

Media Guide

2024

GOODYEAR
Racing



WEC
FIA WORLD ENDURANCE
CHAMPIONSHIP

ELMS
EUROPEAN
SERIES **LE MANS**

2024, WE'RE READY

2024 brings fresh regulations, new circuits and new **Goodyear** tires. In WEC, the introduction of LMGT3 regulations will be the main talking point going into the new season, with a grid of cars more closely related to their road car equivalents than the LMGTE predecessors.

That's exciting for the team at **Goodyear**, as there is a greater crossover between the tires we produce for the track and the road. Thousands of hours of research and development, testing, and data simulation have gone into creating the next generation endurance tires for LMGT3.

The development process began in 2022, and has taken our team to circuits across the world to collaborate with factory teams and some of the most recognisable automotive brands in the world.

We are also delighted to remain partners with the European Le Mans Series, where two of the three categories are exclusively on **Goodyear**. LMP2 regulations carry over from last year, so we expect to see close action up and down the field. At Le Mans, we look forward to a healthy grid of LMP2 cars, which will make it the largest **Goodyear** presence at Le Mans since its return in 2020.



Mike McGregor
Endurance Program Manager



LMGT3

The new LMGT3 category represents a new chapter in endurance racing. The new GT class is based around the FIA's existing GT3 formula and offers a more accessible platform for amateur drivers, as well as a more sustainable model to go racing. The new category will feature in WEC and ELMS from 2024.

Nine of the most recognisable brands in GT racing will compete in the category, with Aston Martin, BMW, Corvette, Ferrari, Ford, Lexus, Lamborghini, McLaren and Porsche all taking to the track for the first round in Qatar on 2nd March. Goodyear will be the exclusive tire supplier, bringing one dry and one wet specification for the entire season. The same tire will need to handle the full range of circuit characteristics, as well as ambient temperatures as high as 40°C at Circuit of the Americas, to as low as 4°C at Spa.



GOODYEAR RACING GT TIRES

With front, mid and rear-engined cars all racing in the same category, one of the design objectives was to ensure no single setup would have an advantage.

In LMGT3, cars vary dramatically, so it's the role of the tires to provide a fair platform to go racing.

Compared to Prototypes, GT cars experience greater loads due to body roll in braking and cornering.

Prototypes typically have suspension setups that are lower and stiffer, which require a different tire characteristic. GT cars must handle a greater degree of suspension travel and weight transfer, particularly in braking zones. With ABS mandatory in LMGT3, teams can extract lap time by finding a stable braking balance.



Tire sizes (width/diameter/rim size): Front (300/680/R18), Rear (310/710/R18)

GOODYEAR RACING GT TIRES



Goodyear will bring two specifications of to handle the inaugural LMGT3 season. The ambient temperature difference across the entire season could range by as much as 40°C. Teams are limited by tire 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 tire performance.

The wide working window of the wet tire enables drivers to use it on a drying track right up to when slick tires are needed. The latest wet tire will be introduced this season, with an improved working range that will support drivers in the transition between wet and dry more effectively.

With no tire warmers, Goodyear's endurance tires are engineered to warm up quickly, but also last up to four stints at Le Mans.

LMP2

LMP2 continues in the European Le Mans Series, and will revert to pre-stratification power levels for the 2024 season. **Goodyear** is proud to continue as the exclusive tire manufacturer to the LMP2 category, which will remain part of Le Mans, making this year **Goodyear's** biggest Le Mans since its return in 2020.

Goodyear became the exclusive supplier of LMP2 for the 2021 season. Regulations remain static into 2024, with tire sizes (width/diameter/rim size): 300/680/R18 front and 310/710/R18 rear.



GOODYEAR LMP2 TIRES



SLICK



WET



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

RFID technology allows **Goodyear** and teams to monitor tire performance.

2024 is the second season without tire warmers, which will remain a key element for drivers to overcome.

The wide working window of the wet tire enables drivers to use it on a drying track right up to when slick tires are needed. This is the second year with just two compounds.

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

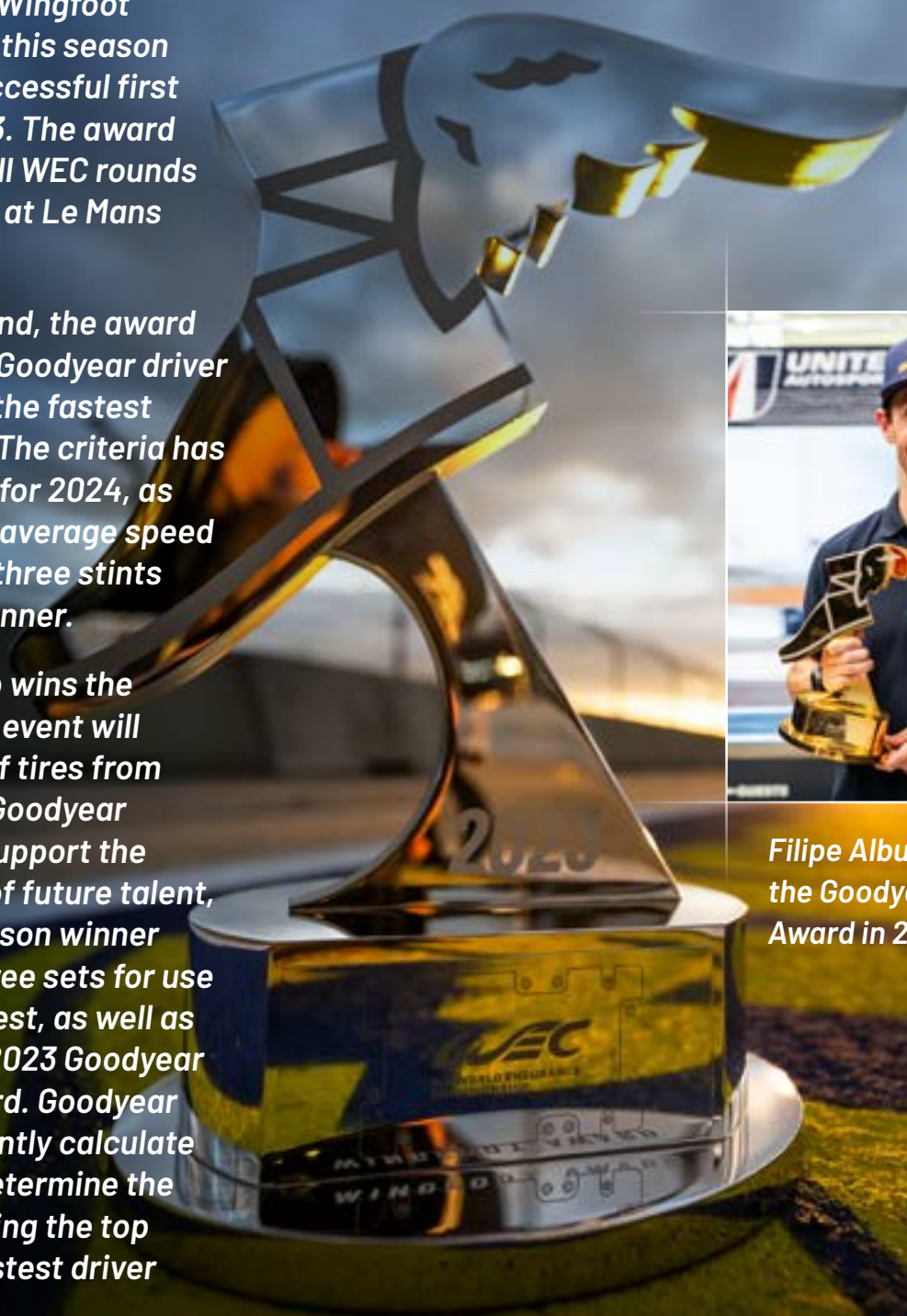


GOODYEAR WINGFOOT AWARD

The Goodyear Wingfoot Award returns this season following a successful first season in 2023. The award will be run at all WEC rounds for LMGT3 and at Le Mans for LMP2.

After each round, the award is given to the Goodyear driver who achieves the fastest stint average. The criteria has been tweaked for 2024, as previously the average speed across two or three stints decided the winner.

The driver who wins the award at each event will receive a set of tires 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, awarding the top prize to the fastest driver across a stint.



Filipe Albuquerque won the Goodyear Wingfoot Award in 2023

TIRE SPECIFICATION

The new **Goodyear** tire specification represents one of the highest sustainable material percentages in GT racing.

Goodyear LMGT3 tires comprise roughly 33% sustainable materials. These include bio-based materials, natural resins, carbon black, polymers and recycled steel. In addition, wet tires include rice husk ash silica.

Goodyear manufactures every LMGT3 tire at its state-of-the-art facility in Hanau, Germany, an International Sustainability and Carbon Certification (ISCC) PLUS certified factory.

Achieving the ISCC PLUS certification demonstrates **Goodyear's** commitment to advancing circularity and traceability, two major sustainability targets. Using bio-based and recycled materials in its racing tires decreases the demand for finite resources.

33%
**SUSTAINABLE
MATERIALS**





FIA WORLD ENDURANCE
CHAMPIONSHIP



QATAR Prologue
24-25 February



QATAR 1812 KM
2 March



INTERLAGOS 6 hours
14 July



IMOLA 6 hours
21 April



**LONE STAR LE MANS
(COTA)** 6 hours
1 September



SPA 6 hours
11 May



FUJI 4 hours
15 September



LE MANS 24 hours
15-16 June



BAHRAIN 8 hours
2 November



EUROPEAN **LE MANS**
SERIES



BARCELONA Prologue
8-9 April



BARCELONA 4 Hours
14 April



SPA 4 hours
25 August



LE CASTELLET 4 hours
5 May



MUGELLO 4 hours
29 September



IMOLA 4 hours
7 July



PORTIMÃO 4 hours
19 October

WEC TRACKS



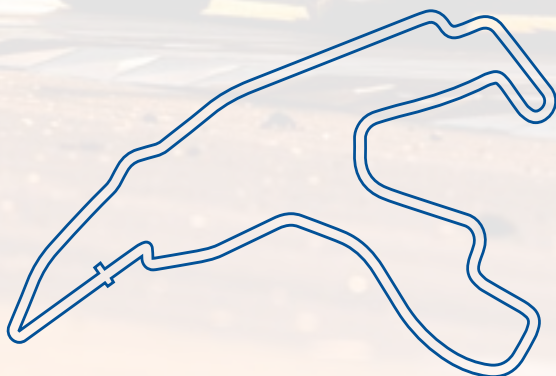
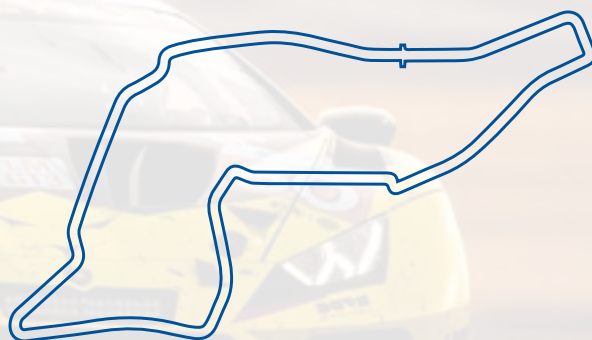
LUSAIL Prologue & 1812 KM

The Lusail International Circuit will host the WEC Prologue and the season-opener for the first time this year. The 5.4km layout features 16 corners and little elevation change. The track is bordered by a mixture of asphalt, artificial grass and gravel, and characterised by its long corners and high lateral loads.



IMOLA 6 Hours

In 2024, Imola replaces Monza as the Italian round of the WEC. Known for its technical layout, Imola's 21 turns require a top level of driving, and it is one of just a few anti-clockwise European tracks.



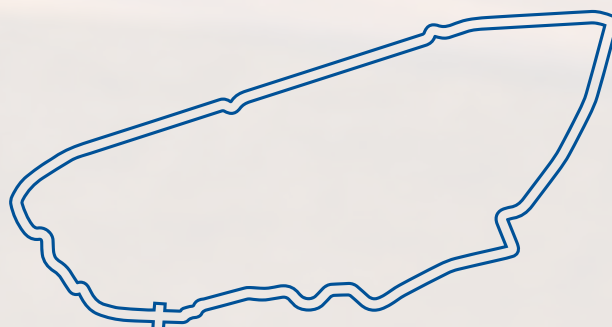
SPA-FRANCORCHAMPS 6 Hours

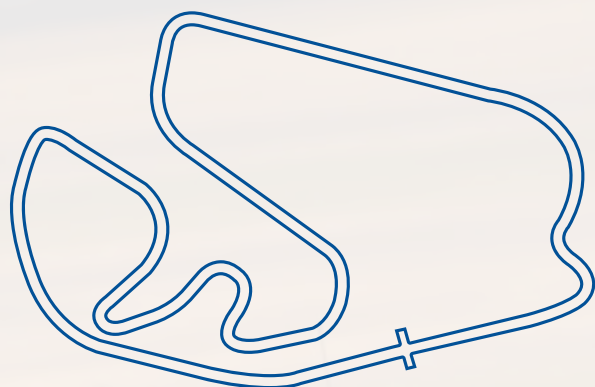
Aggressive kerbing and resurfaced areas add to the challenge of Spa. Its length, altitude variations and climate mean that the weather always threatens to play a significant factor over the race weekend.



LE MANS 24 Hours

The legendary Le Mans is the only track on the calendar that uses public roads, and this year marks its 92nd running. The track surface is one of the least abrasive on the calendar, but varies around the long lap.





INTERLAGOS

6 Hours

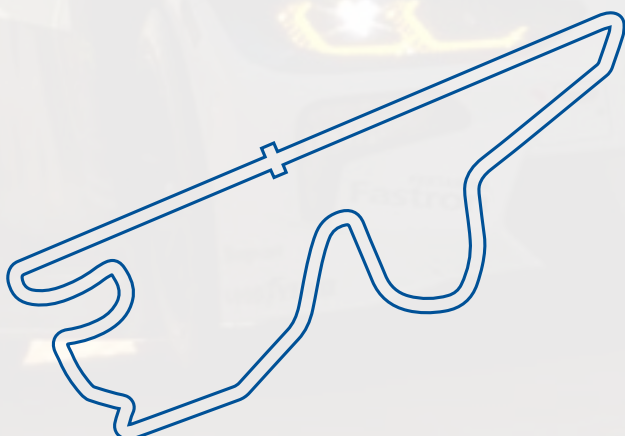
WEC will return to Brazil for the first time since 2014 for the 6 Hours of São Paulo at the Interlagos Circuit in mid-July. Interlagos features banked corners, a snaking in-field section and some challenging camber changes.



CIRCUIT OF THE AMERICAS

6 Hours

Round six marks a return to the Circuit of the Americas for the Lone Star Le Mans, last held in 2020. With unique features like its 41 metre climb into turn 1, the 1.2km straight and a total of 20 corners, there is plenty at COTA to present a challenge for drivers.



FUJI

6 Hours

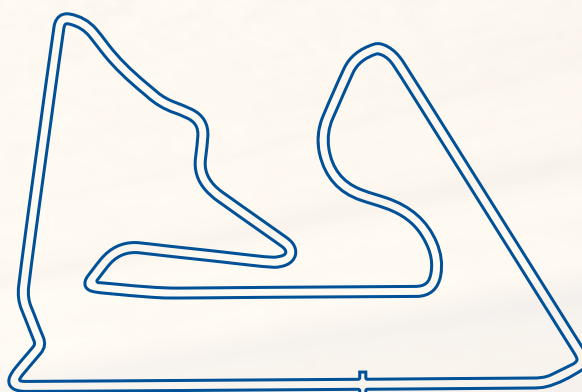
With the race scheduled during one of Japan's wettest months, Fuji is a challenge for both setup and strategy. Its three distinctive sectors offer a mixture of high, medium and slow speed corners, but its abrasive surface is a constant.



BAHRAIN

8 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.



ELMS TRACKS



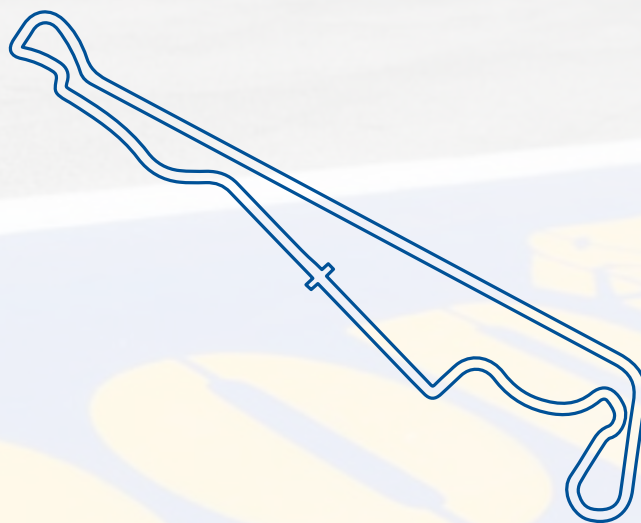
BARCELONA 4 Hours

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 usually sit around 20°C mid-April. The abrasive track surface can make it one of the most difficult of the year on tire wear; last year's removal of the final chicane sets up a high-speed entry onto the pit straight.



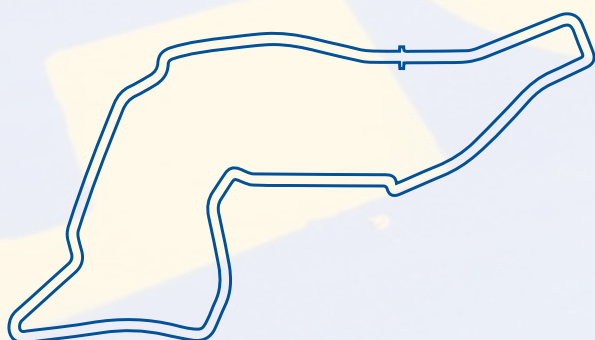
LE CASTELLET 4 Hours

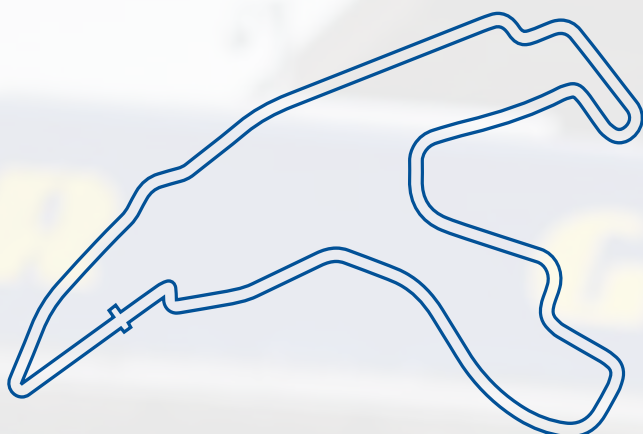
Le Castellet will host the second round of the ELMS championship. The circuit is characterised by its high speed, high load and high grip. With the exception of the 2012 season, the Le Mans Series (followed by Le Mans Endurance and subsequently the European Le Mans Series) has raced or tested here every year since 2008.



IMOLA 4 Hours

For the fourth consecutive year, the European Le Mans Series will visit the famous Imola circuit. Known for its technical layout, Imola's 21 turns require a top level of driving, and it is one of the few European tracks where drivers circulate anti-clockwise. Ambient temperatures could be in excess of 30°C when the championship visits in July, making tire preservation a key strategic component.





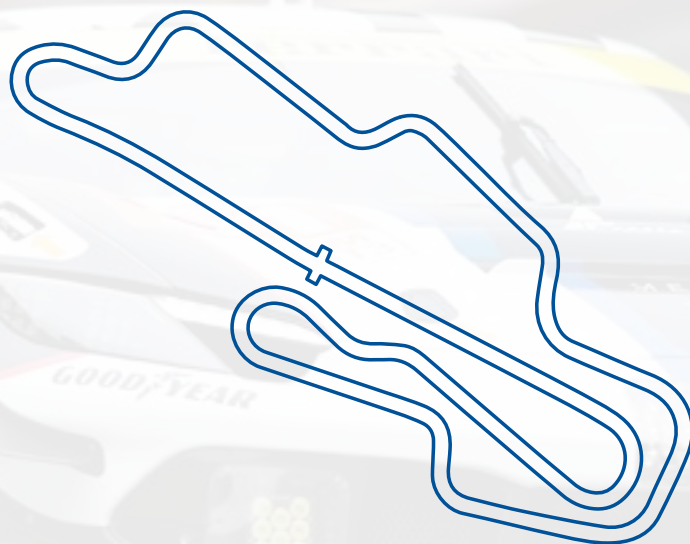
SPA 4 Hours

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



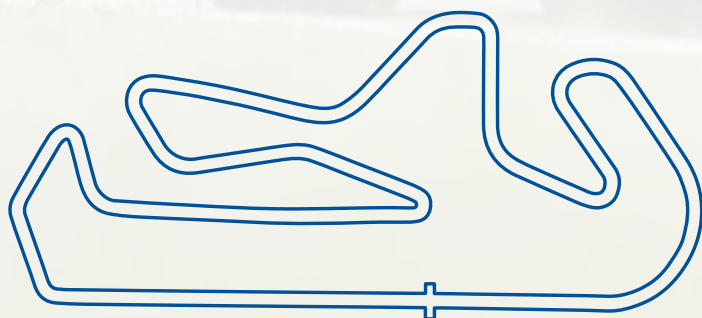
MUGELLO 4 Hours

The first-ever running of the 4 Hours of Mugello will be held on 29 September. Mugello is a swooping, undulating circuit nestled in the hills of the Tuscan countryside, so the natural topography makes a lap of the 5.2-km track challenging for drivers. The run through Casanova, Savelli and into Arrabbiata 1 and 2 will be a particular highlight.



PORTIMÃO 4 Hours

The 16-turn Algarve circuit is fast and flowing, with as many changes in altitude as direction. It's the host of the season finale on 19th October. Multiple long, high-speed right turns place particular emphasis on managing the left front tire at Portimão.



CLICK ON AN IMAGE TO DOWNLOAD IT.

This gallery will be updated as the season progresses.





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