

MICHELIN

FORD 2018

RACING USA



FORD'S ROAD TO SUCCESS

TAKING THE BIG WINS



Chip Ganassi's mantra is that "he likes winners." At this year's Rolex 24 At Daytona, his team's winning number hit a magical milestone.

Chip Ganassi Racing captured its 200th race win as a team at this year's Rolex 24 At Daytona. The trio of Ryan Briscoe, Richard Westbrook and Scott Dixon led a dominant Ford GT 1-2 finish in the IMSA WeatherTech SportsCar Championship GT Le Mans class season opener.

This has been achieved in less than a 25-year period. Michael Andretti scored Ganassi's first win in the 1994 IndyCar race in Surfers' Paradise, Australia.

And in Daytona, ironically, the Australian driver in Briscoe took the checkered flag. For the full-season pairing in the No. 67 car, the win was particularly

sweet as they'd also delivered the Ford GT's first win upon its entry into IMSA in 2016 at Laguna Seca.

Now, they emerged ahead of their teammates to hit the milestone.

NOT RESTING ON 200

Ganassi downplayed the 200th win significance in the moment.

"I think in terms of the 200 wins, I think there's a time and a place to talk about that," he said.

"Today, we're the kind of team that we just focus on trying to do the best we can today.

"And that's how we approach every day. Today's win is about here at Daytona, it's about the Rolex. It's about these three guys up here."

THE BREAKDOWN OF 200

Still, it's worth noting what his current six IMSA drivers – the four full-season drivers and two four-time IndyCar champion endurance race extras – have meant in terms of helping Ganassi's team hit that 200-win mark.

Ganassi's IndyCar team has done the lion's share of winning with 103 victories. Sports cars are second with 56 wins, and Nascar is third with 39 wins.

Ganassi first launched a Daytona Prototype team in 2004 and ran that full-time through 2015.

In 2016, the Ford GT arrived as Ganassi entered both IMSA's ultra competitive GTLM class, and the FIA World Endurance Championship's similarly strong GTE-Pro class.

It's been a winner on both sides of the Atlantic, in nearly equal measure.

This year's Rolex 24 At Daytona victory broke a five-five deadlock between the U.S. and U.K.-based pair of teams in the win counter, and secured the new Ford GT its 11th worldwide victory in just over 24 months of competition.

Briscoe and Westbrook are tied with the U.K. team's Andy Priaulx and Harry Tincknell for four wins each with the Ford GT. Yet it's been Briscoe and Westbrook's teammates, Joey Hand and Dirk Mueller, who've won more of the marquee races.

THE FIRST NEW FORD LE MANS, DAYTONA WINS

Mueller's pole lap at the 2016 24 Hours of Le Mans lives in the race's lore, and the

two combined with Sebastien Bourdais to provide Ford a storybook ending to its 50th anniversary race to try to match the achievements of 1966.

Only a Risi Ferrari in second prevented an outright podium sweep, as Ford finished 1-3-4 in that race.

Then in 2017 it was Mueller's pass of James Calado's Risi Ferrari, then defense against Patrick Pilet's Porsche, to win the Rolex 24 At Daytona and hold both 24-hour classic titles concurrently.

Like his team boss, Mueller again downplays the individual achievement to focus on the team itself.

"Joey and myself go a long ways back," he said. "We've won a championship, we think the same way... and we're friends, which is really rare. Factor in Seb and all

his experience, so we know what we need. Together with our engineer, he's just giving us a perfect car. The whole combination is there. All four cars could have done it to be fair. It's a team effort."

IT'S ALL ABOUT THE TEAM

Dixon, who's won 40 of his 41 IndyCar races for Ganassi and has added several more on the sports car side, explained how Ganassi has spread his wings to succeed in so many different disciplines of the sport.

"I think it's everybody thrives on the winning culture that this team has and they've definitely proven it in many ways, with Chip obviously across many different disciplines in auto racing," he said.

Whatever the series or car, Ganassi's team has been a perennial winning machine.



GANASSI 200



BRISCOE & WESTY

KICKING OFF 2018 WITH A NEW WATCH

For Ryan Briscoe and Richard Westbrook, a third season together as co-drivers with the Ford Chip Ganassi Racing program has provided them a sense of stability.

WHERE THEY WERE

Briscoe was a staple of Team Penske's IndyCar lineup from 2008 to 2012, but bounced around between some IndyCar and some sports cars each of the next few years.

Briscoe won both Daytona and Sebring as a third driver with Corvette Racing in 2015, but did not join its full-time lineup.

Westbrook starred with Porsche and GM before moving to Ford. With the Spirit of Daytona Racing Daytona Prototype team, Westbrook won regularly but always came up just short at the major endurance races or season championships.

When they were paired together for 2016 under the Ganassi banner with the new Ford GT, it brought them closer to reaching that common goal of achieving the results they desired as a full-season pairing without the uncertainty of not knowing what came next.

WHAT THEY'VE DONE TOGETHER

What they've done for Ford and Ganassi in their first two years has indeed provided waves of optimism.

A challenging Rolex 24 At Daytona debut hampered early by gearbox issues opened up a chance to practice new fuel saving strategies the rest of the race.

That paid dividends when Westbrook brought home the Ford GT's first win in Laguna Seca in May on a

long-range fuel run, a great highlight moment for Ford's EcoBoost technology.

Further IMSA wins at Watkins Glen and Canadian Tire Motorsport Park gave the No. 67 crew a three-race in a row win streak, although the GT Le Mans class championship slipped away to their old team, Corvette.

Briscoe and Westbrook endured a tough 2017 season with no wins, five podiums, and a fourth place finish in the GTLM standings.

KICKING OFF 2018 RIGHT

Ford had a near perfect start to 2018 with Briscoe, Westbrook and Scott Dixon leading their teammates home in a Ford GT 1-2 at the Rolex 24 At Daytona. Briscoe and Westbrook snapped a 16-race winless drought in their No. 67 Ford.

Despite running behind the No. 66 car most of the race, a strategic pit call for a shorter third-to-last stop netted the No. 67 car the advantage to move ahead.

Briscoe added this Rolex win to his 2015 triumph, while for Westbrook, this win was his first in 12 tries at Daytona.

"It was just an amazing 24-hour race for us. Racing with your teammates, you know, they're our friends and racing that hard for 24 hours," Westbrook said.

"It did require something from the pit crew, and our side of the garage did a great job and they can take a lot of credit for this win."

BETTER UNDERSTANDING OF THE WHOLE

Briscoe is well regarded in both the IndyCar and IMSA paddocks for his ability to give excellent feedback.

In his 14 years racing in North America, he's raced for either Chip Ganassi Racing

or Team Penske in all but one of them in both IndyCar and sports cars (Ganassi in 2005, 2013, '14, '16, '17 and '18 and Penske from '06 through '12).

He scored Penske's 300th race team win in IndyCar at Milwaukee, 2008, and now Ganassi's 200th at the Rolex 24 At Daytona.

As such, he's well versed in both cultures. In his third year with the Ford Chip Ganassi program, Briscoe explained how the team never stops growing with what is now a far more defined car.

"I think there's a general good understanding of the car now," Briscoe said.

"Everything inside is really nice. I look back to the very first race we ran this car at. It was really good. We had gearbox issues a little bit in the race, but I thought the team had really good preparation for as new as the program was.

"Moving forward, general setup work is done quicker, so we learn more in a shorter period of time when we come to the race."

With the lineup, the car and the team being known quantities to these two as they enter their third year together, Briscoe said there's less to evolve year-on-year.

"Every year things change. This year we're on a slightly different Michelin tire from last year," he explained.

"You're always evolving to change in motorsports. It's not the same as three years ago. You're always striving for more in motorsport and onto the next thing. It never gets easy."

Removing the major variables of change though has helped both Westbrook and Briscoe as they look to ascend to the top of GTLM not just for a race or two, but also for a full year.



**CHOSEN BY THE BEST,
FOR THEIR BEST**



FORD PERFORMANCE



MICHELIN

The last time Joey Hand and Dirk Mueller spent a third season as co-drivers, they won the American Le Mans Series GT class championship in a BMW M3 in 2011.

In 2018, Hand and Mueller are entering their third year as co-drivers in their No. 66 Ford GT with Ford Chip Ganassi Racing.

As the longtime pair of friends and co-drivers embarks on this year's IMSA WeatherTech SportsCar Championship GT Le Mans season, the goal is that title target.

SOME SIMILARITIES FROM THE PAST

Hand and Mueller were paired up for the 2010 ALMS season in their BMW and won their first race together at Road America that fall. That late-season momentum carried into 2011, when starting at Sebring they won the first three races of the year en route to winning the title.

Hand and Mueller won a single race together in their first year driving the Ford GT, too, in 2016 – and it was the Big One. Together with Sebastien Bourdais, they scored the victory on the Ford GT's return to the 24 Hours of Le Mans, as part of Ford's 1-3-4 finish in class.

And again, in their next year together, 2017, Hand and Mueller won multiple races, starting with the season opener at Daytona. The second win? That also came at Road America.

NATURAL CO-DRIVER CONNECTION

BMW split up Hand and Bill Auberlen, and Mueller and Tommy Milner, and paired Hand and Mueller together for that 2010 ALMS season.

Ford realized once both drivers were available for the Ford GT project, it made sense to keep these two linked.

"We got switched to each other in the BMW days, and we haven't looked back," Hand, 39, says.

"When you have such a high level of respect and friendship, you also want them to do well. It produces wins because we believe in each other. He's my 'German brother from another mother.'"

Mueller, 42, agrees entirely.

"Joey and myself go a long ways back, we've won a championship, we think the

same way... and we're friends, which is really rare," Mueller laughs.

MORE WELL-ROUNDED CAR

With the first-year kinks ironed out and the second year a chance to refine setups and processes, year three is usually a year when a team has confirmed its best practices to deliver the best results.

"We developed the M3 from the beginning, and won the championship in 2011," Hand says.

"For the Ford GT, we've put big wins together as a team, but we haven't got the points part figured out.

"Year one, we won races, but we didn't know as much about the car. Now we've gotten to a point where we're quick, quicker."

HOW TO GET THERE?

In the first two years with the Ford GT, Hand and Mueller jumped from sixth in the standings in 2016, to third place last year.

In the IMSA GTLM class with Ford, Hand and Mueller have two wins and four additional podium finishes. Hand and Mueller have combined for five pole positions the last two years in IMSA, and Mueller added the pole at Le Mans in 2016.

"This is what you would consider a championship year for us, for either car," Hand says of the goal for either he and Mueller, or teammates Richard Westbrook and Ryan Briscoe in the No. 67 Ford GT.

"There are so many good driver pairings in this class that you have to be first, fastest, for a weekend.

"You need at least two or three wins or finish second every race and bank the points. You can't afford races outside the top five."

That 2011 ALMS title season, Hand and Mueller won three races and scored eight top-four finishes in nine starts.

So, they have a blueprint for how to pull it off, and if they do, they'll have delivered the Blue Oval the Gold Medal of success.

MUELLER & HAND

YEAR THREE ENCORE?



BULLITT IS BACK



FORD FITMENT GUIDE

One of the highlights of this year's North American International Auto Show was the introduction of Ford's 2019 Mustang Bullitt, on the 50th anniversary year of the classic Warner Bros. film's release.

The iconic name and model for this year's version, which is due out this summer, comes back with an upgraded 5.0-liter V8 engine which will deliver at least 475 horsepower and 420 lb.-feet of torque. The expected top speed is 163 mph.

Color choices for the new Bullitt are limited to Shadow Black or the movie color, Dark Highland Green.

The simple look but allure of the car's heritage is too impressive to ignore and makes the timing right for this version of the Mustang to come back now.

"The new Bullitt is fantastic! It has a link to a great history on several dimensions, and it looks and drives great!" said Ford Performance Motorsports global director Mark Rushbrook.

"This new Bullitt is, as Steve McQueen was, effortlessly cool," added Darrell Behmer, Mustang chief designer. "As a designer, it's my favorite Mustang – devoid of stripes, spoilers and badges. It doesn't need to scream about anything – it's just cool."

VEHICLE MODEL		TIRE SIZES		MICHELIN® TIRE FITMENTS AND PART NUMBERS												
				PILOT® SPORT 4 S		PILOT® SUPER SPORT		PILOT® SPORT 3		PILOT® SPORT A/S 3+		PILOT® SPORT A/S 3		PILOT® SPORT CUP 2		BFGOODRICH ALL-TERRAIN T/A KO2
Model	Option	Front	Rear	Front	Rear	Front	Rear	Front	Rear	Front	Rear	Front	Rear	Front	Rear	
GT		245/35ZR20/XL (95Y)	325/30ZR20/XL (106Y)											31169	06948	
Mustang	Shelby GT 350	295/35ZR19 (100Y)	305/35ZR19 (102Y)			08022	39527									
	Shelby GT 350 R	305/30ZR19 (98Y)	315/30ZR19 (100Y)											75183	38282	
Fiesta	ST	205/40R17 XL 84V	205/40R17 XL 84V							88737	88737	96862	96862			
Focus	ST	235/40ZR18/XL 95W	235/40ZR18/XL 95W	43847	43847	01966	01966	83533	83533	75629	75629			65144	65144	
	RS	235/35ZR19/XL (91Y)	235/35ZR19/XL (91Y)	32556	32556	18607	18607							19267	19267	
F150	Raptor	LT315/70R17/C 113/110S	LT315/70R17/C 113/110S													58424



Ford Performance's stature as a brand has risen in the last several years thanks to the development of a key line of products.

The integration between the Ford Performance global line-up and the Ford racing program had a fun project over the winter, when all eight of its full-season drivers in the FIA World Endurance Championship and the IMSA WeatherTech SportsCar Championship were split one driver apiece in the Ford F-150 Raptor; Fiesta ST, all-new Fiesta ST, Focus RS, new Mustang GT, Mustang GT350R, Ford GT road car and Ford GT race car in a staggered time trial at the Motorland race circuit in Spain.

Ford Performance Motorsports global director Mark Rushbrook outlines the symbiotic relationship between the road car and racing programs heading into 2018.

Q: How has Ford Performance as a collective unit grown and developed with the motorsports side the last several years?

A: "The Ford Performance Motorsports team has gone through significant growth and development in recent years. We have added our GT program competing successfully in IMSA and WEC globally, developed the new Mustang GT4 car, and this year we have increased our technical support and engagement in WRC.

"The biggest change though, is the directive from our company to go win races and championships that matter, and to grow our technical depth and skill in motorsport to truly share innovation and technology between our road cars and our race cars.

"Another key part of our team's growth has been the careful selection of key partners such as Michelin that share the same passion for winning, but also for the innovation that is a big part of what we do together."

Q: How invigorating has it been to see not just the Ford GT's success in racing, but the new Mustang GT4 begin to develop and grow as a car for customers to purchase?

A: "It's been incredibly exciting to be a part of these projects and to see them progress from being just an idea to seeing the cars winning on track. Extremely rewarding!"

Q: When you look at the overall product line of Ford Performance products and vehicles, what excites you about what's been introduced and what's coming down the pipeline?

A: "I think that Ford Performance has a very strong and complete lineup in the showroom today.

"Customers who have a passion for performance don't all have the same needs in a vehicle, and our lineup allows them to find a product that satisfies their passion with a product that's right for them. We only plan to continue growth in the lineup to satisfy their passion!"

Q: How symbiotic is the relationship between Ford and Michelin?

A: "It's incredible to think that Ford and Michelin share so many things and support each other in so many ways. We share the passion for performance, technology, and innovation.

"That is demonstrated in our relationship together in competition where we win together with the GT and the WRC Fiesta.

"But that relationship continues together as we combine the same ingredients between Michelin and Ford Performance in all of our performance offerings enjoyed by our customers every day."

