 HOURS

2023 IS GO

MIKE MCGREGOR

ENDURANCE PROGRAM MANAGER

The European Le Mans Series is exceptional for how it packs in so much variety, from the high speeds and loads in Le Castellet, to the unique technical and setup challenges of Spa Francorchamps. Goodyear is proud to be involved with such a competitive field across some of the most historic European motorsport venues.

2023 is an exciting new challenge for drivers and teams to get a handle on. From our perspective, there are many elements of this season to get excited about, including regulation changes and visiting some of the world's premier race circuits.



GOODYEAR AND ELMS

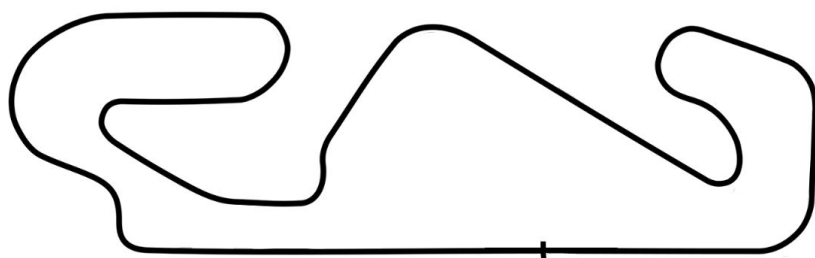


Top-level European endurance

Goodyear is proud to exclusively supply tyres to two of the three ELMS categories: LMP2 and LMGTE, making up 30 of the 42 full-season entrants. Goodyear has been the exclusive supplier to the LMP2 class since 2021 and LMGTE since 2020.

Like in WEC, tyre warmers have been removed from ELMS this year. This will bring more strategic opportunities, as well as help the championship push forward with its sustainability targets.

THE TRACKS



BARCELONA

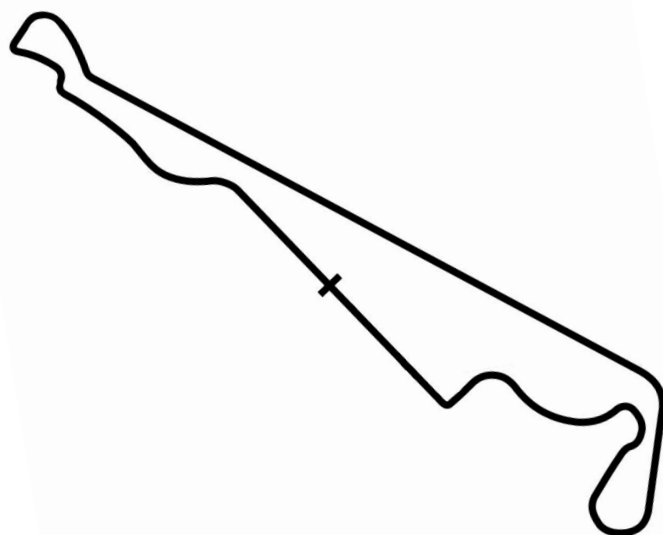
SPAIN

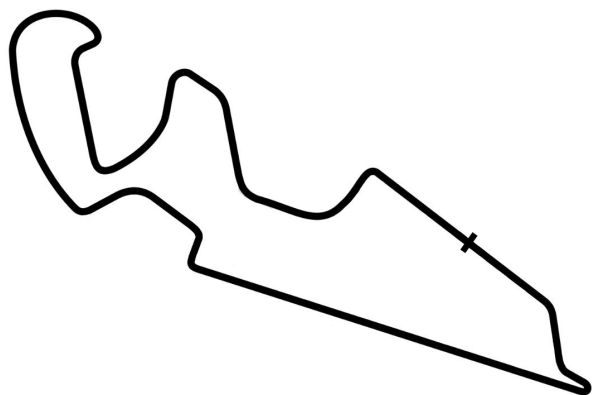
Used as the official test track for ELMS, this is the circuit teams and drivers will be most prepared for. The circuit has mostly medium speed corners, and temperatures are usually around 20°C. The abrasive track surface can make it one of the most difficult of the year on tyre wear. The removal of the final chicane sets up a high-speed entry onto the pit straight.

LE CASTELLET

FRANCE

Le Castellet hosts the second round of the championship. The circuit is characterised by its high speed, high load and high grip. Temperatures could be in excess of 35°C when the championship visits in July, making tyre preservation a key strategic component.





ARAGON

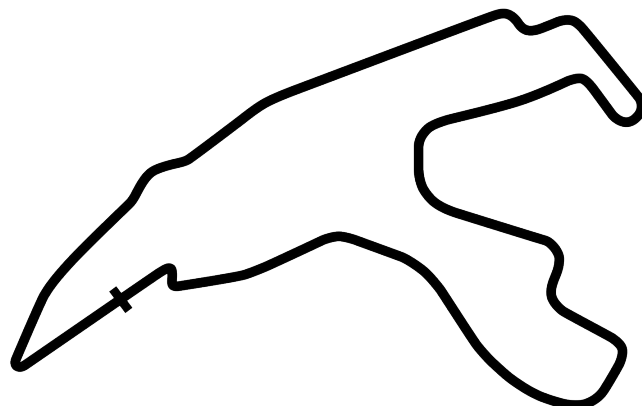
SPAIN

As this season's new addition to the calendar, teams have less data and experience than at any other circuit. The twilight race means track temperatures will fall rapidly, making efficient tyre warm up more important as the race progresses. Plus, limited floodlighting poses an extra layer of difficulty for drivers.

SPA

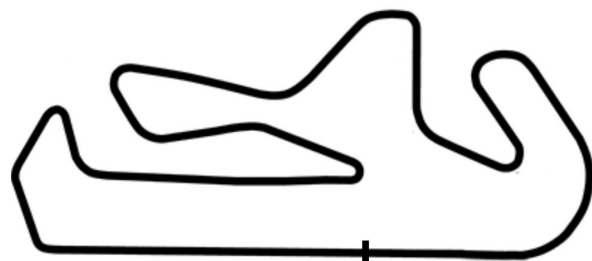
BELGIUM

Aggressive kerbing and resurfaced areas add to the challenge of Spa. Its length, altitude variations, and climate mean that the weather always threatens to play a significant factor over the race weekend. With a late September date confirmed, better weather is expected than WEC's spring fixture, but rain is typically never far away.



ALGARVE

PORTUGAL



The 16-turn Algarve circuit is fast and flowing, with as many changes in altitude as direction. It's the host of the double-header finale on 19th-22nd October, which is set to have a dramatic effect on the final championship standings. Multiple long, high-speed right turns place particular emphasis on managing the left front tyre.

OUR TYRES



LMP2

The LMP2 single specification slick tyre must handle the demands of an entire season, with track temperatures varying greatly across the seven-month calendar.

Teams are limited on tyre pressures and maximum camber settings which are determined at each round. This is to ensure safety, restricting aggressive setups in pursuit of quicker warm-up.

RFID technology allows Goodyear and teams to monitor tyre performance.

A single wet tyre is also available during the season. Its wide working range means drivers can run comfortably until the track is ready for slicks.



LMGTE

The LMGTE category has three tyre compounds: slick, intermediate and wet. The range is designed to service the variety of cars in the category.

A single slick specification delivers top performance on a wide range of surfaces and temperatures. The single-spec slick is now in its second season.

With both intermediates and wets available, the decision between which tyre is best is more difficult when compared to the prototype category.

From next year, Goodyear will equip the new LMGT3 category.

TYRE WARMERS REMOVED FOR 2023

The biggest rule change facing drivers in 2023 is the removal of tyre warmers. Prompted by plans to make the championship more sustainable, it's set to have a dramatic impact on the on-track action, adding a new element to tyre strategy.

Warm-up will depend on circuit characteristics and track temperature. In hotter races such as Le Castellet, tyres are up to optimal working temperature within a couple of laps, whereas drivers will need to allow more time at colder races like Spa and Portimao. As a Pro-Am series, drivers have varying experience levels. This could make the adaptation to tyre warm-up even more interesting.

OUR TEAM



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