



RACECARD

2018/2019 FIA WEC



6 HOURS OF
FUJI

SUNDAY
OCTOBER 6
2019

ROUND 2
2019/2020
FIA WORLD
ENDURANCE
CHAMPIONSHIP

FUJI
(JAPAN)



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)



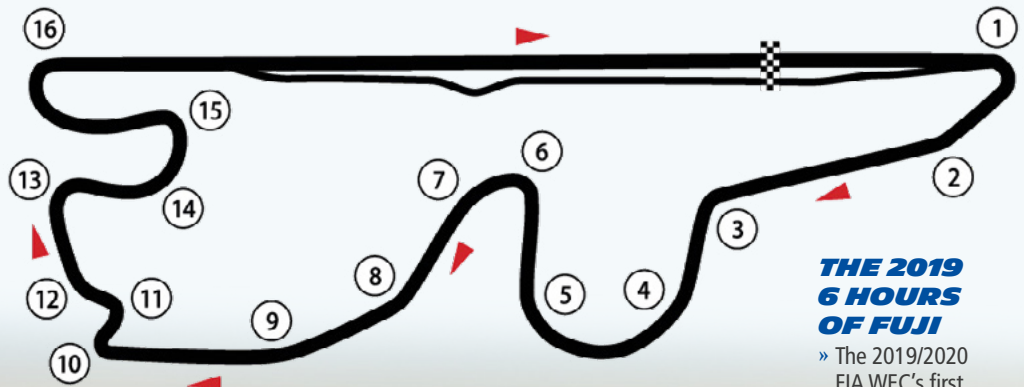
THE CIRCUIT

30
ENTRIES

4.563
KM

16
TURNS

CLOCKWISE



THE 2019 6 HOURS OF FUJI

- » The 2019/2020 FIA WEC's first six-hour race
- » Season 8's first Asian race

FEATURES

The circuit is in Oyama, close to Mount Fuji and about 100km from Tokyo.

Its layout features a 1.5km-long straight and a twisty infield.

Fuji International Speedway has belonged to Toyota since 2000.



TIMETABLE (LOCAL TIME)

FRIDAY, OCTOBER 4		
11:00am	Free Practice 1	90 minutes
3:30pm	Free Practice 2	90 minutes
SATURDAY, OCTOBER 5		
9:30am	Free Practice 3	60 minutes
2:00pm	LM GTE qualifying	20 minutes
2:30pm	LMP qualifying	20 minutes
SUNDAY, OCTOBER 6		
11:00am	Start, 6 Hours of Fuji	

Source : fiawec.com - Informations susceptibles de changer





PIERRE ALVES

Manager of Michelin Motorsport's Endurance Racing Programmes

"Fuji is divided into two distinct parts: a long straight where you want lots of power and low aerodynamic downforce, plus a sequence of fast and slow corners where downforce is important. Without it, the drivers must count on the mechanical grip provided by their tyres, so you're looking for the best compromise. The weather can be very changeable here at this time of year."

THE WEATHER CAN BE VERY CHANGEABLE HERE AT THIS TIME OF YEAR.

MICHELIN TYRES

27 OF THE 30 CARS ON MICHELIN TYRES



SLICK

SOFT · MEDIUM · HARD



HYBRID



WET

MICHELIN TYRES FOR THE 2019 6 HOURS OF FUJI

	SLICKS Soft, Medium	INTERMEDIATES	WET
LM P1	31/71-18	31/71-18	31/71-18
	SLICKS Medium, Hard	INTERMEDIATES	WET
LM P2	AV : 30/68-18 AR : 31/71-18	AV : 30/68-18 AR : 31/71-18	AV : 30/68-18 AR : 31/71-18
	SLICKS Medium, Hard	INTERMEDIATES	WET
LM GTE PRO	AV : 30/68-18 AR : 31/71-18	AV : 30/68-18 AR : 31/71-18	AV : 30/68-18 AR : 31/71-18
	SLICKS Soft, Medium, Hard	INTERMEDIATES	WET
LM GTE AM	AV : 30/68-18 AR : 31/71-18	AV : 30/68-18 AR : 31/71-18	AV : 30/68-18 AR : 31/71-18

Width (cm) / exterior diameter (cm) x interior diameter (inches).

ALLOCATION (MICHELIN PILOT SPORT ENDURANCE SLICKS) PER CAR

	Free Practice	Qualifying + Race
LM P1	12 tyres	18 tyres
LM P2	12 tyres	18 tyres
LM GTE PRO	12 tyres	18 tyres
LM GTE AM	16 tyres	22 tyres



THE 2018 RACE

WINNERS: Conway/Kobayashi/
Lopez (Toyota TS050 Hybrid/
Michelin), 230 laps

POLE POSITION: Buemi/Nakajima/
Alonso (Toyota TS050 Hybrid/
Michelin), 1m23.648s

FASTEST RACE LAP: Jose-Maria
Lopez (Toyota TS050 Hybrid/
Michelin), 1m25.603s

TOP SPEED: Ben Hanley (N°10 BR1-
Gibson/Michelin N°10), 323.4kph

- » Race won by the pole-winning N°7 Toyota/Michelin
- » Start behind the Safety Car in heavy rain but the track soon dried
- » Victory for Porsche/Michelin in LMGTE Pro after a scrap between all five carmakers involved

MICHELIN AND FUJI

- » The 6 Hours of Fuji has been a round of the FIA WEC since the latter's creation in 2012
- » The 2013 WEC race was halted after 16 laps due to torrential rain
- » In 1982, the Fuji 1,000km kicked off the new Sportscar World Championship



- » Toyota/Michelin has won six of the seven 6 Hours of Fuji to have counted towards the FIA WEC
- » Michelin has scored two podium finishes at Fuji in this year's Super GT series with Nissan

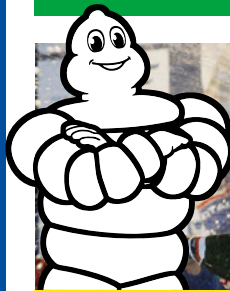
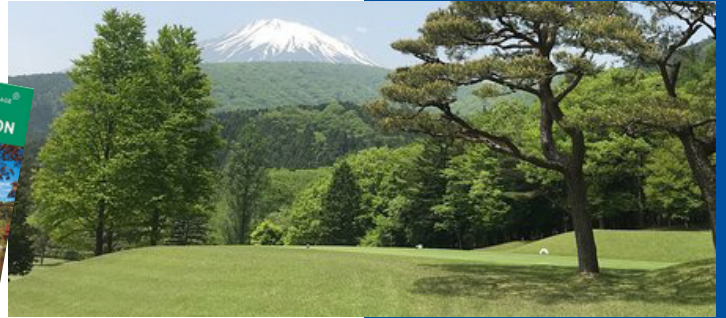


FUJI SPEEDWAY TRIVIA

- » 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
- » The nearby town of Oyama is famous for having 13 golf courses

MICHELIN GREEN GUIDE

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



MICHELIN FACT

With a score of 12 wins with Toyota/Michelin to his name, Kazuki Nakajima is the FIA WEC's second most successful driver, equal with Timo Bernhard and Brendon Hartley

- » The 2019 6 Hours of Fuji will take place during the Rugby World Cup which is being held in Japan for the first time
- » Fuji International Speedway has hosted four F1 grands prix (1976, 1977, 2007, 2008)
- » The circuit is located on Honshu, the world's seventh biggest island

**27 OF THE 30 CARS
ON MICHELIN TYRES**



LM P1

- N°1 **REBELLION RACING • REBELLION R13 - GIBSON
SENNA/MENEZES/NATO** 
- N°5 **TEAM LNT • GINETTA G60-AER
ROBERTSON/HANLEY/ORUDZHEV** 
- N°6 **TEAM LNT • GINETTA G60-AER
SIMPSON/DYSON/SMITH** 
- N°7 **TOYOTA GAZOO RACING • TOYOTA TS050 - HYBRID
CONWAY/KOBAYASHI/LOPEZ** 
- N°8 **TOYOTA GAZOO RACING • TOYOTA TS050 - HYBRID
BUEMI/NAKAJIMA/HARTLEY** 

LM GTE PRO

- N°51 **AF CORSE • FERRARI 488 GTE EVO
CALADO/PIER GUIDI** 
- N°71 **AF CORSE • FERRARI 488 GTE EVO
RIGON/MOLINA** 
- N°91 **PORSCHE GT TEAM • PORSCHE 911 RSR-19
BRUNI/LIETZ** 
- N°92 **PORSCHE GT TEAM • PORSCHE 911 RSR-19
CHRISTENSEN/ESTRE** 
- N°95 **ASTON MARTIN RACING • ASTON MARTIN VANTAGE AMR
SORENSEN/THIIM** 
- N°97 **ASTON MARTIN RACING • ASTON MARTIN VANTAGE AMR
LYNN/MARTIN** 

LM P2

- N°22 **UNITED AUTOSPORTS • ORECA07-GIBSON
HANSON/ALBUQUERQUE/DI RESTA** 
- N°29 **RACING TEAM NEDERLAND • ORECA 07 - GIBSON
VAN EERD/VEN DER GARDE/VAN UITERT** 
- N°33 **HIGH CLASS RACING • ORECA07-GIBSON
PATTERSON/YAMASHITA/FJORDBACH** 
- N°36 **SIGNATECH ALPINE ELF • ALPINE A470-GIBSON
LAURENT/NEGRAO/RAGUES** 
- N°37 **JACKIE CHAN RACING • ORECA07-GIBSON
TUNG/AUBRY/STEVENS** 
- N°38 **JOTA • ORECA 07 - GIBSON
GONZALEZ/MALDONADO/DAVIDSON** 
- N°42 **COOL RACING • ORECA 07 - GIBSON
LAPIERRE/BORGA/COIGNY** 
- N°47 **CETILAR RACING • DALLARAP217-GIBSON
LACORTE/BELICCHI/SERNAGIOTTO** 

LM GTE AM

- N°54 **AF CORSE • FERRARI 488 GTE EVO
FLOHR/CASTELLACCI/FISICHELLA** 
- N°56 **TEAM PROJECT 1 • PORSCHE 911 RSR
PERFETTI/HEINEMEIER-HANSON/CAIROLI** 
- N°57 **TEAM PROJECT 1 • PORSCHE 911 RSR
KEATING/FRAGA/BLEEKEMOLEN** 
- N°62 **RED RIVER SPORT • FERRARI 488 GTE EVO
GRIMES/MOWLEN/HOLLINGS** 
- N°70 **MR RACING • FERRARI 488 GTE
ISHIKAWA/BERETTA/COZZOLINO** 
- N°77 **DEMPSEY-PROTON RACING • PORSCHE 911 RSR
RIED/CAMPBELL/PERA** 
- N°83 **AF CORSE • FERRARI 488 GTE EVO
PERRODO/COLLARD/NIELSEN** 
- N°86 **GULF RACING • PORSCHE 911 RSR
WAINWRIGHT/WATSON/BARKER** 
- N°88 **DEMPSEY-PROTON RACING • PORSCHE 911 RSR
PREINING/TBA/TBA** 
- N°90 **TF SPORT • ASTON MARTIN VANTAGE
YOLUC/EASTWOOD/ADAM** 
- N°98 **ASTON MARTIN RACING • ASTON MARTIN VANTAGE
DALLA LANA/TURNER/GUNN** 

LMP1 CHAMPIONSHIP

										TOT.
1 st	TOYOTA GAZOO RACING		26							26
2 nd	TEAM LNT		15							15
3 rd	REBELLION RACING		2							2

LMP1 DRIVERS

										TOT.
1 st	JOSE MARIA LOPEZ		26							26
1 st	KAMUI KOBAYASHI		26							26
1 st	MIKE CONWAY		26							26
2 nd	BRENDON HARTLEY		18							18
2 nd	KAZUKI NAKAJIMA		18							18
2 nd	SÉBASTIEN BUEMI		18							18
3 rd	BEN HANLEY		15							15
3 rd	CHARLIE ROBERTSON		15							15
3 rd	EGOR ORUDZHEV		15							15

LMP2 CHAMPIONSHIP

										TOT.
1 st	COOL RACING		25							25
2 nd	SIGNATECH ALPINE ELF		18							18
3 rd	RACING TEAM NEDERLAND		16							16

LMP2 DRIVERS

										TOT.
1 st	ANTONIN BORGA		25							25
1 st	NICOLAS LAPIERRE		25							25
2 nd	ANDRÉ NEGRÃO		18							18
2 nd	PIERRE RAGUES		18							18
2 nd	THOMAS LAURENT		18							18
3 rd	FRITS VAN EERD		16							16
3 rd	GIEDO VAN DER GARDE		16							16
3 rd	JOB VAN UITERT		16							16

GTE CHAMPIONSHIP

										TOT.
1 st	PORSCHE		43							43
2 nd	ASTON MARTIN		25							25
3 rd	FERRARI		21							21

GTE DRIVERS

										TOT.
1 st	GIANMARIA BRUNI		25							25
1 st	RICHARD LIETZ		25							25
2 nd	KEVIN ESTRE		18							18
2 nd	MICHAEL CHRISTENSEN		18							18
3 rd	ALEXANDER LYNN		15							15
3 rd	MAXIME MARTIN		15							15

MICHELIN FIA WEC RANGE 2019-2020 SEASON

	SLICK Soft - Medium - Hard	HYBRID	WET	FULL WET
LM P1	31/71-18	31/71-18	31/71-18	31/71-18
	SLICK Soft - Medium - Hard	INTERMEDIATES	WET	
LM P2	AV : 30/68-18 AR : 31/71-18	AV : 30/68-18 AR : 31/71-18	AV : 30/68-18 AR : 31/71-18	
	SLICK Soft - Medium - Hard	WET SÉCHANT	FULL WET	
LM GTE PRO	AV : 30/68-18 AR : 31/71-18	AV : 30/68-18 AR : 31/71-18	AV : 30/68-18 AR : 31/71-18	
LM GTE AM	AV : 30/68-18 AR : 31/71-18	AV : 30/68-18 AR : 31/71-18	AV : 30/68-18 AR : 31/71-18	

EXTRACTS FORM THE FIA WEC SPORTING REGULATIONS

Two drivers from each crew must set at least one timed lap during qualifying. The average of the two best lap time times (the best of each driver) will serve as the reference time for establishing the grid (except Le Mans). If two or more crews set identical average times, priority is given to the one who set it first.

For the LMP2 category, one of the two timed laps used for the establishment of the grid must be completed by a Silver or Bronze driver.

For the LMGTE Am category, one of the two timed laps used for the establishment of the grid must be completed by a Bronze driver.

Races start after a formation lap.

To be classified, a car must cross the finish line must have covered at least 70% of the distance covered by the car classified in first place in the overall classification.

POINTS-SCORING SYSTEM 4-HOUR RACES

- 1st - 25 points
- 2nd - 18 points
- 3rd - 15 points
- 4th - 12 points
- 5th - 10 points
- 6th - 8 points
- 7th - 6 points
- 8th - 4 points
- 9th - 2 points
- 10th - 1 point
- +10th - 0.5 point

Pole position: +1 point
Drivers and Manufacturers

For all the above classifications, an

additional point will be awarded, at each Competition, to the «pole position» team in each category (best time achieved by the car in each category during qualifying with the exception of additional cars), as well as to all the drivers making up the crew of the car concerned.

FIA WEC TYRE REGULATIONS

6.5 TYRES

6.5.1 Definitions and general conditions

Each tyre 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. This list of designated tyres will be notified to the Stewards at the beginning of the Competition.

All tyres must be identifiable at any time (including when tyres are fitted on the car) via direct measurement by the RFID detection system put in place by the FIA. This includes automatic and manual detection. When tyres are fitted on the car, RFID must be on the outer side of the tyre.

Only in case of malfunction of the RFID system, manual measurement will be handled via barcode identification.

The use of undeclared tyres is prohibited in all Competitions of the Championship.

To allow automatic detection, each car must be equipped with RFID stickers according to Appendix 6. These stickers must be in place at all times during the Competition.

6.5.2 Dry-weather tyres: Declaration of specifications for the season

Tyre manufacturers may declare to the FIA/ACO a maximum of 3 tyre specifications per season, which will be frozen for the duration of the season. 2 of them must be declared at least 48 hours before the first Competition of the season.

Specifications break down as follows:

- LMP1 H, LMGTE Pro, LMGTE Am: 3 specifications per car model
- LMP1 NH, LMP2: 3 specifications for all models of cars entered in the category.

6.5.3 Dry-weather tyres: Declaration of specifications for the Competition

At the latest 48 hours before the beginning of any given Competition, tyre manufacturers must declare to the Technical Delegate 2 (or 3 if applicable) of the tyre specifications described in Article 6.5.2) to be used by Competitors during the Competition, to the exclusion of any other.

Tyre specifications are limited to 2 for Competitions comprising a race of 12 hours or less and to 3 for Competitions comprising a race of more than 12 hours.

6.5.5 Dry-weather tyres: collection and reintroduction (LMP1 H, LMP1 NH and LMGTE Pro only)

Collection:

30 At the latest the day before the beginning of the first Competition, the Technical Delegate will segregate tyres per specification and per car model which will have to be reintroduced in all the following Competitions of the Championship.

Segregation will proceed as follows:

For the first 2 specifications declared before the first Competition of the season:

- Segregation of 1 set* of tyres per specification per car model and per Competition comprising a race of 6 hours (or less)
- Segregation of 2 sets* of tyres per specification per car model and per Competition comprising a race of 6 hours or greater but less than 24 hours.
- Segregation of 3 sets* of tyres per specification per car model and per Competition comprising a race of 24 hours.

* A set of tyres is a set of 4 tyres made up of 2 front tyres and 2 rear tyres.



If the third specification is declared at the same time as the first two, it will be part of the segregation process described above. After segregation, the Technical Delegate will communicate to the tyre manufacturer the full list of segregated tyres for the full season.

If the third specification is declared after the first Competition, the same segregation process will be applied taking into account the number of Competitions remaining in the season.

After segregation, the Technical Delegate will communicate to the tyre manufacturer an update of the list of segregated tyres.

Tyres to be reintroduced must not be part of the references declared by tyre manufacturers to the Technical Delegates before each Competition.

Réintroduction :

From the second race Competition, at the latest 24 hours before the start of the race, the Technical Delegate will transmit to the Competitors and tyre manufacturers the list of tyres for re-allocation, mentioning the number of the car on which each tyre is to be used. This list will be notified to the Stewards.

Each Competitor is responsible for the reintroduction of tyres, and must do so in compliance with these regulations.

Each tyre must be reintroduced on the first use of new tyres of the specification concerned during the race.

6.5.6 Wet-weather tyres: declaration of specifications for the season

Tyre manufactures must declare wet-weather tyre specifications as listed below. Any specification will be frozen for the season and must be declared to the Technical Delegate at the latest 48 hours before the first Competition of the season. A drawing of the declared specifications must be sent with the declaration (digital format and on 1:1 scale tracing paper).

- LMP1 H: 1 intermediate and 2 wet specifications per car model
- LMP1 NH: 1 intermediate and 2 wet specifications for all models of cars entered in the category
- LMP2: 1 intermediate and 1 wet specification for all models of cars entered in the category
- LMGTE Pro / LMGTE Am: 1 intermediate and 1 wet specification per car model

6.5.7 Wet-weather tyres: declaration of specifications for the Competitions

The number of wet-weather tyre specifications usable during a Competition is not limited, subject to the provisions of Article 6.5.6

6.5.8 Wet-weather tyres: allocation

Unless specifically authorised in the present Regulations, wet-weather tyres may be used only after the track has been declared wet by the Clerk of the Course / Race Director.

The number of wet-weather tyres usable during a Competition is not limited.

6.5.9 Tyres used to join the starting grid

Tyres used for going from the pits to the starting grid before the race may be either wet-weather or dry weather tyres and will not be counted in the allocation of tyres.

6.5.10 Change of tyre manufacturer during the season

A change of tyre manufacturer is not allowed during the season for the LMGTE Pro and LMGTE Am categories. It is allowed only once for the LMP1 H, LMP1 NH and LMP2 categories.

6.5.11 Specific sessions

During a Competition, if a specific test session (e.g. Safari circuit) is organised by the Promoter of the Competition, conditions regarding tyre limitation and declaration will not be applied.

6.5.12 Grooving and regrooving

Grooving tyres is strictly prohibited. The regrooving of the tyres is not allowed in LMP2 and LMGTE Am. The regrooving of tyres is allowed in LMP1 H, LMP1 NH and LMGTE Pro.

6.5.13 Exchange of commercial tyres (for the LMP2 category only)

Each tyre manufacturer may be given used tyres, used during a Competition, of the other manufacturers in their category. This applies to both dry-weather and wet-weather tyre specifications.

Tyre exchange is to be done with the support and confirmation of the Technical Delegate.

Exchange of new tyres (applicable for dry-weather and wet-weather tyres):

Any tyre specification declared for the Championship must be exchanged at the first Competition during which it is introduced.

This process may be repeated only once per season, at the 24 Hours of Le Mans.

Exchange of used tyres (applicable for dry-weather and wet-weather tyres):

A full set of tyres, used during the race, may be exchanged between tyre manufacturers.

This process may be repeated at every race in the Championship (upon request from a tyre manufacturer during the Competition). The exchange is to be notified within 1 hour after the end of the race.

6.5.14 Applicable Penalties

Penalty for breaching the tyre rule: 3-minute Stop & Go per infringement.

PIT STOP REGULATIONS

12.5 Safety and obligations during wheel/tyre changes

12.5.1 Where wheel/tyre changes are authorised

Wheel/tyre changes are authorised only:

- On the starting grid up to the «3 minutes» board
- In the working area in front of the car's pit, on the conditions defined by Article 12.3
- As an exception, the tyres may be changed inside the garage if and only if the car has been pushed there for the purpose of carrying out mechanical operations on it. This dispensation of the established principle will be interpreted restrictively
- On the track during the suspension of a race according to Article 14.3.

12.5.2 Obligations of the mechanics

For a wheel change, mechanics must:

- bring a maximum of two pneumatic wheel guns into the working area,
- without external assistance, take the new wheels, fit them on the car and put the replaced ones between the garage and the 2.5 m line or inside the garage,
- carry at all times the detached wheels when they are outside the garage. However, in order to facilitate the wheel changes, it is possible to lay them flat on the ground near the car just during the change of the wheel concerned,
- not throw the wheels or drop them,

- disconnect the air jacks and take the equipment back behind the 2.5 m line.

At no moment beyond the 2.5 m line may wheel(s), wheel gun(s), bodywork or any other equipment be left unattended by one of the four mechanics.

The area situated between the painted line in front of the pit shutter and the 2.5 m painted line may be used for tyres and the tools necessary for these operations. No assistance may be given by a person standing in that area.

For any wheel that the mechanics lose control of, or for any other infringement of the present article: penalty at the Stewards' discretion.

12.5.3 Restrictions concerning equipment

It is prohibited to have any equipment:

- For speeding up the removal of the wheels. Only two wheel guns or two pneumatic torque wrenches are authorised per car in the working area at any given time. A maximum of 2 different pneumatic wheel guns can be used during a wheel change to change the tyres.
- For warming the tyres and/or keeping them at constant temperature in the working area, in the garage and on the starting grid. (see Article 12.1.2) Penalty in case of infringement: at the Stewards' discretion.
- Which is operated using an external power source (electrical, pneumatic, etc.), with the exception of the two wheel guns and the air-jack coupling.