



GOODYEAR

OFFICIAL PARTNER

2023

MEDIA GUIDE

2023 WEC CALENDAR

 **SEBRING**
11 - 12 MARCH PROLOGUE

 **LE MANS**
10 - 11 JUNE 24 HOURS

 **SEBRING**
17 MARCH 1000 MILES

 **MONZA**
9 JULY 6 HOURS

 **PORTIMÃO**
16 APRIL 6 HOURS

 **FUJI**
10 SEPTEMBER 6 HOURS

 **SPA**
29 APRIL 6 HOURS

 **BAHRAIN**
4 NOVEMBER 6 HOURS

2023, WE'RE READY.

MIKE MCGREGOR ENDURANCE PROGRAM MANAGER

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 most historic race circuits in the world.

Le Mans will be a highlight as it marks its centenary, and Garage 56 will turn heads as NASCAR makes its return to the world's most prestigious endurance race. Furthermore, we at Goodyear will be celebrating our 125th anniversary this year. We wish all our teams and drivers a successful season.



WHAT TO EXPECT THIS SEASON?

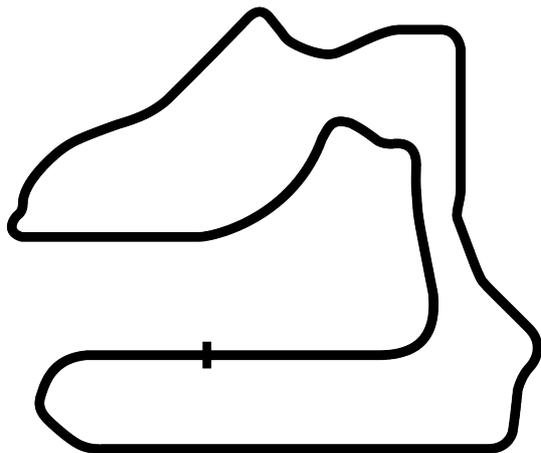
THE GOODYEAR WINGFOOT AWARD

This season will introduce the inaugural Goodyear Wingfoot Award, given to the driver that achieves the fastest stint average during a race. The award celebrates the art of maximising performance and promoting consistent pace across multiple stints.

The driver who wins the award at each event will receive a set of tyres from Goodyear. As Goodyear continues to support the development of future talent, the overall season winner will receive three sets for use at the rookie test, as well as receiving the 2023 Goodyear Wingfoot Award. Goodyear will independently calculate the times to determine the winner, measuring two consecutive stints, and three at Le Mans.



THE TRACKS



SEBRING

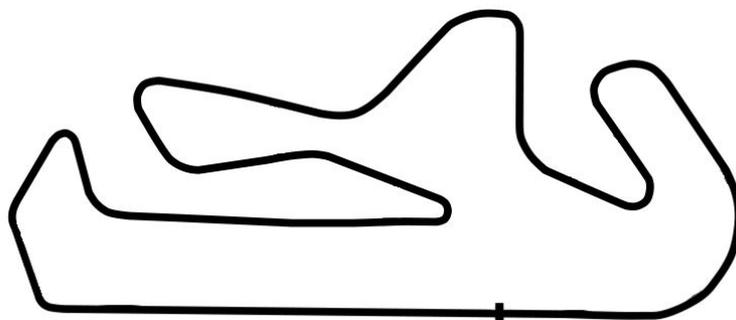
PROLOGUE & 1000 MILES

Characterised by its bumpy surface that changes 39 times over the course of a lap, the Florida circuit creates one of the most challenging races on the calendar. The concrete sections are very smooth and have similar low abrasion levels to the road section at Le Mans.

PORTIMÃO

6 HOURS

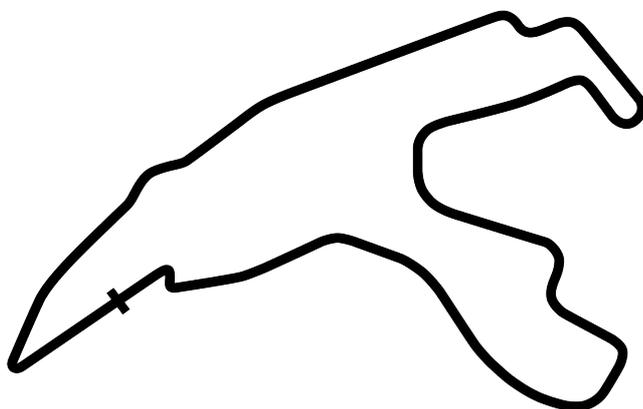
The long and undulating corners of the Portuguese circuit invite drivers to push hard. The recently resurfaced track is kinder on tyres than before, but drivers will still need to preserve tyres across a stint due to the numerous high-speed corners.

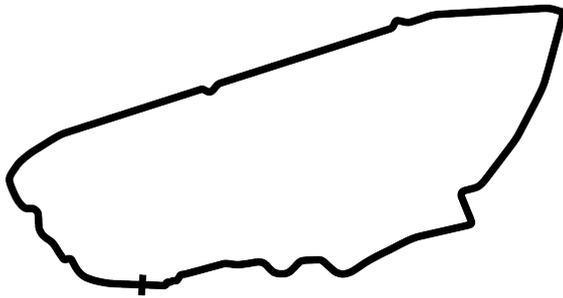


SPA

6 HOURS

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.





LE MANS

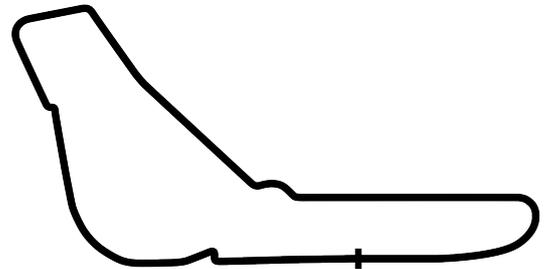
24 HOURS

As the only track on the calendar that uses public roads, there is no testing before the official test day less than a week before the start of the race. The track surface is one of the least abrasive on the calendar, but varies around the long lap.

MONZA

6 HOURS

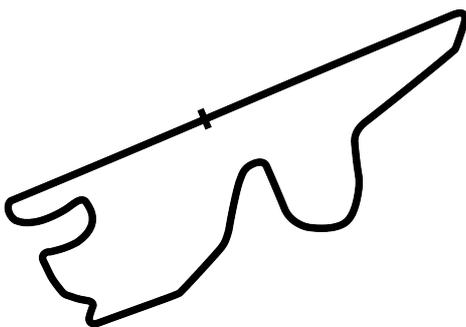
Taking place in the height of summer, this round often challenges teams with its high temperatures. However the old, dull asphalt absorbs less heat, making it easier on tyres. Cars require good high speed stability and traction to compete at the front.



FUJI

6 HOURS

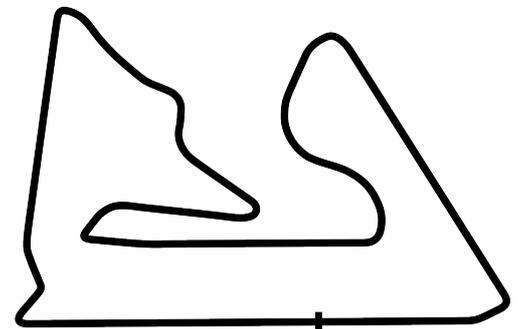
With the race scheduled during Japan's wettest months, the round at Fuji is a challenge for both setup and strategy. Its three distinctive sectors offer a mixture of high, medium and slow speed corners, but its abrasive surface is a constant.



BAHRAIN

6 HOURS

Bahrain sees the biggest difference between a 'green' and fully rubbered-in circuit of the season. Add to that the unpredictable winds which leave behind desert sand, track grip is one of the hardest to simulate of the year. Low and medium speed corners shift attention towards braking and traction.



OUR TYRES

 **SLICK**

The single specification of slick tyre must handle the demands of an entire season. Last year, track temperatures ranged from 9 to 53 °C.

Teams are limited by 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.

Tyre sizes (width/diameter/rim size):
300/680/R18 front and 310/710/R18 rear.
Wheels: 12.5 inch front, 13 inch rear.

 **WET**

The wide working window of the wet tyre enables drivers to use it on a drying track right up to when slick tyres are needed. This is the second year with just two compounds after Goodyear decided to remove the intermediate for the 2022 season.

The intermediate was traditionally used as a bridge between slicks and full wet tyres, so this wet can handle everything from damp to extreme wet conditions.

This enables Goodyear to run a more sustainable racing programme as fewer tyres will be transported and used over the course of a weekend.

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 Sebring and Bahrain, 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. As a Pro-Am category, LMP2 drivers have varying experience levels. This could make the adaptation to tyre warm-up even more interesting.

GOODYEAR AND WEC

Goodyear returned to the heat of top-level endurance racing for the first time in two decades when it joined WEC for the 2019-20 season. Goodyear's comeback season produced wins in Shanghai and Bahrain, as well as a double podium at the 24 Hours of Le Mans; an impressive feat considering Goodyear was only supplying two full-season teams.

Following that successful return, Goodyear was appointed as the exclusive tyre supplier to LMP2 for WEC and ELMS from the 2021 season. Throughout the 2021 and 2022 campaigns, Goodyear's newer slimmed-down tyre range has performed in a huge range of conditions on some of the world's most iconic circuits.



THE LEGENDARY RACE



The 24 Hours of Le Mans is always the centrepiece of the WEC season but this year's edition promises to be even more memorable than ever as the race celebrates its centenary. Amongst the excitement will be a one-of-a-kind Chevrolet Camaro ZL1 in the Garage 56 class that brings the worlds of NASCAR and Le Mans together. Goodyear is a project partner along with Chevrolet and Hendrick Motorsports.

Goodyear is the exclusive tyre of NASCAR, and this partnership combines the most successful tyre, team and car manufacturer in NASCAR history. Beyond the centenary of the world's most famous endurance race, Goodyear also celebrates a historic milestone this year: its 125th anniversary.

OUR TEAM



BEN CRAWLEY
MOTORSPORT DIRECTOR
EMEA



MATHIAS KIPP
MOTORSPORT SALES
MANAGER



MIKE MCGREGOR
ENDURANCE PROGRAM
MANAGER



PAUL BRYANT
ENDURANCE EVENT
COORDINATOR



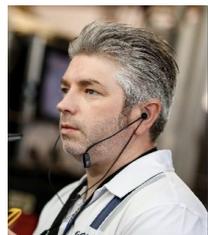
TONY WARD
MOTORSPORT
MARKETING MANAGER



BERND SEEHAFER
TECHNICAL PROJECT
LEADER



JOAO COELHO
TRACK SUPPORT
MANAGER



MATT BUTLER
SENIOR
ENGINEER



PRESS CONTACTS

PRESS ENQUIRIES

JAMES BAILEY

+44 790 4114 414

james.bailey@pitbox91.com

TECHNICAL ENQUIRIES

MIKE MCGREGOR

+44 7880 086969

mike.mcgregor@goodyear.com

FOLLOW US



FACEBOOK

facebook.com/Goodyear



INSTAGRAM

instagram.com/GoodyearEurope



TWITTER

twitter.com/GoodyearPress



NEWSROOM

news.goodyear.eu



WEBSITE

goodyear.eu



2023
MEDIA GUIDE