



RACEGUIDE

2023 FIA WEC



Round 6
2023 FIA World
Endurance
Championship

6 HOURS OF FUJI

SUNDAY, SEPTEMBER 10



#WeRaceForChange

Located in Oyama,
near Mount Fuji,
around 100km from Tokyo

Combines a 1.5km
straight with
a twisty infield

Fuji International
Speedway is the property
of Toyota



THE CIRCUIT

FUJI INTERNATIONAL SPEEDWAY

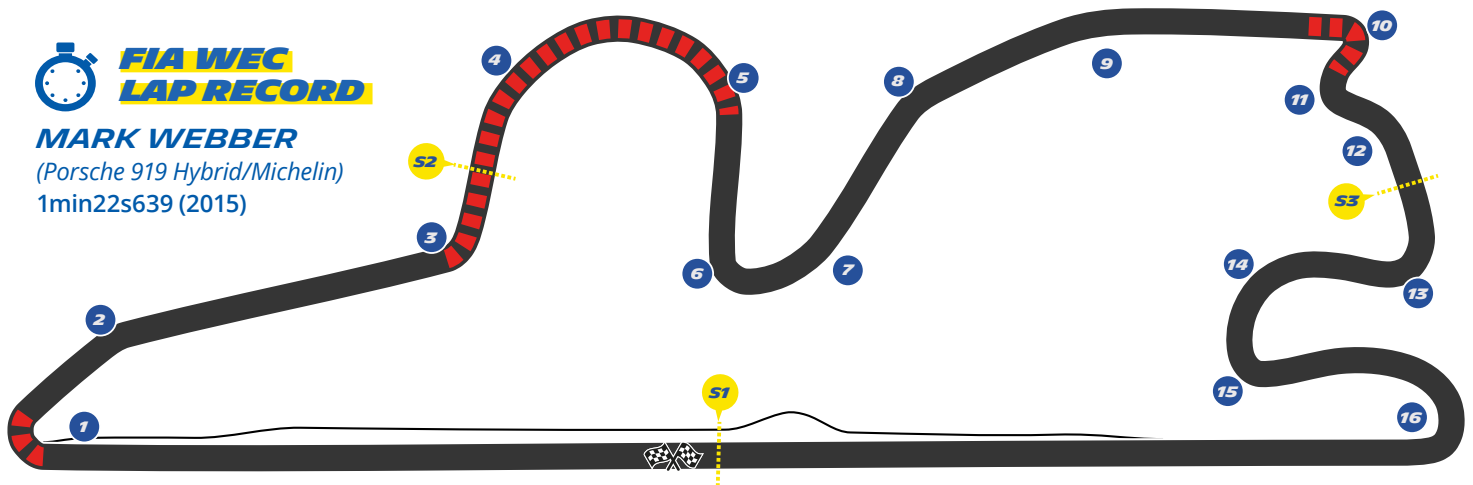


**FIA WEC
LAP RECORD**

MARK WEBBER

(Porsche 919 Hybrid/Michelin)

1min22s639 (2015)



01 TURN NUMBER
S1 SECTOR
■ HIGH TIRE-STRESS ZONE

4.563KM

**16
TURNS**



CLOCKWISE



PREVIOUS 6 HOURS OF FUJI WINNERS

- 2012** Lapierre/Nakajima/Wurz
(Toyota TS030 Hybrid/Michelin)
- 2013** Lapierre/Nakajima/Wurz
(Toyota TS030 Hybrid/Michelin)
- 2014** Buemi/Davidson
(Toyota TS040 Hybrid/Michelin)
- 2015** Bernhard/Hartley/Webber
(Porsche 919 Hybrid/Michelin)
- 2016** Sarrazin/Conway/Kobayashi
(Toyota TS050 Hybrid/Michelin)
- 2017** Buemi/Davidson/Nakajima
(Toyota TS050 Hybrid/Michelin)
- 2018** Conway/Kobayashi/Lopez
(Toyota TS050 Hybrid/Michelin)
- 2019** Buemi/Nakajima/Hartley
(Toyota TS050 Hybrid/Michelin)
- 2022** Buemi/Hartley/Hirakawa
(Toyota GR010 Hybrid/Michelin)



EXPERT OPINION

ALLAN McNISH

Three-time Le Mans 24 Hours winner
2013 FIA World Endurance Champion

Round up

After the summer break, WEC is back in Fuji for the penultimate race of the season. This is Toyota's home ground and they have historically gone very well there, but the competition is closing in and I think this race could bring some surprises. Ferrari are very fast, and Porsche are back in force with the Penske and Proton teams as well but personally I am watching Peugeot to see if they can continue their improvement in performance as this track should be quite good for their car.

Fuji

Fuji is a very different style of track with quite low grip which demands a lot from car, driver and tire, not only due to the track layout but also the ever present chance of rain with Mount Fuji in the background.

The layout is very clearly 3 different requirements.

Sector 1 is the long start and finish straight and big slightly downhill braking into the hairpin first corner, then back on the throttle before continuing down to the very fast left and quick turn in at Turn 3 where it is difficult to get the apex. This sector is all about braking and traction.

Sector 2 is the famous 100 R, a beautiful 100 degree radius corner that is just flat out, slightly cambered before sharp uphill over the top of the hill on exit then hard on the brakes and down 3 gears into the hairpin. You need high speed stability in 100 R then good traction out of the Hairpin for the long flat out run down to turn 10 and the final sector. This is great place to overtake and even better to spectate.

Sector 3 is the opposite to the rest of the track, it is very slow with tight off camber corners that require a delicate touch on the steering and throttle and a few racing lines that you would not expect. The middle part of sector 2 is very easy to over drive the car, to push

“**FUJI IS VERY
TOUGH ON TIRES,
HIGH SPEED WITH
BIG BRAKING**”

into the corner too much, but if you are too easy on the entry you do not load the front tire and miss the apex and a lot of time can be lost here. Then finally there is the long wide entry to the final corner where you need to focus on exit speed before the very long uphill straight to the finish line.

If it is wet due to the contours of the track you really need to watch for rivers

that flow across the track and heavy aquaplaning, even on the straights down to T3 and T10. When it rains in Fuji, it really rains and that often means Safety Cars.

Tires

Fuji is very tough on tires, high speed with big braking, fast long high load corners and then the final sector with its adverse camber corners put a huge strain on the tire, mainly the rear is the one you try to protect to keep the stability in the high speed but more importantly the traction out of T1, T5, T10, T15 and T16. When the traction drops, the lap time drops.

Also you need to be careful with “marbles” which are thrown off the tire when the car speed builds up and collecting on the main straight which means you still need to focus on overtaking on the straight to avoid picking up these marbles which can lose you grip and give vibration in the steering.

What it takes to win?

It takes a good car and tire balance, a driver with finesse and patience in traffic. If it is wet, it takes total concentration and a car and tire that evacuates water.

Predictions...

Predictions are always difficult, but one is very easy. The fans in Japan are fantastic, and my favourite part is the local school children visiting the paddock and bringing each team a present of their school artwork showing their support for their favourite team and driver.



THE 2022 RACE



- » **Winners:** Buemi/Hartley/Hirakawa (Toyota GR010 Hybrid/Michelin), 232 laps
- » **Pole-position:** Kamui Kobayashi (Toyota GR010 Hybrid/Michelin), 1m29.234s
- » **Fastest race lap:** Kamui Kobayashi (Toyota GR010 Hybrid/Michelin), 1m30.735s
- » **Top speed:** Kamui Kobayashi (Toyota GR010 Hybrid/Michelin), 321.4kph
- » First FIA WEC visit to Fuji after a two-year absence
- » The first race at Fuji to star Hypercar prototypes
- » A 1-2 finish for Toyota on home territory
- » A 1-2 finish for Ferrari/Michelin in LMGTE Pro
- » Pilot Sport tires double stinted on the Hypercars

6 HOURS OF FUJI



10TH RUNNING

36 ENTRIES

TIMETABLE

FRIDAY, SEPTEMBER 8	
11:00am	Free Practice 1 (90 minutes)
3:30pm	Free Practice 2 (90 minutes)
SATURDAY, SEPTEMBER 9	
10:20am	Free Practice 3 (60 minutes)
2:40pm	LMGTE Am Qualifying (10 minutes)
3:30pm	Hypercar Qualifying (10 minutes)
SUNDAY, SEPTEMBER 10	
11:00am	Start, 6 Hours of Fuji

Local time SOURCE: fiafww.com
Informations susceptibles d'être modifiées



PIERRE ALVES

Endurance Racing Manager, Michelin Motorsport

Our Hypercar partners carried out a considerable amount of work on the simulator over the summer alongside performance analysis engineers from Michelin Motorsport to explore a variety of set-up options for Fuji. Now, at the circuit, it is the role of our team of technical advisors to help them find the ideal trade-off between aerodynamic downforce and mechanical grip. Fuji Speedway's long straight calls for low downforce in the interest of top speed, but more downforce is required through the twisty infield to benefit fully from our tires' mechanical grip potential. The three free-practice sessions will be important to analyze the difference between our medium and hard compounds as a function of the temperature windows and the cars' settings. The weather can be poor here at this time of year, so it might enable us to gather some good data about our new Hypercar rain tire. In addition to containing 45 percent sustainable materials, it comes with an innovative tread pattern that performed so well with Nissan at the recent Super GT round here at Fuji.

THE THREE FREE-PRACTICE SESSIONS WILL BE IMPORTANT TO ANALYZE THE DIFFERENCE BETWEEN OUR MEDIUM AND HARD COMPOUNDS



NEW MICHELIN PILOT SPORT RANGE

6 HOURS OF FUJI

HYPERCAR

New MICHELIN Pilot Sport range

Ahead of 2023, the work of Michelin Motorsport's engineers focused on the compounds of the French tire company's slicks in order to make them more versatile and improve their warm-up performance. Two compounds are available for the 6 Hours of Monza - the medium and the hard.

The availability of a single type of wet-weather tire to cover damp, wet and very wet conditions in 2023 has resulted in a new tire and new tread pattern. It incorporates more than 30 percent recycled or biosourced sustainable materials.



SLICKS

NEW COMPOUNDS

Medium (yellow): medium compound / dry conditions

Hard (red): hard compound / dry conditions / high track temperatures / big constraints

RAIN TIRE

NEW PATTERN

Rain (blue): soft compound / wet conditions / versatile

SLICK ALLOCATIONS

Free Practice	12 tires
Qualifying, Race	26 tires

SIZES:

FRONT: 29/71-18 (PEUGEOT: 31/71-18)
REAR: 34/71-18 (PEUGEOT: 31/71-18)

Width (cm) / Exterior Diameter (cm) – Interior Diameter (inches)



NEW MICHELIN PILOT SPORT RANGE

6 HOURS OF FUJI



LM GTE AM

All LMGTE Am entries racing
on Michelin tires



SLICKS

Medium (yellow): medium compound



Hard (red): hard compound / high track temperatures / big constraints



RAIN TIRES

Drying Wet (blue): damp or drying conditions / little water



Full Wet (no sidewall marking): soft compound / wet conditions / deep water

SLICK ALLOCATIONS

Free Practice	16 tires
Qualifying, Race	34 tires

MICHELIN PILOT SPORT SIZES

FRONT TIRES: 30/68-18

REAR TIRES: 31/71-18

Width (cm) / Exterior Diameter (cm) – Interior Diameter (inches)












HYPERCAR



N°2	CADILLAC RACING	Cadillac V-LMDh	BAMBER/LYNN/WESTBROOK	
N°4	FLOYD VANWALL RACING TEAM	Vanwall Vandervell 680	GUERRIERI/VAUTIER/DE OLIVEIRA	
N°5	PORSCHE PENSKE MOTORSPORT	Porsche 963	CAMERON/CHRISTENSEN/MAKOWIECKI	
N°6	PORSCHE PENSKE MOTORSPORT	Porsche 963	ESTRE/LOTTERER/VANTHOOR	
N°7	TOYOTA GAZOO RACING	Toyota GR010 Hybrid	CONWAY/KOBAYASHI/LOPEZ	
N°8	TOYOTA GAZOO RACING	Toyota GR010 Hybrid	BUEMI/HARTLEY/HIRAKAWA	
N°38	HERTZ TEAM JOTA	Porsche 963	DA COSTA/STEVENS/ YE	
N°50	FERRARI AF CORSE	Ferrari 499P	FUOCO/MOLINA/NIELSEN	
N°51	FERRARI AF CORSE	Ferrari 499P	PIER GUIDI/CALADO/GIOVINAZZI	
N°93	PEUGEOT TOTALENERGIES	Peugeot 9X8	DI RESTA/JENSEN/VERGNE	
N°94	PEUGEOT TOTALENERGIES	Peugeot 9X8	DUVAL/MENEZES/VANDOOORNE	
N°99	PROTON COMPETITION	Porsche 963	BRUNI/TINCKNELL/JANI	

LM GTE AM








N°21	AF CORSE	Ferrari 488 GTE Evo	PIGUET/MANN/DE PAUW	
N°25	ORT BY TF	Aston Martin Vantage	AL HARTY/DINAN/EASTWOOD	
N°33	CORVETTE RACING	Corvette C8/R	KEATING/VARRONE/CATSBURG	
N°54	AF CORSE	Ferrari 488 GTE Evo	FLOHR/CASTELLACCI/RIGON	
N°56	PROJECT 1	Porsche 911 RSR	TBA/TBA/CAIROLI	
N°57	KESSEL RACING	Ferrari 488 GTE Evo	KIMURA/HUFFAKER/COZZOLINO	
N°60	IRON LYNX	Porsche 911 RSR	SCHIAVONI/CRESSONI/PICARIELLO	
N°77	DEMPSEY-PROTON	Porsche 911 RSR	RIED/PEDERSEN/ANDLAUER	
N°83	RICHARD MILLE AF CORSE	Ferrari 488 GTE Evo	PEREZ-COMPANC/WADOUX/ROVERA	
N°85	IRON DAMES	Porsche 911 RSR	BOVY/GATTING/FREY	
N°86	GR RACING	Porsche 911 RSR	WAINWRIGHT/PERA/BARKER	
N°777	D'STATION RACING	Aston Martin Vantage	HOSHINO/STEVENSON/FUJII	

HYPERCAR
FIA WORLD ENDURANCE HYPERCAR CHAMPIONSHIP

MANUFACTURERS			 17/03	 16/04	 29/04	 10-11/06	 9/07	 10/10	 4/11	TOTAL
1 ^{er}	TOYOTA		38	26	26	36	26			152
2 ^e	FERRARI		24	18	15	51	18			126
3 ^e	CADILLAC		18	12	10	30	2			72

DRIVERS			 17/03	 16/04	 29/04	 10-11/06	 9/07	 10/10	 4/11	TOTAL
1 ^{er}	BRENDON HARTLEY		27	26	18	36	8			115
1 ^{er}	RYO HIRAKAWA		27	26	18	36	8			115
1 ^{er}	SÉBASTIEN BUEMI		27	26	18	36	8			115
2 ^e	JOSE MARIA LOPEZ		38	2	26	0	26			92
2 ^e	KAMUI KOBAYASHI		38	2	26	0	26			92
2 ^e	MIKE CONWAY		38	2	26	0	26			92
3 ^e	ALESSANDRO PIER GUIDI		9	8	15	50	10			92
3 ^e	ANTONIO GIOVINAZZI		9	8	15	50	10			92
3 ^e	JAMES CALADO		9	8	15	50	10			92

LM GTE AM
FIA ENDURANCE TROPHY - LM GTE AM

TEAMS			 17/03	 16/04	 29/04	 10-11/06	 9/07	 10/10	 4/11	TOTAL
1 ^{er}	CORVETTE RACING		38	26	18	51	12			145
2 ^e	IRON DAMES		7	15	10	24	11			65
3 ^e	ORT BY TF		3	4	16	36	6			67

DRIVERS			 17/03	 16/04	 29/04	 10-11/06	 9/07	 10/10	 4/11	TOTAL
1 ^{er}	BEN KEATING		38	26	18	51	12			145
1 ^{er}	NICKY CATSBURG		38	26	18	51	12			145
1 ^{er}	NICOLAS VARRONE		38	26	18	51	12			145
2 ^e	MICHELLE GATTING		7	15	10	24	11			67
2 ^e	RAHEL FREY		7	15	10	24	11			67
2 ^e	SARAH BOVY		7	15	10	24	11			67
3 ^e	AHMAD AL HARTHY		3	4	16	36	6			65
3 ^e	CHARLIE EASTWOOD		3	4	16	36	6			65
3 ^e	MICHAEL DINAN		3	4	16	36	6			65

MICHELIN AND FUJI



» The 2013 WEC race was halted after just 16 laps due to torrential rain

» Toyota/Michelin has won eight of the nine 6 Hours of Fuji to have counted towards the FIA WEC

» Last month, Michelin won the Super GT race at Fuji with Nissan

» Michelin has also won at Fuji in the Asian Le Mans Series

» The 6 Hours of Fuji has been a round of the FIA WEC since the latter's creation in 2012, although the 2020 and 2021 races were cancelled

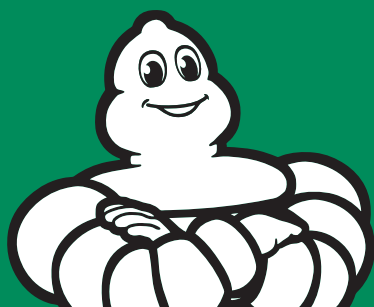


FUJI TRIVIA

- > Mount Fuji (Fujisan) is Japan's highest peak (3,776 metres). It last erupted more than 300 years ago
- > Fujisan has been a UNESCO-listed site since 2013 and is climbed by some 300,000 visitors every year
- > Nearby Oyama is famous for having 13 golf courses
- > Japan comprises four main islands. The circuit is located on the country's largest and the world's seventh-biggest island, Honshu

MICHELIN GREEN GUIDE

Discover the exceptional heritage, landscapes, culture, cuisine and way of life of the Land of the Rising Sun with the Michelin Green Guide Japan.



ENDURANCE RACING: AN ACCELERATOR OF INNOVATION FOR MICHELIN

Michelin has long seen motorsport in general, and endurance racing and Le Mans in particular, as a valuable means to speed up the development of its technological innovations. In 2020, for example, Michelin introduced a new range of endurance racing tires developed entirely on the simulator.

Michelin Motorsport's tires for endurance racing's current headlining prototypes were developed virtually using CAD and simulator technologies, before



the cars themselves even existed! The process produced valuable cost, time and environmental-impact savings. Ten months after the process started, the new Hypercars and their Pilot Sport tires raced for the first time at Spa-Francorchamps, Belgium.



MICHELIN STATISTIC

Corvette Racing has already sewn up the 2023 LMGTE Am Teams Trophy. Michelin has topped this classification 10 times out of a possible 11, with four different carmakers: Corvette (two titles), Ferrari (five), Aston Martin (two) and Porsche (one). The LMGTE Am class is being discontinued from 2024.



2023

WEC CALENDAR



MARCH 17
1,000 Miles of Sebring



APRIL 16
2023 6 Hours
of Portimão



APRIL 29
2023 6 Hours
of Spa-Francorchamps



JUNE 10-11
Le Mans 24 Hours



JULY 9
6 Hours of Monza



SEPTEMBER 10
6 Hours of Fuji



SEPTEMBER 4
8 Hours of Bahrain



FIA WEC TIRE REGULATIONS

Michelin has been appointed as the exclusive tire supplier for the FIA WEC's Hypercar prototypes.

Teams competing in LMGTE Am may work with the tire manufacturer of their choice. Michelin has been nominated by all the competitors in this class.

TIRE ALLOCATIONS

	Free Practice	Qualifying + Race	
		6-hour races	8-hour races
HYPERCAR	12	18	26
LM GTE AM	16	26	34

SLICKS

Hypercars:

Three types of slick for the season for all of the cars, with two types of slick to be nominated 48 hours before the Prologue test. Two types of slick to be nominated 48 hours at the latest before the start of scrutineering (three types for Le Mans).

- Tire manufacturers must draw up identical usage indications (tire pressures, camber) for all competitors. Non-compliance with these indications will result in the competitor being reported to the Sporting Stewards.
- In the case of 29/34 tires, tires will be allocated to each competitor at meetings by a random process carried out by the Technical Delegates. These tires to count for the Qualifying + Race allocation. Procedure established by the WEC Committee.
- In the case of 31/31 tires, a procedure to collect and redistribute tires established by the WEC Committee.
- The WEC Committee may make changes to the random tire allocation and/or tire collection/redistribution procedures at any point in the season.

LM GTE Am:

Only those tire specifications nominated for the 2022 championship may be used in 2023.

All the specifications for the season must be declared to the Technical Delegate before the start of the season.

Three types of slick for the season for all of the cars. Two types of slick for each race (three types for Le Mans).

RAIN TIRES

Rain tires may only be used if Race Control declares the track to be wet (Free Practice, Qualifying, Race). No per-event quotas.

LM GTE Am: One type of rain tire and one type of intermediate tire per model entered 48 hours prior to the Prologue. The re-cutting of tread patterns is not authorized.

Number of authorized specifications

	Slick tires			Wet-weather tires
	Le Mans 24 Hours	Other races	Total for the season	
HYPERCAR	3	2	3	1
LM GTE AM	3	2	3	2

Altering the property of a tire by either chemical or mechanical means is not permitted, except for the removal of debris picked up on the track.

The tires' (fil ou) profile may not be modified or re-cut.

Processes involving a direct or indirect test aimed at modifying the temperature of a tire (in relation to ambient temperature) are not permitted.

In the course of the season, a competitor may change tire supplier no more than once.

Infringement of the tire allowance: Stop & Go of 2 minutes per tire.

Breach of tire-warming rules: three-minute Stop&Go during the race.

A maximum of four mechanics and two tire guns for wheel changes during pit stops. Tire changes are not authorized while the car is being refueled.

1 tire technician authorized to check tire temperatures and pressures.

Tire changes are only authorized a) on the grid up to the five-minute board, b) in front of the car's garage during a pit stop or inside the garage if more extensive work on the car is required, or c) on the track if the race is suspended.

Tires are identified by RFID chips and bar codes. All tire serial numbers must be provided to the Technical Delegates 48 hours in advance.

24h
LE MANS®



PARTENAIRE PREMIUM

MICHELIN PILOT SPORT, THE WINNING TIRE AT LE MANS SINCE 1998!



LATARCK

CONGRATULATIONS TO A. PIER GUIDI, J. CALADO, A. GIOVINAZZI
1ST, 2023 LE MANS 24 HOURS / #51 FERRARI AF CORSE



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The winning tire range with 32 victories at Le Mans 24 Hours, including 26 consecutive since 1998!

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#PerformanceMadeToLast #WeRaceForChange



MICHELIN

MICHELIN Pilot Sport (Winner of the Le Mans 24 Hours 2023),
MICHELIN Pilot Sport 4S, MICHELIN Pilot Sport 5