

2024  
**MEDIA GUIDE**



FIA WORLD ENDURANCE  
CHAMPIONSHIP



EUROPEAN SERIES **LE MANS**



# 2024, WE'RE READY.

## MIKE MCGREGOR

ENDURANCE PROGRAM MANAGER

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.



# 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

## SLICK

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.

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

## WET

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.



# 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

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.



## WET

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.

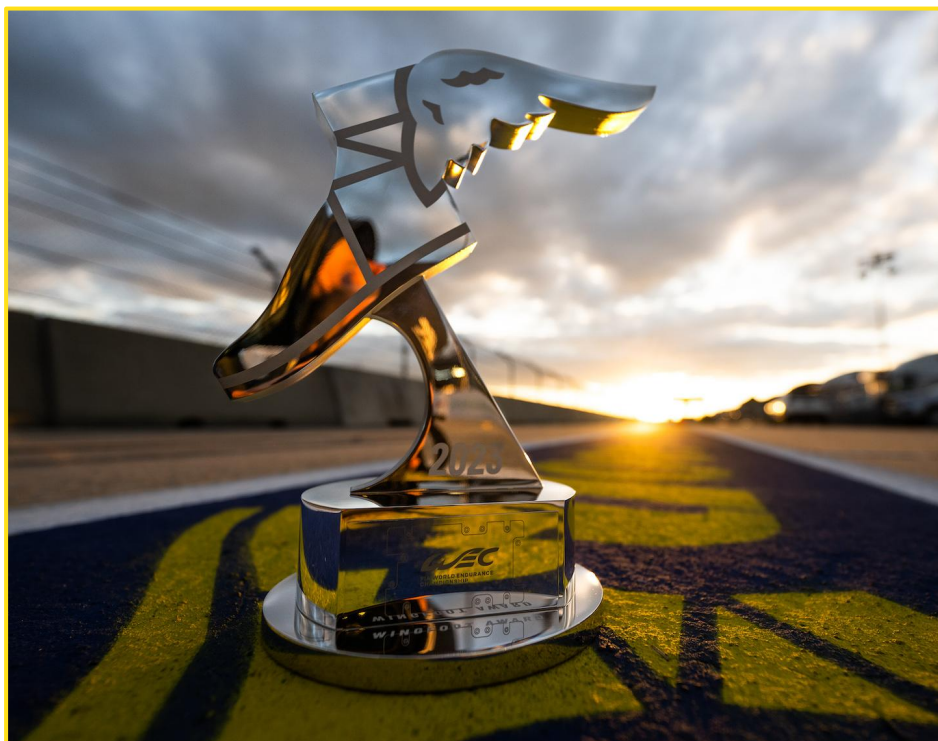


# GOODYEAR WINGFOOT AWARD

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





# SUSTAINABILITY

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.



# 2024 WEC CALENDAR



**QATAR**

24-25 FEBRUARY PROLOGUE



**QATAR**

2 MARCH 1812 KM



**INTERLAGOS**

14 JULY 6 HOURS



**IMOLA**

21 APRIL 6 HOURS



**LONE STAR LE  
MANS (COTA)**

1 SEPTEMBER 6 HOURS



**SPA**

11 MAY 6 HOURS



**FUJI**

15 SEPTEMBER 4 HOURS



**LE MANS**

15-16 JUNE 24 HOURS



**BAHRAIN**

2 NOVEMBER 8 HOURS

# 2024 ELMS CALENDAR



**BARCELONA**

8-9 APRIL PROLOGUE



**BARCELONA**

14 APRIL 4 HOURS



**SPA**

25 AUGUST 4 HOURS



**LE CASTELLET**

5 MAY 4 HOURS



**MUGELLO**

29 SEPTEMBER 4 HOURS



**IMOLA**

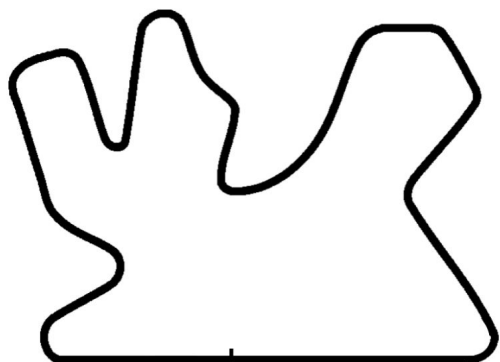
7 JULY 4 HOURS



**PORTIMÃO**

19 OCTOBER 4 HOURS

# WEC TRACKS



## LUSAIL

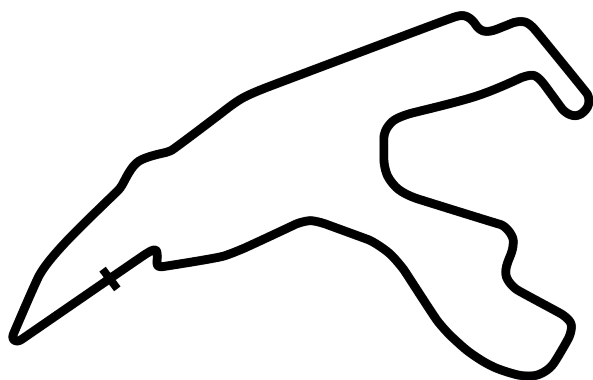
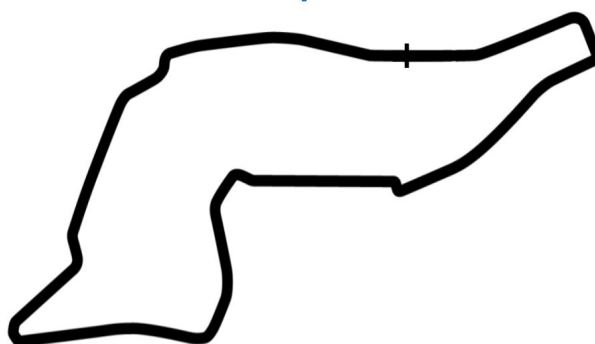
PROLOGUE & 1812 KM

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

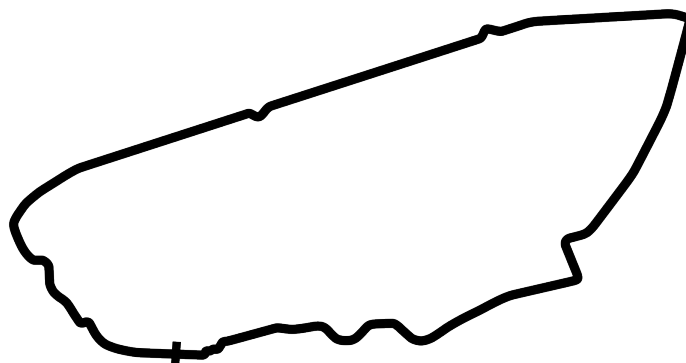
6 HOURS

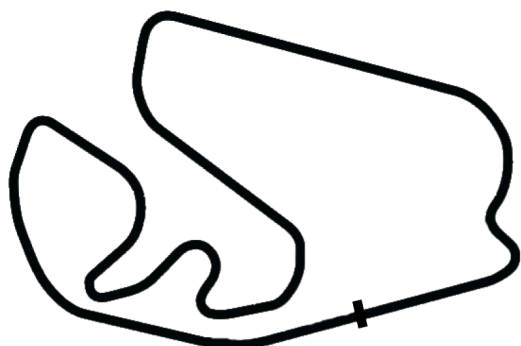
Aggressive kerbing and resurfaced areas add to the challenge of Spa. Its length, altitude variations and climate mean that the weather always threatens to play a significant factor over the race weekend.

## 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

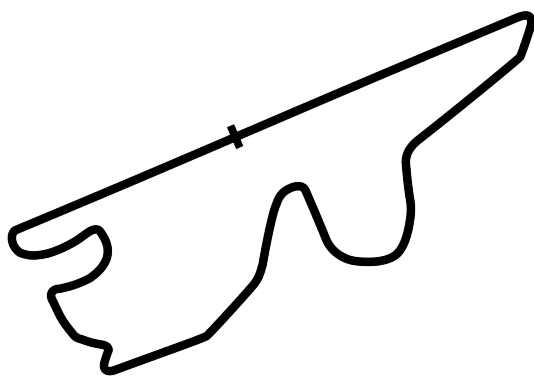
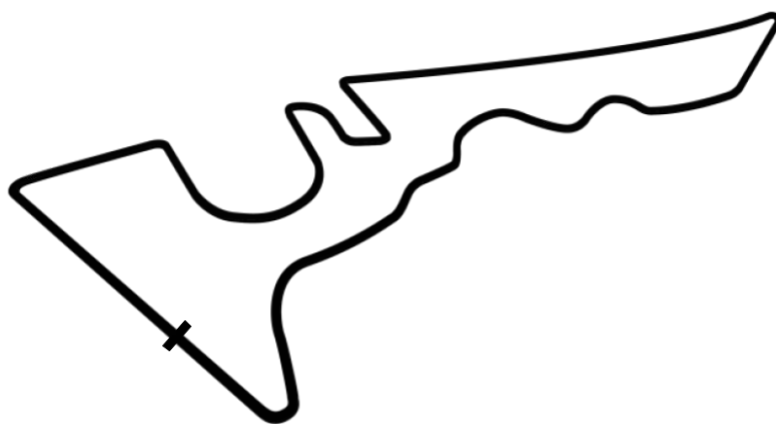
WEC will return to Brazil for the first time since 2014 for the 6 Hours of São Paulo at the Interlagos Circuit in mid-July. Interlagos features banked corners, a snaking in-field section and some challenging camber changes.



## 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

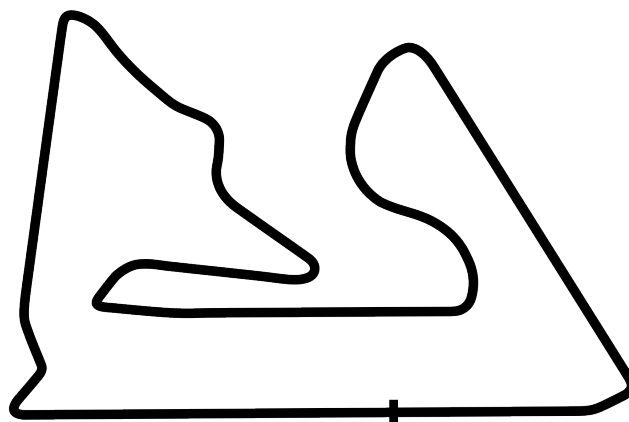
With the race scheduled during one of Japan's wettest months, Fuji is a challenge for both setup and strategy. Its three distinctive sectors offer a mixture of high, medium and slow speed corners, but its abrasive surface is a constant.



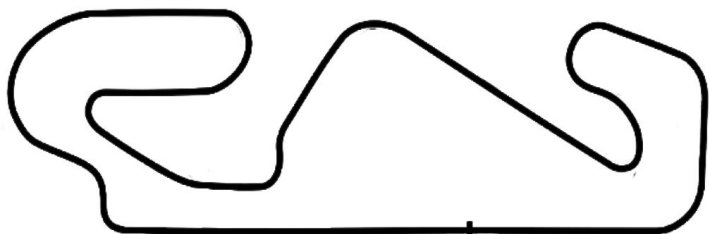
## BAHRAIN

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

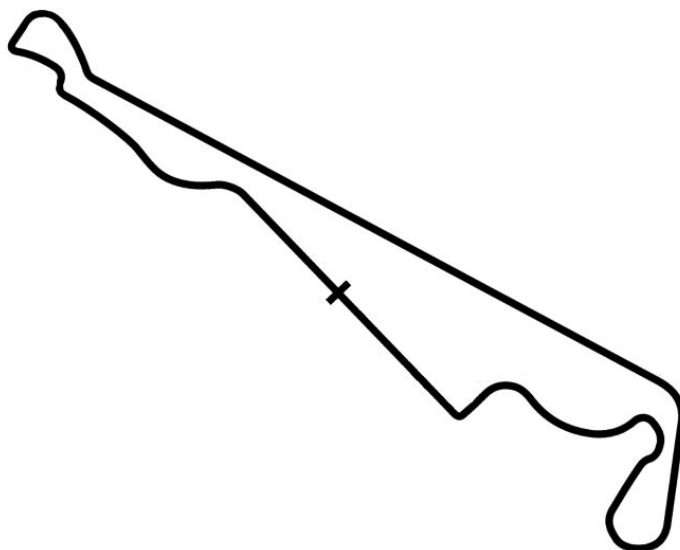
4 HOURS

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

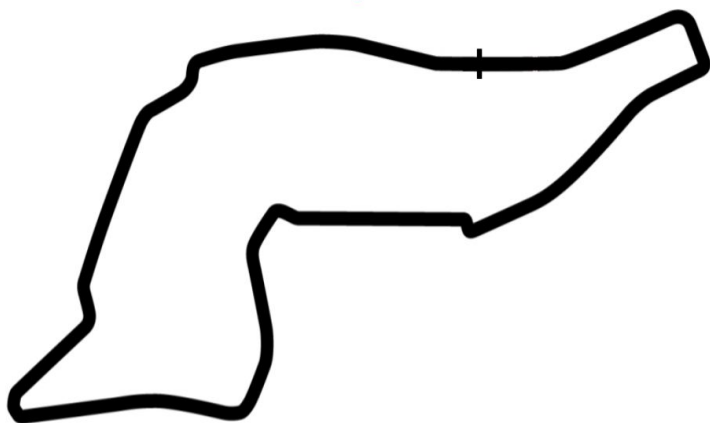
Le Castellet will host the second round of the ELMS championship. The circuit is characterised by its high speed, high load and high grip. With the exception of the 2012 season, the Le Mans Series (followed by Le Mans Endurance and subsequently the European Le Mans Series) has raced or tested here every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

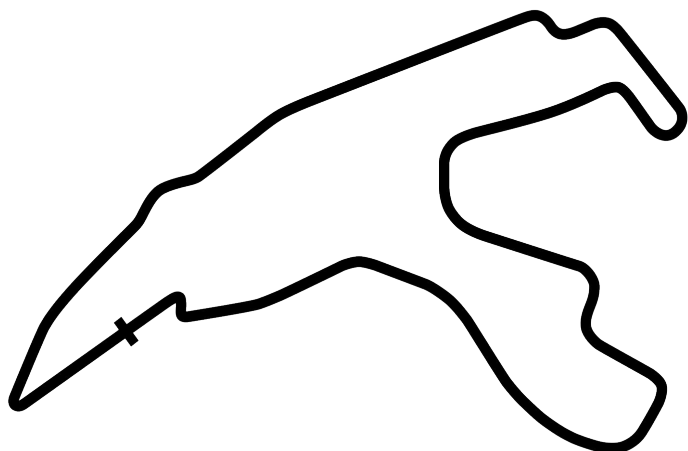


## IMOLA

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** 

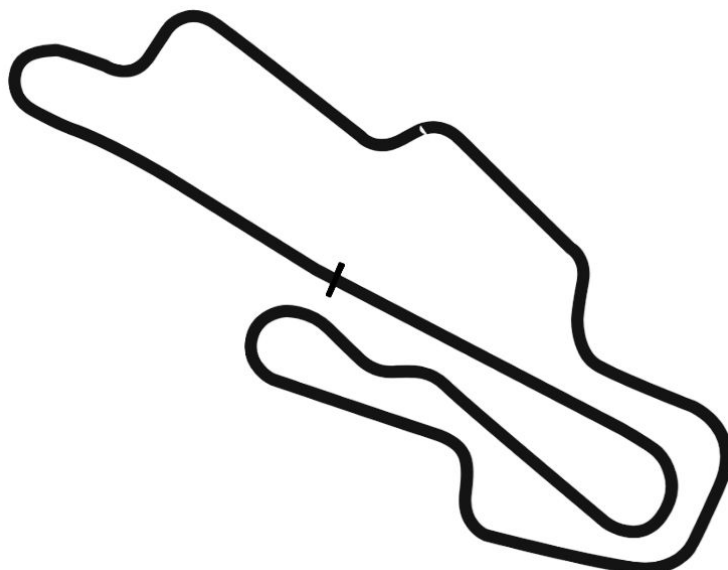
4 HOURS

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

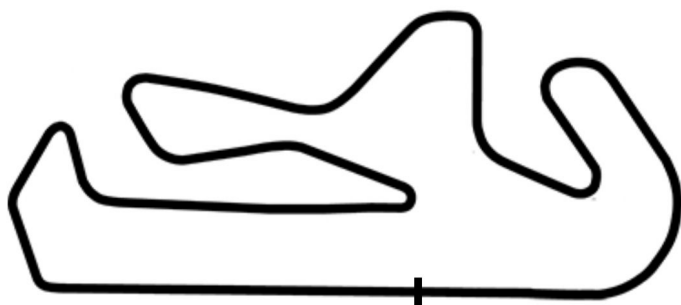
The first-ever running of the 4 Hours of Mugello will be held on 29 September. Mugello is a swooping, undulating circuit nestled in the hills of the Tuscan countryside, so the natural topography makes a lap of the 5.2-km track challenging for drivers. The run through Casanova, Savelli and into Arrabbiata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



**PORTIMÃO** 

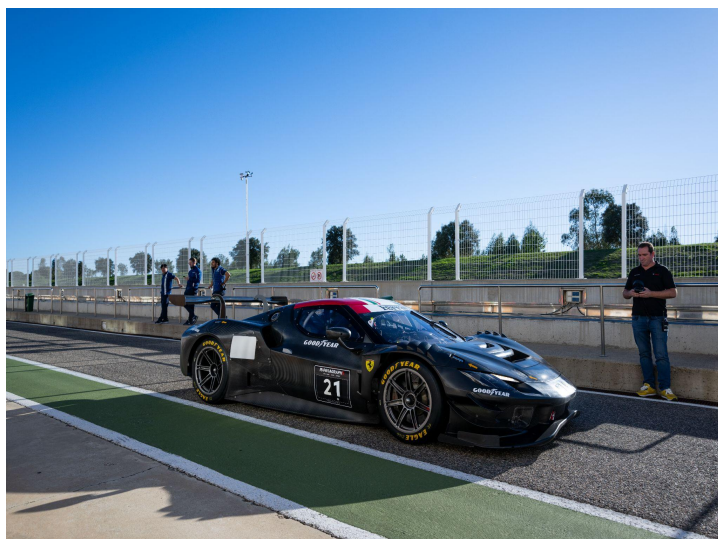
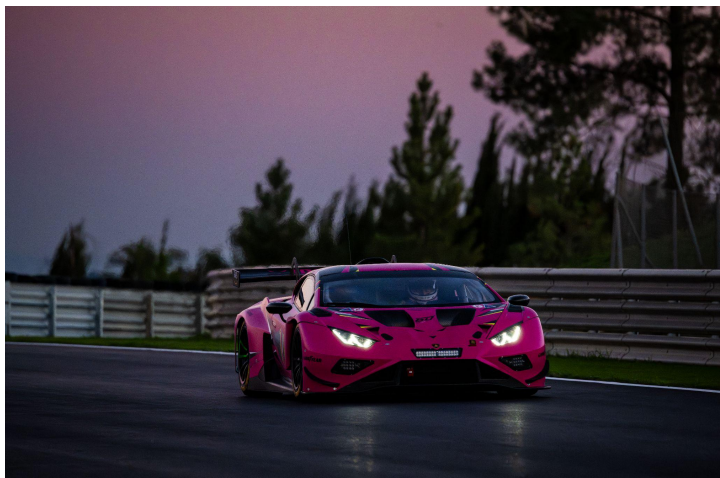
4 HOURS

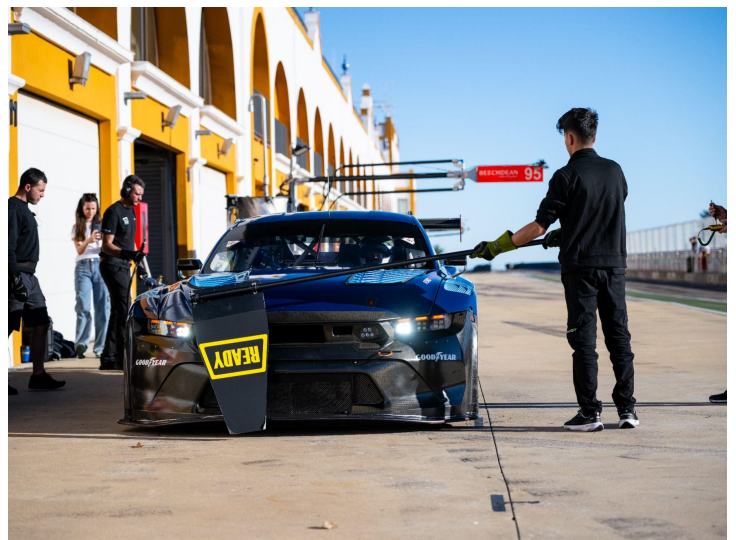
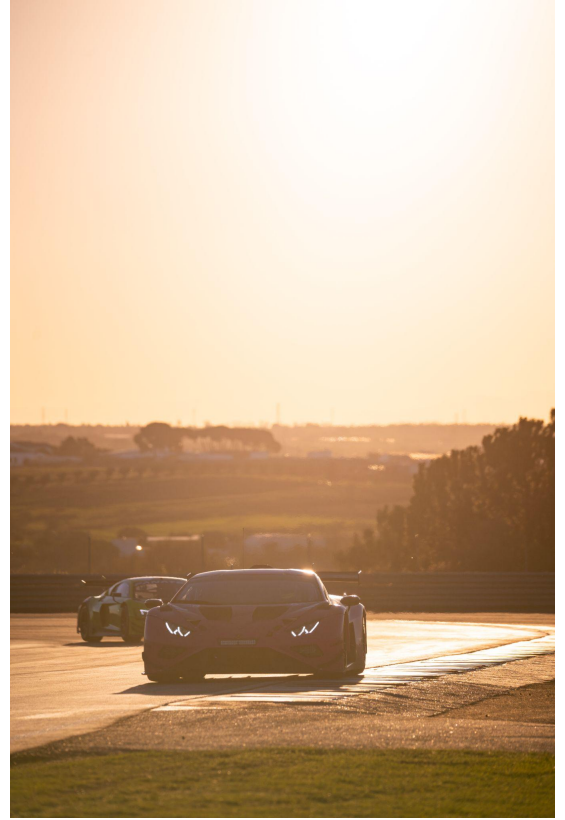
The 16-turn Algarve circuit is fast and flowing, with as many changes in altitude as direction. It's the host of the season finale on 19th October. Multiple long, high-speed right turns place particular emphasis on managing the left front tire at Portimão.



# GALLERY

Click on an image to download it. This gallery will be updated as the season progresses.







# OUR TEAM



**MIKE MCGREGOR**  
ENDURANCE PROGRAM  
MANAGER




**MATHIAS KIPP**  
MOTORSPORT SALES  
MANAGER



**JOAO COELHO**  
TRACK SUPPORT  
MANAGER



**PAUL BRYANT**  
ENDURANCE EVENT  
COORDINATOR



**MATT BUTLER**  
SENIOR  
ENGINEER



**BERND SEEHAFER**  
TECHNICAL PROJECT  
LEADER



# PRESS CONTACTS

## PRESS ENQUIRIES

**JAKE KILSHAW**

+44 7736 551999

[jake.kilshaw@pitbox91.com](mailto:jake.kilshaw@pitbox91.com)

## TECHNICAL ENQUIRIES

**MIKE MCGREGOR**

+44 7880 086969

[mike.mcgregor@goodyear.com](mailto:mike.mcgregor@goodyear.com)



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