



PRESS RELEASE

MOTORSPORT

Paris (France), September 7, 2023

## **6 Hours of Fuji**

### **Michelin's endurance racing tyres poised to play key role in perfecting car set-ups for challenging Fuji**

- Michelin pays its 10th visit to Fuji Speedway as a FIA World Endurance Championship round.
- The Japanese venue is notorious for its combination of a long straight and twisty infield that calls for particularly versatile tyres.
- Michelin Motorsport has carefully selected tyre compounds for Fuji that will enable the drivers to battle safely from lights-out to the chequered flag.

Situated a two-hour drive to the southwest of Tokyo, Mount Fuji (3,776 metres) emerges majestically above Honshu Island's Shizuoka prefecture where nearby Fuji Speedway is another of the region's popular attractions. Built in 1965, it has been the property of the Japanese automobile manufacturer Toyota - one of Michelin's FIA WEC partners - since 2005. Its 4.563-kilometre, 16-turn course is known for its long, 1.5km straight where the cars exceed 300kph.

Over the years, the 6 Hours of Fuji has emerged as a key fixture of the FIA World Endurance Championship and has featured on the calendar every year since the series' creation in 2012, with the exception of 2020 and 2021 because of the Covid pandemic. Michelin has extensive knowledge of the circuit but this is its first trip there with its 2023-spec Hypercar slicks and rain tires.

Its current FIA WEC range was developed not only to address the different technical characteristics of the increasing number of cars competing in the sport's premier class, but also in response to the latest regulations that outlaw the use of tire warmers. As a result of this change, the teams needed to prepare meticulously for the journey to Japan.

*"Our Performance Analysis engineers spent considerable time working with our partners to help them fine-tune the set-ups of their respective Hypercars," says **Pierre Alves**, the manager of Michelin's endurance-racing programmes. "This involved extensive simulator work and dialogue in order to determine the cars' basic set-ups and a choice of tyre compounds for the race that would cover a wide range of scenarios. Unlike its twisty infield, Fuji Speedway's long straight calls for as little aerodynamic downforce as possible, so it will be down to our technical team advisors at the circuit to build on that initial groundwork to help our partners establish the most effective compromise between downforce and the mechanical grip provided by our tyres."*



## MOTORSPORT

*"The aim is to deliver a level of braking stability, cornering grip and traction performance that enables the cars to run as little downforce as possible. The three practice sessions will be important to work on set-up and tire pressures with each compound option as a function of the weather and abrasiveness of the track. At the same time, we are confident that our tyres will be able to deliver the necessary performance, versatility and longevity for the teams to run double stints."*

The slick compounds Michelin has selected for the 6 Hours of Fuji are the **Medium** and **Hard** in order to cover the spectrum of likely conditions, given that last year's race took place in glorious sunshine, with the air and track temperatures standing respectively at 30°C and almost 50°C. In the case of rain, which certainly cannot be ruled out at this time of the year, the Hypercar teams will be able to count on Michelin's latest rain tyre which contains 45 percent sustainable materials.

For the 6 Hours of Fuji, Michelin is providing the rubber for all of the Hypercar (12 cars) and LM GTE Am (13) entries. The latter will have a choice between medium and hard slicks, too, along with two wet-weather tires: a Drying Wet for damp or drying conditions, plus a Full Wet for heavier rain.

In 2022, the first Hypercar race at Fuji Speedway saw the #8 Toyota GR010 Hybrid of Sébastien Buemi, Brendon Hartley and Ryo Hiramawa take the win, ahead of its #7 sister car (Mike Conway/Kamui Kobayashi/José María López). Third was the #36 Alpine A480 Gibson of André Negrão/Nicolas Lapierre/Matthieu Vaxivière.

Last year's LM GTE Am winner was the #33 TF Sport-run Aston Martin Vantage AMR of Marko Sørensen/Henrique Chaves/Ben Keating. Second was the all-lady #85 Iron Dames Ferrari 488 GTE EVO (Rahel Frey/Michelle Gatting/Sarah Bovy), just ahead of D'Station Racing's Aston Martin Vantage AMR (Satoshi Hoshino/Tomonobu Fujii/Charles Fagg).

All these cars contested the race on Michelin tyres.

### **About Michelin**

Michelin's ambition is to sustainably improve its customers' mobility. The leader in the mobility sector, Michelin designs, manufactures, and distributes the tires best suited to their requirements and uses as well as services and solutions to improve transport efficacy. Michelin also puts forward offers that allow its customers to enjoy unique moments when traveling. Michelin also develops high-technology equipment intended for multiple fields. Based in Clermont-Ferrand, Michelin is present in 175 countries, employs 132,200 people and operates 67 tire factories that, together, produced approximately 167 million tires in 2022. ([www.michelin.com](http://www.michelin.com)).



MOTORSPORT

---

MICHELIN GROUP MEDIA RELATIONS

**+33 1 45 66 22 22**

7 days a week

---

[www.michelin.com](http://www.michelin.com)

[@MichelinNews](https://twitter.com/MichelinNews)