

MICHELIN COMPETITION TYRES 2010



MICHELIN

A better way forward

WELCOME TO THE WORLD OF MICHELIN COMPETITION!

At Michelin, motorsport is a way of life that continuously allows us prove that the combination of innovation, reliability and performance works towards a single goal: enabling our partners and customers to benefit from the latest technological breakthroughs made in the world of circuit racing. Our tyres have long enjoyed an enviable record of individual event wins and titles. Michelin is always taking up new challenges and revels in direct competition which is the surest motivation to keep moving forward. Through our innovations and the service we provide, our aim is to remain the most reliable and most reactive tyre manufacturer.

Enjoy your trip and thanks for choosing Michelin.





Tyre markings explained

Example:

24/64-18 P2E

24 : Tread band width (cm)

64 : Exterior diameter of the tyre (cm)

18 : Rim diameter (inches)

X : Radial tyre

TL : Tubeless tyre

P : Rain

2 : Compound stiffness

E : Evolution

S : Slick

P : Rain

Number (2, 5, 6, 7, 8, 9) : Compound stiffness

Letter (A, B, C, D, E, G) : Evolution

2 : Rain

5 : Very Soft (Short Run)

6 : Soft (Short Run)

7 : Soft

8 : Medium

9 : Medium hard

TECHNICAL INFORMATION

Rims

For optimal performance, respect recommended rim widths.

Rolling direction

Some wet tyres have a directional tread.

Pressures:

Tyre pressures are always a function of three parameters: vehicle, tyre type and stage conditions. Pressure needs to be optimised for each individual case.

Do not hesitate to consult our Web site www.michelin.com or our technical department + 33 (0) 4 73 30 44 73

Our competition tyres are not homologated for road use. They must be used only on tracks or for racing according to our recommendations.

In order to ensure the highest level of performance possible at all times, Michelin is constantly developing its range and reserves the right to introduce modifications in the course of the season.

DIMENSIONS

13'

SIZE	TYPE	Overall Dia. (mm)	Tread width (mm)	Section/Rim (mm/inches)	Circ. (mm)	Rim
16/53 - 13	FR2.0 / S6B	532	175	216/8	1637	5,5 to 8
16/53 - 13	S310	529	178	221/8	1640	5,5 to 8
16/53 - 13	P220	534	175	216/8	1634	5,5 to 8
18/50 - 13	P220	502	180	216/8	1533	6 to 8,5
20/54 - 13	S6A / P304	544	195	226/8	1681	8 to 9
20/54 - 13	RST 2.0 / S310	541	199	245/9	1676	9
20/54 - 13	Pluie RST 2.0 / P310	540	199	246/9	1653	9
22/54 - 13	S310	541	222	270/10	1676	10
22/54 - 13	P310	540	222	269/10	1653	10
22/54 - 13	P 400 / P405	545	220	265/10	1684	8,5 to 10
23/57 - 13	FR2.0 / P220	574	235	279/10	1769	8,5 à 11
23/57 - 13	S 310	570	236	287/10	1767	10
24/57 - 13	S6A	578	235	281/10	1788	9,5 to 10,5
24/57 - 13	RST 2.0 / S310	575	241	289/10	1783	10
24/57 - 13	Pluie RST 2.0 / P310	600	244	288/10	1842	10
26/64 - 13	F3000 / RST 3.5	632	260	335/12	1960	11,5 to 12,75
26/64 - 13	Pluie RST 3.5 / P365A / P505	632	260	335/12	1960	11,5 to 12,75
31/66 - 13	P366A / Pluie RST 3.5	654	300	384/13,7	2013	13,5 to 14
32/66 - 13	RST 3.5 / F3000 / P505	654	310	386/13,7	2029	13,5 to 14

15'

SIZE	TYPE	Overall Dia. (mm)	Tread width (mm)	Section/Rim (mm/inches)	Circ. (mm)	Rim
19/57 - 15	S8B / S9B / P2E	568	185	212/7	1759	6,5 to 7,5
26/64 - 15	S7A / P2A	633	250	300/10	1964	9 to 10
33/70 - 15	S8B / S9B / P2A / P2B	696	310	392/14	2161	10 to 14

16'

20/61 - 16	S7C / S8B	603	190	222/8	1869	6,5 to 8
20/61 - 16	P2E	604	190	223/8	1844	8
23/62 - 16	P2E	622	239	274/9	1915	9
23/62 - 16	S8C	620	238	273/9	1920	9

17'

20/61 - 17	S9C / S8B / Abarth	605	190	222/8	1876	7 to 8
20/61 - 17	P2E / Pluie Abarth	604	191	223/8	1865	8
20/62 - 17	S9B / P2C	621	190	224/8	1926	7,5 to 8,5
24/61 - 17	S8C	605	235	248/9	1872	8,5 to 9,5
24/61 - 17	P2E	605	224	246/9	1867	9
24/64 - 17	S8C / P2E	640	230	254/9	1982	8,5 to 10,5


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DIMENSIONS

18'

SIZE	TYPE	Overall Dia. (mm)	Tread width (mm)	Section/Rim (mm/inches)	Circ. (mm)	Rim
21/65 - 18	S8C / P2E	647	205	226/8	2007	8 to 8,75
24/64 - 18	S7A / S8E	639	230	254/9	1979	9
24/64 - 18	PORSCHE CUP N1	640	227	252/9	1982	9
24/64 - 18	P2E	644	220	245/9	1982	9
24/65 - 18	S8C / P2E	647	230	251/9	2009	8,5 to 10,5
25/64 - 18	S8A / S9A	643	237	267/10	1993	10
27/65 - 18	S7E / S8C	646	271	299/11	2006	11
27/65 - 18	P2G	652	260	295/11	2007	11
27/65 - 18	S9B	647	262	298/11	2010	11
27/68 - 18	S7A / S9F / PORSCHE CUP N1	679	265	306/11	2107	11
27/68 - 18	S8E	681	265	306/11	2113	11
27/68 - 18	P2E	686	253	298/11	2115	11
28/71 - 18	S7B / S8A	703	269	322/12	2185	12
28/71 - 18	P2G	707	265	305/11	2180	11
29/65 - 18	P2G	653	275	328/12,5	2011	12,5
30/65 - 18	S7D / S7E / S8E	650	300	333/12,5	2018	12,5
30/68 - 18	S7B / S8B	680	292	336/12,5	2112	12,5
30/68 - 18	P2G	686	282	334/12,5	2114	12,5
31/71 - 18	S7F / S7G / S8A	706	320	353/13	2194	13
31/71 - 18	P2G	710	318	351/13	2187	13

19'

SIZE	TYPE	Overall Dia. (mm)	Tread width (mm)	Section/Rim (mm/inches)	Circ. (mm)	Rim
24/65 - 19	S7A / S8A	647	230	249/9	2008	9
24/65 - 19	P2E	647	227	249/9	1993	9
27/67 - 19	P2E	672	260	289/10,5	2068	10,5
29/67 - 19	S7A / S8A	670	283	322/12	2078	12
31/71 - 19	S9A	706	306	353/13	2192	13
31/71 - 19	P2E	706	322	362/13	2177	13

HILL CLIMB TYRES

15'

SIZE	TYPE	Overall Dia. (mm)	Tread width (mm)	Section/Rim (mm/inches)	Circ. (mm)	Rim
19/57 - 15	S5B	568	185	212/7	1759	7

17'

20/61 - 17	S5B	605	190	222/8	1876	8
24/61 - 17	S5B	605	235	248/9	1872	9

18'

21/65 - 18	S5B	647	205	226/8	2007	8
24/65 - 18	S5A	647	230	251/9	2009	9
27/65 - 18	S5A	648	270	296/11	2010	11

19'

21/65 - 19	S5A	649	205	219/8	2014	8 to 8,75
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DISTRIBUTORS OF ROAD RACING TYRES



ASIA

TRIPLE T Sdn Bhd	N°45, Jalan SS 2/74 - 47300 Petaling Jaya - Selangor Darul Ehsan - Malaysia
00 601 2209 1800	honghs@tm.net.my



Australia

EUROPEAN TECHNIQUE	338 Swan St., Richmond, VIC 3121
00 03 9428 5547	ts@europeantechnique.com.au



AUSTRIA

RICHARD RANK	Roemerstrasse 5 - 85414 KIRCHDORF
00 49 81 66 992 18 40	info@ranksport.de



BELGIUM

KRONOS	37 Rue des Pieds d'Alouettes - 5100 NANINNE
00 32 81 401 639	charly.hastir@kronosracing.com



BULGARIA

ATA TANDEM Ltd	65, Kliment Ohridski Bldv - 1756 SOFIA
00 359 2 962 962 62 38	ata@atatandem.com



CZECH REPUBLIC

PNEU SPORT	Zelena 211 - 293 06 Bradlec
00 420 602 220 922	pavel@pneu-sport.cz



DENMARK

GUNNAR AASKOV MOTORSPORT	Brakkervej 39 Brakker - 6040 EGTVED
00 45 75 55 32 90	mail@aaskov-motorsport.dk

Michelin Competition Tyres



ESTONIA

TRIPLE M / MARKO MARTIN-MOTORSPORT Siikakitsiidi 3F - 11216 TALINN
00 372 6814099 info@rallytyres.eu



FINLAND

OY SEBA TEAM Sandasantie 25 - 10160 DEGERBY
00 358 92 21 23 99 myynti@rallirengas.fi



FRANCE

AUVERGNE PNEUMATIQUES 3, rue du Pavin - Parc logistique - 63360 GERZAT
00 33 4 73 24 24 24 info@auvergnepneumatiques.com
CEERTA (Hillclimb Races) ZI de Lavaur - 63500 ISSOIRE
00 33 4 73 55 56 56 ceerta@ceeta.com



GERMANY

HGS MOTORSPORTSERVICE Dorfstrasse 1 - 35088 BATTENBERG/FROHNHAUSEN
00 49 64 52 89 10 HGS-Motorsportservice@t-online.de
DIETER KNUETTEL Zotzenbacher Weg 7- 11 - 64668 RIMBACH/ODW
00 49 62 53 868 68 info@reifen-knuettel.de



GREECE

AFOI KYRKOU Rodou 193, ATHENS - SEPOLIA 10443
00 30 210 513 6767 g.polizois@vivartia.com

DISTRIBUTORS OF ROAD RACING TYRES



ITALY

BARDI	Via Provinciale Pisana, 570 - 57121 LIVORNO
00 39 0 586 429 716	bardicom@bardiracing.com
E.R.T.S.	Via Provinciale Pisana, 570 - 57121 LIVORNO
00 39 0 586 858 222	order@erts.it
BELLOTTTO	Via Atheste, 8 - 35042 ESTE
00 39 042 919 060 03	michele@bellottoracing.it



NETHERLANDS

KRONOS	37 Rue des Pieds d'Alouettes - 5100 NANINNE (BELGIUM)
00 32 81 401 639	charly.hastir@kronosracing.com



POLAND

AUTO SERWIS	Ul.Cieszyńska 364/b - 43-384 JAWORZE
00 48 33 818 51 96	piotrbak@telvinet.pl



PORTUGAL

SPORT PNEU	Rua Silva Tapada, 28 - 4200-500 PORTO
00 351 22 55 00 619	sportpneus@netcabo.pt



REUNION ISLAND

BAMATEX	ZAC 2000 Angle rue Charles Darwin et Avenue Théodore Drouhet- 97420 LE PORT
00 33 2 62 42 64 80	edouard.delanglade@gbh.fr



SLOVENIA

MAKSICO	Skapinova 7, 1000 LJUBLJANA
00 386 1 546 19 27	info@maksico56.si

Michelin Competition Tyres



SPAIN

NEUMATICOS ALVAREZ

00 34 626 47 61 58

C/ Avda. De Madrid N°25 - 28680 SAN MARTIN DE VALDEIGLESIAS (MADRID)

david@neumaticosalvarez.com



SWEDEN

DACKPROFFSEN

00 46 470 470 03

Norremarksvagen 6 - 35245 VAXJO

info@dackproffsen.se



SWITZERLAND

HORAG

00 41 71 644 80 20

Kreuzlingenstrasse 3 - 8583 SULGEN

horag@bluewin.ch



SAN MARINO

GUALANDI GOMME

00 378 0549905314

Strada degli Angariari, 52 - Zona Ind.le Rovereta - 47891 FALCIANO

gualandigomme@omniway.sm



TURKEY

SPEED TURCARS

00 90 212 28 08 070

Oto Sanayi Sitesi elik Sok n°61 - 34418 ISTANBUL

info@stracing.org



UNITED-KINGDOM

PRO-TYRE

00 44 17 82 41 10 01

Elswick Road, Fenton Industrial Estate, Fenton, ST4 2SB - STOKE ON TRENT

shaun.chetwyn@protyremotorsport.co.uk

Safety Guidelines

Michelin Group

1°- Introduction

We recommend that you follow the safety and use guidelines provided below.

These guidelines apply upon satisfaction of any more stringent regulatory requirements, developed or prescribed by competition, raid or circuit organizers with respect to tires.

Non-compliance with these guidelines or operating procedures can lead to improper equipment or mounting and cause premature tire wear and tear.

The use of circuits with high banking in the turns imposes specific tires and/or operating conditions.

Prior to any use, consult the terms of use at www.michelin.com or contact Circuit Michelin technical department phone: +33 (0) 4 73 30 44 73.

2°- Recommendations

Before-use checklist

- Tire selection must correspond to vehicle equipment, as defined by the vehicle maker and manufacturer.
- Make sure that all tires on the same axle are of the same type (brand, commercial name or industrial reference, dimensions, structure).

Prior to mounting make sure that:

- the diameter of the rim corresponds exactly to the inside diameter of the tire.
 - the width of the rim corresponds to that recommended by the manufacturer or, failing that, to the standards cited (ETRTO, TRA, JATMA, etc.)
 - the rim type (tubeless, tube type) corresponds to the type of tire.
 - the rim is in good condition and does not present wear-and-tear (cracks, deformation, etc.) and the valves are in proper condition and if not, have them replaced.
- the tires have not been repaired and the valves are in proper condition and if not, have them replaced

3°- Valves

- Follow the instructions for use provided by the manufacturers (adjustment and compatibility with the rim, type of alloys, geometry).
- Routinely screw down the valve cap. It protects the valve mechanism and ensures the complete sealing of the tire assembly.
- Make sure that the valve is in good condition (no ovalization, no impact trace, etc.).
- Regularly check torque settings of screwed-in valves.

4°- Tire assembly and disassembly

Tire assembly, disassembly, topping and balancing must be done on suitable good-condition equipment entrusted with qualified and trained personnel that would ensure, among other things:

- compliance with the manufacturer and legal rules in the selection of tires.
- Preliminary examination of the outside and inside aspect of the tire by the installer.
- Compliance with tire assembly, disassembly, balancing and topping procedures.
- Proper positioning of the tire on the vehicle (left, right, front, rear).
- Proper working pressure.
- Measuring equipment such as pressure gauges, dynamometric keys must be standardized and inspected at least once a year by a certified body or, failing that, by the supplier or manufacturer.

Assembly – Disassembly

- Make sure that all assembly equipment is suitable for the type of assembly. For how to use this equipment, refer to the manufacturer's user guide. Comply with the direction of assembly for directional tires.
- Lubricate the tire rim seats and beads with a suitable product.
- For tube type assemblies (with an air tube), the dimension of the air tube must correspond to that of the tire (section and diameter) and the rim must be in a condition that can accept the air tube without damaging it.

Topping

- Important note: only use topping installations intended for that purpose. Under no circumstances can the operator remain in the immediate proximity of a tire assembly. Therefore, make sure that the compressed air hose attached to the valve is equipped with a safety clip and that it is sufficiently long for the operator to be situated outside of the trajectory of flying particles, if any, in case of an incident. Remove people not involved in the topping procedure from the location in which it is performed.
- Remove the inside of the valve, start topping and check that tire beads are properly centered with respect to the rim flange.
- If the tire beads are not properly centered, let the air out and start the entire procedure over including the lubrication step.
- Continue topping until 3.5 bars in order to obtain a good placement of the tire beads. For higher

Use of the Competition Car Tyres

pressure, use a safety cage during tire topping.

- Replace the inside of the valve and adjust it to working pressure. Replace the cap to ensure complete sealing.

Balancing

- Balancing the four tires is recommended for use on a circuit.
- The balancing machines must be standardized in accordance with manufacturers' recommendations.
- Specific attention must be given to the devices (cone / screw board) used for centering the assembly on the machine.

5° - Tire regrooving

- Regrooving changes the characteristics and performance of tires. This procedure requires the use of appropriate equipment and tools and compliance with instructions.
- Prior to any regrooving procedure, contact Circuit Michelin technical department phone : +33(0)4 73 30 44 73.
- Reminder: regrooving or tread deepening of ECE R30 certified tires, i.e. those designed for use on public roads, is prohibited.

6° - Storage and Carriage

- In order to preserve the characteristics and properties of tires, there are some important rules to be observed during the storage and the freight like the temperature which must be higher than.

Range	Temperature minimum of freight and storage
Slick (Track) et Asphalt (Rally)	0°C
Other tires	-10°C

The following should be avoided

- Direct and prolonged exposure to sunlight, sources of high heat (extended storage in container) and humidity. Long-term storage in stacks.
- The presence of solvents, lubricants, fuel and other chemical products.
- Equipment causing ozone emission (transformers, welding units, electric motors, etc.).
- The storage space must be dry, well-ventilated, without direct light and reserved for tires. Racks suitable for storing tires vertically should be used to avoid exercising pressure on the carcasses.

7° - Tire aging

- Tires age even when not used or if they are only used occasionally; excessive aging of tires may lead to loss of grip.
- Remove from usage tires presenting clear signs of aging or fatigue (cracking of the rubber of the outer tread, of the shoulder, of the bead side, deformation, etc.). When in doubt, contact a tire professional.

8° - Monitoring and maintenance

- Check tire pressure prior to any run and adjust pressure if it does not correspond to the recommended working pressure. Tire pressure must be checked they are cold (the tires have not been driven, they have not been warmed)
- Inflating tires with nitrogen does not exempt you from having to check tire pressure routinely.
- In case of unusual loss of pressure, check the outside and inside condition of the tire as well as the condition of the wheel and of the valve.
- Any visible perforation, cut or deformation must be checked in-depth by a tire professional. Never use damaged tires or tires that have run flat without the help of a professional.

9° - Terms of use

- Never treat the rubber of the outer tread chemically.
- Never use tires with unknown past.
- In case of usage heating system, mounted assembled never be in contact with metallic parts and/or directly in front of heat source
- Make sure that the pressure, camber angle, speed and axle load values are those recommended by Michelin for the intended use (check recommendations depending on use).

Standard terms of use are available at www.michelin.com or contact Circuit Michelin technical department phone: +33(0)4 73 30 44 73.

TECHNICAL FACT SHEET

VEHICLE:

EVENT:

FRONT TYRES: RIMS:

REAR TYRES: RIMS:

PRESSURE FRONT: PRESSION REAR:

COMPOUND CHOICE:

FRONT:

REAR:

REMARKS:

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PERSONAL NOTES

A background illustration of a futuristic, multi-tiered city built on a mountain. The city features various skyscrapers, a winding road with a car, and lush greenery. The scene is set against a blue sky with clouds. A semi-transparent white box with horizontal lines is overlaid on the image, serving as a template for personal notes.

PERSONAL NOTES



A series of horizontal dashed lines for writing, overlaid on a background illustration of a futuristic city built on a mountain. The city features various buildings, a winding road, and a race track. A red and white striped road is visible in the foreground. The sky is blue with some clouds.

MICHELIN COMPETITION

36 rue du Clos Four
63040 Clermont-Ferrand
France

www.michelin.com