



RACEGUIDE

2024 FIA WEC



6 HOURS OF FUJI

Round 7, 2024 FIA World Endurance Championship (FIA WEC)

MOUNT FUJI
(JAPAN)



11th RUNNING



FRIDAY

13

SEPTEMBER

Free Practice 1
11:00am • (90 minutes)

Free Practice 2
3:30pm • (90 minutes)

SATURDAY

14

SEPTEMBER

Free Practice 3
10:20am • (60 minutes)

Hypercar Qualifying
3:00pm • (12 minutes)

Hyperpole
3:20pm • (10 minutes)

SUNDAY

15

SEPTEMBER



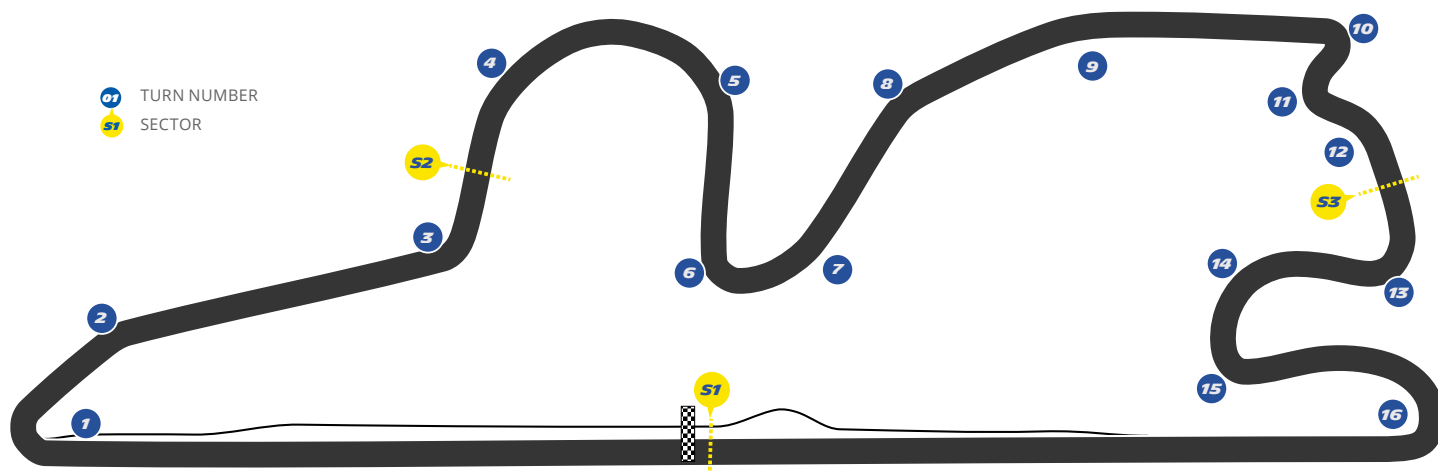
11:00am
Start

Local time • SOURCE : fiawec.com - information subject to change



THE CIRCUIT

FUJI INTERNATIONAL SPEEDWAY



FIA WEC LAP RECORD:

Mark Webber (Porsche 919 Hybrid/
Michelin), 1m22.639s (2015)

4.563KM / **16 TURNS** / **CLOCKWISE**



- » 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 2024 6 HOURS OF FUJI

Maiden Fuji Speedway appearances for the BMW, Alpine and Lamborghini hypercars

Toyota to tackle its home race at the top of the Manufacturers' points table

Can Toyota continue its unbeaten run at Fuji since 2016?

All 18 hypercar prototypes on Michelin tires

92ND ROUND OF THE FIA WORLD ENDURANCE CHAMPIONSHIP



THE 2023 RACE



» Winners:

Conway/Kobayashi/Lopez (Toyota GR010 Hybrid/Michelin), 229 laps

» Pole-position:

Kamui Kobayashi (Toyota GR010 Hybrid/Michelin), 1m27.794s

» Fastest race lap:

Kamui Kobayashi (Toyota GR010 Hybrid/Michelin), 1m30.780s

» Top speed: Antonio Fuoco (Ferrari 499P/Michelin), 333.3kph

» Toyota claimed its sixth one-two result at Fuji to secure the 2023 world title

» The #6 Porsche led for two-thirds of the distance

» The MICHELIN Pilot Sport successfully double-stinted

MICHELIN'S 6 HOURS OF FUJI WINNING RECORD

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)

2023 Conway/Kobayashi/Lopez
(Toyota GR010 Hybrid/Michelin)



MICHELIN STATISTIC

The first six rounds of the 2024 FIA WEC have been won by six different cars*, 18 different drivers and three different makes, but a single tire manufacturer – Michelin. A third of the Hypercar field has already won a race this season.

(*) Lusail: #6 Porsche / Imola: #7 Toyota / Spa-Francorchamps: #2 Porsche / Le Mans: #50 Ferrari / São Paulo: #8 Toyota / Austin: #83 Ferrari



PIERRE ALVES

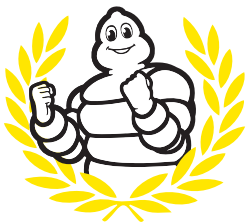
(Manager, Endurance Racing Programs, Michelin Motorsport)



We haven't had much time to analyze the tire data from Austin and here we are already in Japan where another challenge awaits us. There's so much variety at Fuji Speedway and different parts of the circuit highlight different aspects of the overall performance package, from the engine and aerodynamic efficiency, to the mechanical grip of our tires. In last year's mild to hot weather, the medium and hard MICHELIN

// **THE LEFT-HAND TIRES IN GENERAL AND THE FRONT-LEFT IN PARTICULAR FACE THE BIGGEST DEMANDS HERE** //

Pilot Sports ensured the necessary stability and consistency to cope with the high downforce loads, while still providing grip through 100R [Turns 4 and 5] and Sector 3. The left-hand tires in general and the front-left in particular face the biggest demands here, so we will be attentive to how this tire performs. Our Japanese friends have just been through a violent typhoon and the likelihood of rain over the weekend cannot be ruled out.



MICHELIN'S FIA WEC RECORD

**90
WINS**

WITH 6 DIFFERENT MANUFACTURERS
including Toyota (46 wins) and Porsche (18)

WITH 49 DIFFERENT DRIVERS
including Buemi (25 wins), Hartley (22) and Conway (18)

11
MANUFACTURERS'
WORLD TITLES

11
DRIVERS'
TITLES



THE MICHELIN PILOT SPORT

HYPERCAR RANGE



SLICKS

Medium (yellow):
medium compound / dry conditions / the most versatile option



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



RAIN TIRES

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

SLICK ALLOCATIONS

Free Practice	12 tires
Hyperpole	4 tires (medium)
Qualifying + Race	18 tires

SIZES: FRONT: 29/71-18 • REAR: 34/71-18

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

The MICHELIN Pilot Sports raced by today's sophisticated Hypercar prototypes were developed on simulators in the space of just months but proved competitive and reliable from the outset. Michelin has since continued to work on its reliable, high-performance range of endurance racing tires in response to the demand for superior longevity inline with Michelin's "Everything Sustainable" plan.

The regulations for the 2024 FIA World Endurance Championship restrict the number of different slick specifications to just two (three for Le Mans), plus a single type of rain tire. Tire warming systems are no longer authorized.

These two parameters have led Michelin Motorsport's engineers to work on the compounds of its slicks to make them even more versatile and enhance their warm-up performance.

Meanwhile, the single type of rain tire needs cover a broad spectrum conditions, from damp and drying, to heavy rain. The resulting solution combines a new tread pattern with greater versatility.

All of the Hypercar prototypes (LMH/LMDh) race on MICHELIN Pilot Sports (front: 29/71-18, rear 34/71-18).

TECHNICAL REQUIREMENTS

Minimum FRONT Stabilized Relative Pressure	1,8b = 26,1psi
Minimum REAR Stabilized Relative Pressure	1,8b = 26,1psi
Maximum FRONT camber at static ride height*	-3,0°
Minimum FRONT camber at static ride height*	-1,0°
Minimum REAR camber at static ride height*	-2,7°
Maximum REAR camber at static ride height*	-1,0°

(*) For example, if the minimum static camber angle is -3°, competitors may run at -2,5° but not at -3,5°



HYPERCAR**MICHELIN PARTNERS**

18 HYPERCAR PROTOTYPES REPRESENTING 8 MANUFACTURERS

#2 CADILLAC RACING

Cadillac V-Series.R (LMDh)



E. BAMBER
 A. LYNN

#99 PROTON COMPETITION

Porsche 963 (LMDh)



H. TINCKNELL
 N. JANI
 J. ANDLAUER

#5 PORSCHE PENSKE MOTORSPORT

Porsche 963 (LMDh)



M. CAMPBELL
 M. CHRISTENSEN
 F. MAKOWIECKI

#6 PORSCHE PENSKE MOTORSPORT

Porsche 963 (LMDh)



K. ESTRE
 A. LOTTERER
 L. VANTHOOR

#7 TOYOTA GAZOO RACING

Toyota GR010 Hybrid (LMH)



M. CONWAY
 K. KOBAYASHI
 N. DE VRIES

#8 TOYOTA GAZOO RACING

Toyota GR010 Hybrid (LMH)



S. BUEMI
 B. HARTLEY
 R. HIRAKAWA

#12 HERTZ TEAM JOTA

Porsche 963 (LMDh)



W. STEVENS
 C. LLOTT
 N. NATO

#38 HERTZ TEAM JOTA

Porsche 963 (LMDh)



J. BUTTON
 P. HANSON
 O. RASMUSSEN

#15 BMW M TEAM WRT

BMW M Hybrid V8 (LMDh)*



D. VANTHOOR
 R. MARCIELLO
 M. WITTMANN

#20 BMW M TEAM WRT

BMW M Hybrid V8 (LMDh)*



S. VAN DER LINDE
 R. FRIJNS
 R. RAST

#35 ALPINE ENDURANCE TEAM

Alpine A424 (LMDh)*



J. GOUNON
 C. MILESI
 F. HABSBURG

#36 ALPINE ENDURANCE TEAM

Alpine A424 (LMDh)*



N. LAPIERRE
 M. SCHUMACHER
 M. VAXIVIERE



HYPERCAR MICHELIN PARTNERS

18 HYPERCAR PROTOTYPES REPRESENTING 8 MANUFACTURERS

#50 FERRARI AF CORSE

Ferrari 499P (LMH)



A. FUOCO
 M. MOLINA
 N. NIELSEN

#51 FERRARI AF CORSE

Ferrari 499P (LMH)



A. PIER GUIDI
 J. CALADO
 A. GIOVINAZZI

#63 LAMBORGHINI IRON LINX

Lamborghini SC63 (LMDh)*



M. BORTOLOTTI
 E. MORTARA
 D. KVIAT

#83 AF CORSE

Ferrari 499P (LMH)



R. KUBICA
 R. SHWARTZMAN
 Y. YE

#93 PEUGEOT TOTALENERGIES

Peugeot 9X8 (LMH)



M. JENSEN
 N. MÜLLER
 J-É. VERGNE

#94 PEUGEOT TOTALENERGIES

Peugeot 9X8 (LMH)



P. DI RESTA
 L. DUVAL
 S. VANDOORNE

THE MICHELIN-EQUIPPED HYPERCAR PROTOTYPES

VOITURE	POWER UNIT	POWER	TRANSMISSION
TOYOTA GRO10 HYBRID (LMH)	3.5-liter V6 bi-turbo + Toyota Hybrid System (front wheels)	500kW + 200kW	four-wheel drive, seven-speed Xtrac sequential gearbox
PEUGEOT 9X8 (LMH)	2.5-liter V6 bi-turbo + Peugeot MGU (front wheels)	500kW + 200kW	four-wheel drive, seven-speed Sadev sequential gearbox
FERRARI 499P (LMH)	3-liter V6 bi-turbo + hybrid system (front wheels)	500kW + 200kW	four-wheel drive, seven-speed Xtrac sequential gearbox
PORSCHE 963 (LMDh)	4.6-liter V8 bi-turbo + Bosch MGU (rear wheels)	500kW + 50kW	two-wheel drive, seven-speed Xtrac sequential gearbox
CADILLAC V-SERIES.R (LMDh)	5.5-liter V8 + Bosch MGU (rear wheels)	500kW + 50kW	two-wheel drive, seven-speed Xtrac sequential gearbox
ALPINE A424 (LMDh)	3.4-liter V6 turbo + Bosch MGU (rear wheels)	500kW + 50kW	two-wheel drive, seven-speed Xtrac sequential gearbox
BMW M Hybrid V8 (LMDh)	4-liter V8 bi-turbo + Bosch MGU (rear wheels)	477kW + 50kW	two-wheel drive, seven-speed Xtrac sequential gearbox
LAMBORGHINI SC63 (LMDh)	3.8-liter V8 bi-turbo + Bosch MGU (rear wheels)	500kW + 50kW	two-wheel drive, seven-speed Xtrac sequential gearbox



HYPERCAR STANDINGS

FIA WORLD ENDURANCE HYPERCAR CHAMPIONSHIP

MANUFACTURERS			R1 2/03	R2 21/04	R3 11/05	R4 15-16/06	R5 14/07	R6 1/09	R7 15/09	R8 2/11	TOTAL
1 st	TOYOTA		23	25	12	36	26	25			147
2 nd	PORSCHE		39	18	26	25	18	10			136
3 rd	FERRARI		18	13	18	50	10	19			128

DRIVERS			R1 2/03	R2 21/04	R3 11/05	R4 15-16/06	R5 14/07	R6 1/09	R7 15/09	R8 2/11	TOTAL
1 st	ANDRÉ LOTTERER		38	18	18	25	18	8			125
1 st	KÉVIN ESTRE		38	18	18	25	18	8			125
1 st	LAURENS VANTHOOR		38	18	18	25	18	8			125
2 nd	KAMUI KOBAYASHI		15	25	6	36	13	18			113
2 nd	NYCK DE VRIES		15	25	6	36	13	18			113
3 rd	ANTONIO FUOCO		12	13	15	50	8	15			113
3 rd	MIGUEL MOLINA		12	13	15	50	8	15			113
3 rd	NICKLAS NIELSEN		12	13	15	50	8	15			113

ENDURANCE RACING: AN INNOVATION ACCELERATOR FOR MICHELIN

Michelin sees motorsport in general, and endurance racing and the Le Mans 24 Hours in particular, as a means to accelerate innovation. The proportion of renewable or recycled raw materials that go into MICHELIN Pilot Sport endurance-racing rain tires stands at 45 percent.

In 2021, Michelin presented a demonstration tire containing 46 percent recycled or renewable raw materials for the MissionH24 hydrogen fuel-cell racing prototype.

Since last season, the wet rain tires raced by endurance racing's Hypercar prototypes incorporate 45 percent renewable or recycled raw materials.

Motorsport is one of the driving forces behind Groupe Michelin's "Everything Sustainable" plan for 2050.





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.



FUJI TRIVIA



- » Mount Fuji (Fujisan) is a stratovolcano and Japan's highest peak (3,776 metres). It last erupted more than 300 years ago
- » Mount Fuji is the sacred home to divinities like goddess Sengen-sama
- » Mount Fuji is situated in Japan's Fuji-Hakone-Izu National Park which also incorporates the Izu Peninsula and five lakes
- » Fujisan has been a UNESCO-listed site since 2013
- » The mountain is climbed by some 300,000 hikers every year. It takes around six to eight hours to reach the summit
- » 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 AND FUJI



- » The 6 Hours of Fuji has been a round of the FIA WEC since the latter's creation in 2012, although the race was not held in 2020 and 2021
- » The 2013 WEC race at Fuji was halted after just 16 laps due to torrential rain
- » Toyota/Michelin has won nine of the ten 6 Hours of Fuji to have counted towards the FIA WEC
- » Michelin has also won at Fuji in the Asian Le Mans Series
- » First organized in 1967, the former Fuji 1,000km counted towards several endurance-racing championships at national and world levels
- » The Fuji 1,000km was revived in 1999, based on the format of the USA's Petit Le Mans

WHAT'S NEW IN 2024

CLASSES

Only two classes: Hypercar and LMGTC3

The Hypercar class covers LMH (hybrid and non-hybrid) and LMDh (hybrid) prototypes

LMH prototypes: Toyota GR010 Hybrid, Peugeot 9X8, Ferrari 499P, Isotta Fraschini Tipo6-C

LMDh prototypes : Porsche 963, Cadillac V-Series.R, Alpine A424, BMW M V8 Hybrid, Lamborghini SC63

VENUES

2 new venues:

Lusail (Qatar), Imola (Italy)

2 returning venues:

Sao Paulo (Brazil), COTA (USA)

QUALIFYING

New format,

with two sessions per class: Qualifying (12 minutes), followed by a Hyperpole shootout, featuring the 10 fastest cars from Qualifying (10 minutes)

2024 CALENDAR

R1	QATAR 1812 KM	March 2
	(Qatar, Lusail)	
R2	6 HOURS OF IMOLA	April 21
	(Italy)	
R3	6 HOURS OF SPA-FRANCORCHAMPS	May 11
	(Belgium)	
R4	LE MANS 24 HOURS	June 15-16
	(France)	
R5	6 HOURS OF SAO PAULO	July 14
	(Brazil)	
R6	LONE STAR LE MANS	September 1
	(Texas, USA)	
R7	6 HOURS OF FUJI	September 15
	(Japan)	
R8	8 HOURS OF BAHRAIN	November 2
	(Sakhir)	

FIA WEC TIRE REGULATIONS

SPECIFICATIONS

Number of specifications for dry-weather tires			Number of specifications for wet-weather tires
Le Mans 24 Hours	Other races	Total over the season	
3	2	3	1

Two slick specifications for the season for all cars, to be registered 48 hours before the Prologue Test. For individual races, two of the three specifications to be nominated 48 hours at the latest prior to the start of scrutineering (three specifications for Le Mans).

ALLOCATIONS

Free Practice	Hyperpole*	Qualifying + Race		
		6-hour races	8-hour races	10-hour races*
12	4	18	26	32

(*) Or of 1812km.

(**) Only the softest tire proposed by the tire manufacturer for this competition will be used for Hyperpole.

- The tire manufacturer must establish identical technical requirements (pressure and camber) for all the Competitors. The non-respect of these requirements by the Competitors may be penalized by the Panel of the Stewards.
- For 29/34 tires: a random draw will be made per Competition and tires will be reattributed randomly to each Competitor by the Technical Delegates. These tires must be used in the "Qualifying + Race" allocation. The details will be defined by the WEC Committee.
- For 31/31 tires: a mechanism of collection and reintroduction of the tires will be defined by the WEC Committee.
- The WEC Committee will be able to modify the random attribution mechanism and the tire collection and reintroduction mechanism at any moment during the season.
- To go from the pit lane to the starting grid before the start of the race, the tires used can be either dry-weather tires or wet-weather tires and will not be counted in the allocation.

HYPERPOLE

Michelin to select the compound for use in the Hyperpole sessions

The choice of compound for this session will be specified by Michelin, with all 10 cars contesting the shootout on the same type of tire. The four covers employed will be supplied in addition to the competitor's basic allocation but they may not be used for the race itself. Instead, the Hyperpole tires will be retrieved at the end of the session and will be made available to Michelin's partners for private testing at a later date.

RAIN TIRES

The number of wet-weather tires usable during a Competition is not limited. During practices and the race, wet-weather tires can only be used once the track has been declared wet by the Clerk of the Course / Race Director.

Any chemical and/or mechanical treatment of the tires is prohibited, except for the removal of debris collected on the track.

The tread and profile of the tires must not be modified or recut.

Any process that involves a direct or indirect attempt at modifying the temperature of a tire (compared to the ambient temperature) is forbidden.

Use of storage tents in designated areas is permitted only if they are always ventilated with ambient air and accessible.

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

Infringement of the tire heating rules: Stop & Go of 3 minutes during the race.

Four mechanics and two tire guns allowed for wheel changes during pit stops. Wheel changes are only allowed when the car is not being refueled.

Only one tire technician is allowed to measure tire temperatures and pressures.

Tire changes may only be carried out on the starting grid up to the five-minute board, in front of the garage or inside the garage if significant work is being undertaken on the car, on the track in the case of a suspension of the race.

Each tire must be identified by RFID and barcode. All references must be declared to the Technical Delegate at least 48 hours before the start of the Competition.



***OUR VICTORIES,
YOUR GAIN!***



From left to right: the MICHELIN Pilot Sport Endurance (for the World Championship's Hypercars), MICHELIN Pilot Sport⁴ S and MICHELIN Pilot Sport⁴

MICHELIN PILOT SPORT

The MICHELIN Pilot Sport is unbeaten in the FIA World Endurance Championship since 2012. Benefit from the grip and precision delivered by the MICHELIN Pilot Sport range of road tires!

#PerformanceMadeToLast #WeRaceForChange



MICHELIN