



RACEGUIDE

2019/2020 FIA WEC



**AUGUST 15
2020**

ROUND 6

2019/2020

FIA World Endurance
Championship

**SPA-FRANCORCHAMPS
(BELGIUM)**



PREVIOUS 6 HOURS OF SPA- FRANCORCHAMPS WINNERS

2012

Dumas/Duval/Gené
(Audi R18 Ultra 🏆)

Lieb/Lietz (Porsche 911 RSR 🏆)

2013

Fässler/Lotterer/Tréluyer

(Audi R18 e-tron quattro 🏆)

Bruni/Fisichella (Ferrari 458 🏆)

2014

Davidson/Lapierre/Buemi

(Toyota TS040 Hybrid 🏆)

Bruni/Vilander (Ferrari 458 🏆)

2015

Fässler/Lotterer/Tréluyer

(Audi R18 e-tron quattro 🏆)

MacDowall/Rees/Stanaway

(Aston Martin Vantage 🏆)

2016

Di Grassi/Duval/Jarvis (Audi R18 🏆)

Rigon/Bird (Ferrari 488 🏆)

2017

Buemi/Davidson/Nakajima

(Toyota TS050 Hybrid 🏆)

Rigon/Bird (Ferrari 488 🏆)

2018

Buemi/Nakajima/Alonso

(Toyota TS050 Hybrid 🏆)

Mücke/Pla/Johnson (Ford GT 🏆)

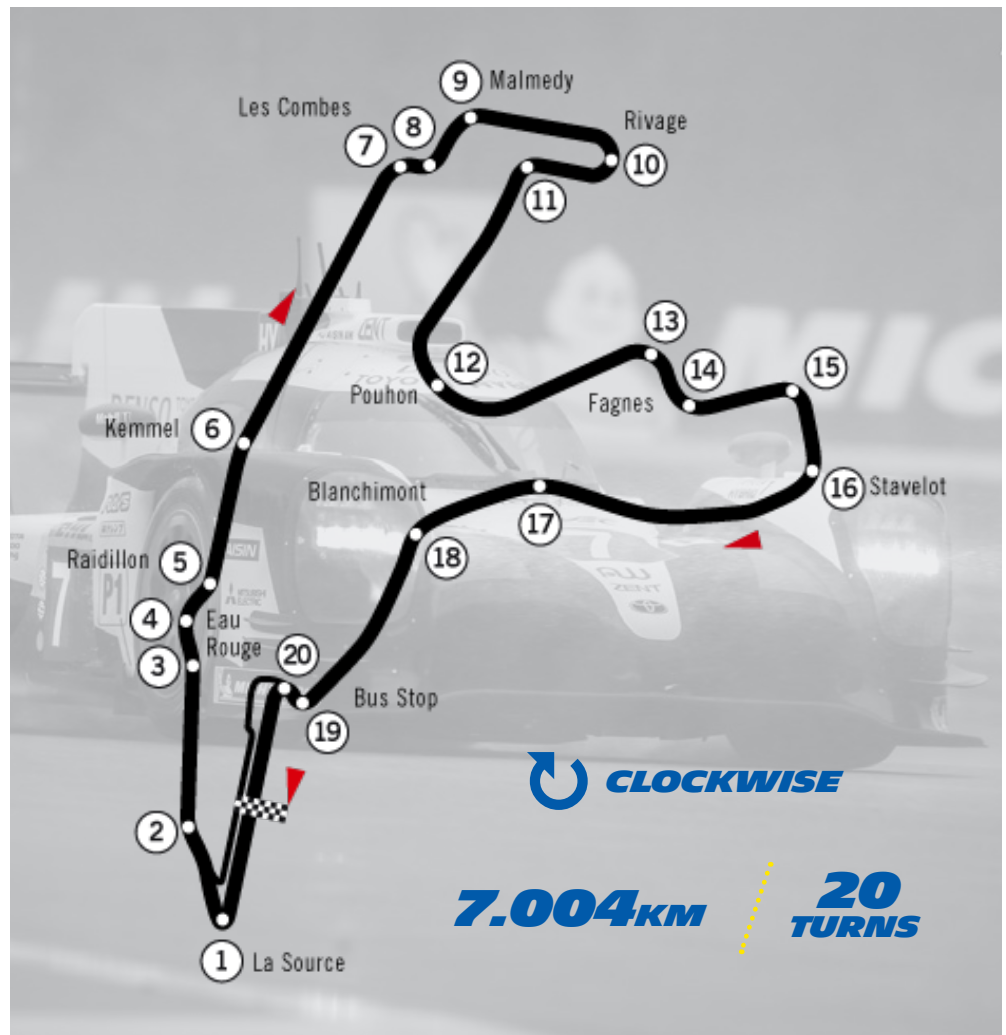
2019

Buemi/Nakajima/Alonso

(Toyota TS050 Hybrid 🏆)

Lynn/Martin (Aston Martin Vantage 🏆)

TOTAL 6 HOURS OF SPA-FRANCORCHAMPS



31 ENTRIES



**A 6-HOUR
AFTERNOON RACE**

» FIRST FIA WEC ROUND SINCE FEBRUARY 2020

» NO SPECTATORS, DUE TO THE COVID-19 PANDEMIC

» LAST FIA WEC RACE BEFORE THE 2020 LE MANS 24
HOURS (SEPTEMBER 19-20)



THE 2019 RACE



- » **Winners:** Buemi/Nakajima/Alonso (Toyota TS050 Hybrid/Michelin), 163 laps
- » **Pole position:** Buemi/Nakajima/Alonso (Toyota TS050 Hybrid/Michelin), 1m54.962s
- » **Fastest race lap:** Mike Conway (Toyota TS050 Hybrid/Michelin), 1m57.442s
- » **Top speed:** Egor Orudzhev (BR1-AER/Michelin), 328.4kph
- » Rain and snow caused numerous interruptions
- » The full spectrum of Michelin Pilot Sport tyres was used during the race
- » Victory for Toyota/Michelin clinched the Manufacturers' title for Toyota
- » LM GTE Pro success for Aston Martin/Michelin, but Porsche secured the GT Manufacturers' crown



TIMETABLE (LOCAL TIME)


START
1:30PM,
SATURDAY,
AUGUST 15

THURSDAY, AUGUST 13		
4:25pm	Free Practice 1	90 minutes
FRIDAY, AUGUST 14		
9:30am	Free Practice 2	90 minutes
2:00pm	Free Practice 3	60 minutes
6:00pm	LMGTE Qualifying	20 minutes
6:30pm	LMP Qualifying	20 minutes
SATURDAY, AUGUST 15		
1:30pm	Start, 6 Hours of Spa-Francorchamps	

Source: fiaawec.com - information subject to change



PIERRE ALVES

Endurance Programme Manager, Michelin Motorsport

"Spa-Francorchamps is especially hard on tyres because of the high downforce settings the teams run and the high speeds reached by the cars. Even so, legendary turns like Raidillon and Blanchimont bring out the best of the Michelin Pilot Sport's lasting-performance qualities. As a dress rehearsal before Le Mans, this race is a chance to pinpoint the temperature windows of our different tyres for every class. Some LMP2 teams will have had the benefit of competing at Spa on the same Michelin rubber at the previous weekend's ELMS race and that could be a benefit for the WEC clash. We're delighted to see WEC action resume for the first time since February. The health measures that have been put into place are strict but reassuring and will allow us to work safely. Let's just hope the weather is kinder than it was for the last race here in May 2019 when we got all four seasons in one day."

**SPA-
FRANCORCHAMPS
IS ESPECIALLY
HARD ON TYRES**



MICHELIN TYRES

FOR THE 6 HOURS OF SPA-FRANCORCHAMPS

28 OF THE 31 CARS ON MICHELIN TYRES

**PERFORMANCE
MADE TO LAST**



SLICK
SOFT - MEDIUM - HARD



HYBRID



WET

ALLOCATION FOR THE 6 HOURS OF SPA-FRANCORCHAMPS

	SLICKS Soft, Medium	INTERMEDIATE	WET
LM P1	31/71 R 18	31/71 R 18	31/71 R 18
	SLICKS Soft, Medium	INTERMEDIATE	WET
LM P2	FRONT: 30/68 R 18 REAR: 31/71 R 18	FRONT: 30/68 R 18 REAR: 31/71 R 18	FRONT: 30/68 R 18 REAR: 31/71 R 18
	SLICKS Soft, Medium	INTERMEDIATE	WET
LM GTE PRO	FRONT: 30/68 R 18 REAR: 31/71 R 18	FRONT: 30/68 R 18 REAR: 31/71 R 18	FRONT: 30/68 R 18 REAR: 31/71 R 18
	SLICKS Soft, Medium*	INTERMEDIATE	WET
LM GTE AM	FRONT: 30/68 R 18 REAR: 31/71 R 18	FRONT: 30/68 R 18 REAR: 31/71 R 18	FRONT: 30/68 R 18 REAR: 31/71 R 18

Example: 31/71 R 18: width (cm) / exterior diameter (cm) x interior diameter (inches)

*Porsche: medium and hard

ALLOCATION PER CAR (MICHELIN PILOT SPORT ENDURANCE SLICKS) FOR THE 6 HOURS OF SPA-FRANCORCHAMPS

	Free Practice	Qualifying + Race
LM P1	12 tyres	Qualifying + Race: 18 tyres
LM P2	12 tyres	Qualifying + Race: 18 tyres
LM GTE PRO	12 tyres	Qualifying + Race: 18 tyres
LM GTE AM	16 tyres	Qualifying + Race: 26 tyres

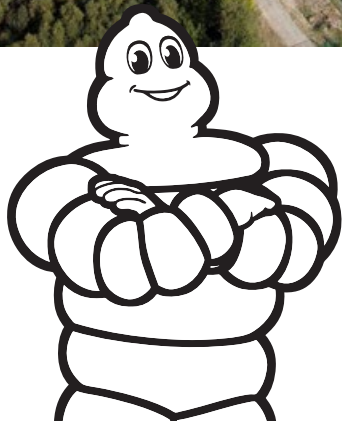


MICHELIN AND SPA- FRANCORCHAMPS

- » Michelin has won the 6 Hours of Spa-Francorchamps with Peugeot, Audi and Toyota, but never with Porsche
- » Michelin won the 1,000km of Spa-Francorchamps every year from 2002 to 2011
- » Michelin has won the 24 Hours of Spa-Francorchamps 13 times. The race was first held in 1924, a year after the inaugural Le Mans 24 Hours
- » Michelin launched its 'Hybrid' intermediate tyre at the 6 Hours of Spa-Francorchamps in 2012
- » Michelin has won at Spa in the Formula 1 World Championship, the Sportscar World Championship, the FIA WEC, the European Le Mans Series, the BPR, the FIA GT Championship and the Blancpain Series, etc.

TRIVIA

- » Spa has been a famed spa resort since Roman times
- » Europe's first casino – La Redoute – opened in Spa in 1762
- » The original 14.981km circuit inaugurated in 1921 formed a triangle that linked the towns of Francorchamps, Malmedy and Stavelot
- » It was 45 years ago, in 1975, that the original track hosted a prototype race for the last time
- » In 1973, Henri Pescarolo set a new lap record at an average speed of 262.46kph driving a Matra 670B
- » 35 years ago, Michelin won the 1985 1,000km of Spa with Baldi/Wollek/Patrese in a Lancia LC2-85



MICHELIN GREEN GUIDE

Explore Belgium's fascinating towns and cities, museums and countryside, and learn about its culinary specialities and local beers with the Michelin Green Guide.



MICHELIN STATISTIC

Ferrari has won the LM GTE Pro class on Michelin tyres 25 times since the FIA World Endurance Championship's creation. Porsche and Aston Martin have scored 13 victories each with Michelin.



LM P1

N°1	REBELLION RACING • REBELLION R13 - GIBSON SENNA/MENEZES/NATO	
N°4	BYKOLLES RACING TEAM • ENSO CLM P1/01 SPENGLER/DILLMAN/WEBB	
N°7	TOYOTA GAZOO RACING • TOYOTA TS050 - HYBRID CONWAY/KOBAYASHI/LOPEZ	
N°8	TOYOTA GAZOO RACING • TOYOTA TS050 - HYBRID BUEMI/NAKAJIMA/HARTLEY	

LM P2

N°22	UNITED AUTOSPORTS • ORECA07 - GIBSON HANSON/ALBUQUERQUE/DI RESTA	
N°25	ALGARVE PRO RACING • ORECA07-GIBSON FALB/TRUMMER/LANCASTER	
N°29	RACING TEAM NEDERLAND • ORECA 07 - GIBSON VAN EERD/VAN DER GARDE/DE VRIES	
N°33	HIGH CLASS RACING • ORECA07 - GIBSON PATTERSON/YAMASHITA/FJORDBACH	
N°35	EURASIA MOTORSPORT • LIGIER JSP217-GIBSON YAMANAKA/GAUNT/MEHRI	
N°36	SIGNATECH ALPINE ELF • ALPINE A470 - GIBSON LAURENT/NEGRAO/RAGUES	
N°37	JACKIE CHAN DC RACING • ORECA07 - GIBSON TUNG/AUBRY/STEVENS	
N°38	JOTA • ORECA 07 - GIBSON GONZALEZ/DA COSTA/DAVIDSON	
N°42	COOL RACING • ORECA07-GIBSON LAPIERRE/BORGA/COIGNY	
N°47	CETILAR RACING • DALLARAP217 - GIBSON LACORTE/BELICCHI/SERNAGIOTTO	












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 GTE AM












N°54	AF CORSE • FERRARI 488 GTE EVO FLOHR/CASTELLACCI/FISICHELLA	
N°56	TEAM PROJECT 1 • PORSCHE 911 RSR PERFETTI/HÖR /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/LEDOGAR/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 INTHRAPHUVASAK/SANCHEZ/LEGERET	
N°90	TF SPORT • ASTON MARTIN VANTAGE YOLUC/EASTWOOD/ADAM	
N°98	ASTON MARTIN RACING • ASTON MARTIN VANTAGE DALLA LANA/FARFUS/GUNN	













FIA WORLD ENDURANCE LMP1 CHAMPIONSHIP

LMP1 MANUFACTURERS										TOTAL
		30/08-1/09	6/10	10/11	14/12	23/02	15/08	19-20/09	21/11	
1 st	TOYOTA GAZOO RACING		26	26	18	38	18			126
2 nd	REBELLION RACING		2	15	26	24	26			93
3 rd	TEAM LNT		15	2	12	0	0			29












LMP1 DRIVERS										TOTAL
		30/08-1/09	6/10	10/11	14/12	23/02	15/08	19-20/09	21/11	
1 st	JOSE MARIA LOPEZ		26	18	15	38	15			112
1 st	KAMUI KOBAYASHI		26	18	15	38	15			112
1 st	MIKE CONWAY		26	18	15	38	15			112
2 nd	BRENDON HARTLEY		18	26	18	27	18			107
2 nd	KAZUKI NAKAJIMA		18	26	18	27	18			107
2 nd	SÉBASTIEN BUEMI		18	26	18	27	18			107
3 rd	BRUNO SENNA		2	15	26	24	26			93
3 rd	GUSTAVO MENEZES		2	15	26	24	26			93
3 rd	NORMAN NATO		2	15	26	24	26			93















FIA ENDURANCE TROPHY - LMP2

LMP2 TEAMS										TOTAL
		30/08-1/09	6/10	10/11	14/12	23/02	15/08	19-20/09	21/11	
1 st	UNITED AUTOSPORTS		0	15	15	39	25			94
2 nd	JACKIE CHAN DC RACING		12	19	18	23	18			90
3 rd	JOTA		10	0	25	27	15			77












LMP2 DRIVERS										TOTAL
		30/08-1/09	6/10	10/11	14/12	23/02	15/08	19-20/09	21/11	
1 st	FILIPE ALBUQUERQUE		0	15	15	39	25			94
1 st	PHILIP HANSON		0	15	15	39	25			94
2 nd	GABRIEL AUBRY		12	19	18	23	18			90
2 nd	HO-PIN TUNG		12	19	18	23	18			90
2 nd	WILL STEVENS		12	19	18	23	18			90
3 rd	PAUL DI RESTA		0	0	15	39	25			79


















GT FIA WORLD ENDURANCE CHAMPIONSHIP

GT MANUFACTURERS										TOT.
		30/08-1/09	6/10	10/11	14/12	23/02	15/08	19-20/09	21/11	
1 st	ASTON MARTIN		25	40	22	61	38			186
2 nd	PORSCHE		43	27	34	28	22			154
3 rd	FERRARI		21	22	33	45	25			146

GT DRIVERS										TOT.
		30/08-1/09	6/10	10/11	14/12	23/02	15/08	19-20/09	21/11	
1 st	MARCO SØRENSEN		10	25	10	38	26			109
1 st	NICKI THIIM		10	25	10	38	26			109
2 nd	ALESSANDRO PIER GUIDI		13	12	25	18	15			83
2 nd	JAMES CALADO		13	12	25	18	15			83
3 rd	KEVIN ESTRE		18	18	19	9	18			82
3 rd	MICHAEL CHRISTENSEN		18	18	19	9	18			82

FIA ENDURANCE TROPHY - GTE AM

GTE AM TEAMS										TOT.
		30/08-1/09	6/10	10/11	14/12	23/02	15/08	19-20/09	21/11	
1 st	AF CORSE		25	18	12	18	12			85
2 nd	TF SPORT		7	26	25	0	25			83
3 rd	ASTON MARTIN RACING		18	0,5	15	27	18			78,5

GTE AM DRIVERS										TOT.
		30/08-1/09	6/10	10/11	14/12	23/02	15/08	19-20/09	21/11	
1 st	EMMANUEL COLLARD		25	18	12	18	12			85
1 st	FRANÇOIS PERRODO		25	18	12	18	12			85
2 nd	NICKLAS NIELSEN		25	18	12	18	12			85
2 nd	CHARLES EASTWOOD		7	26	25	0	25			83
2 nd	JONATHAN ADAM		7	26	25	0	25			83
3 rd	SALIH YOLUC		7	26	25	0	25			83
3 rd	DARREN TURNER		18	0,5	15	27	18			78,5
3 rd	PAUL DALLA LANA		18	0,5	15	27	18			78,5
3 rd	ROSS GUNN		18	0,5	15	27	18			78,5

MICHELIN FIA WEC RANGE 2019/2020 SEASON

	SLICK Soft - Medium - Hard	HYBRID	WET	FULL WET
LM P1	31/71 R 18	31/71 R 18	31/71 R 18	31/71 R 18
	SLICK Soft - Medium - Hard	INTERMEDIATES	WET	
LM P2	Front: 30/68 R 18 Rear: 31/71 R 18	Front: 30/68 R 18 Rear: 31/71 R 18	Front: 30/68 R 18 Rear: 31/71 R 18	
	SLICK Soft - Medium - Hard	INTERMEDIATE	FULL WET	
LM GTE PRO	Front: 30/68 R 18 Rear: 31/71 R 18	Front: 30/68 R 18 Rear: 31/71 R 18	Front: 30/68 R 18 Rear: 31/71 R 18	
LM GTE AM	Front: 30/68 R 18 Rear: 31/71 R 18	Front: 30/68 R 18 Rear: 31/71 R 18	Front: 30/68 R 18 Rear: 31/71 R 18	

EXTRACTS FROM 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 6-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:

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.

Reintroduction:

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 manufacturers 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.