

**2019/2020 FIA World Endurance Championship
Round 2: 6 Hours of Fuji**

Michelin's endurance racing tyres take Fuji Speedway's challenges and mixed weather in their stride

Round 2 of the 2019/2020 FIA World Endurance Championship – the competition's 60th fixture since its creation in 2012 – lived up every bit to its promise as changeable weather forced the teams to consider flexible strategies.

Toyota Gazoo Racing won its home FIA WEC race for the seventh time thanks to the N°8 TS050 Hybrid of Kazuki Nakajima/Sébastien Buemi/Brendon Hartley which crossed the line ahead of the Japanese outfit's N°7 sister car (Kamui Kobayashi/Mike Conway/José María López). The N°1 Rebellion Racing (Gustavo Menezes/Bruno Senna/Norman Nato) made it an all-Michelin podium.

After monopolising the top two places in qualifying, with pole position going to the N°8 prototype, the two Japanese cars dominated at the front of field, even when rain swept over Fuji Speedway shortly before the race's midpoint.

The order at the sharp end wasn't affected by this shower, however, but it did evolve in LM P2 thanks to an inspired drive on Michelin slicks by Racing Team Nederland's Nick de Vries who posted a sequence of quick laps in the N°29 ORECA that occasionally outpaced those of the LM P1 runners, allowing him climb from third to first place and lay the foundations for another Michelin victory in LM P2 in which the French firm faces competition from a rival tyre manufacturer.

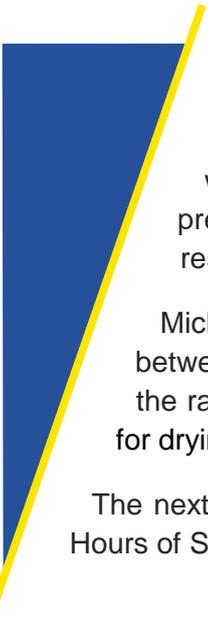
Aston Martins finished on top in both LM GTE classes where all the teams compete on Michelin rubber. The N°95 Vantage of Thim/Sørensen took the spoils for Aston Martin Racing in the Pro battle, while the similar, TF Sport-tended N°90 car of Yolluc/Eastwood/Adam was the first Am contender past the chequered flag.

"Tyre strategies clearly mattered at Fuji," said **Pierre Alves**, the manager of Michelin's endurance racing programmes. "The teams' prepared their respective game plans carefully, however, with input from our technical advisors and the rain didn't change much. We were able to propose the right tyres at the right moment and it was especially important to have tyres in Fuji that gave the drivers confidence despite the changing conditions."

The 4.563-kilometre Fuji Speedway features a twisty infield and a 1.5km-long straight which is the longest of the calendar after the Mulsanne Straight at Le Mans. It is a combination that necessitates careful aero set-up work as the teams endeavour to optimise downforce levels for speed along the straight and grip through the twistier portions.

"In this sort of situation, tyres clearly have a significant influence," added **Pierre Alves**. "When you have opposing needs like this, the versatility of our tyres provides our partners with a variable that can help them to achieve the balance they are looking for."





“Our tyres are designed to provide not only high-speed stability and the ability to cope with high downforce levels, but also cornering grip when a low-downforce set-up is preferred, a combination that allows our partners to benefit from the full potential of their respective cars around the whole lap.”

Michelin’s runners in all four classes at the 2019 6 Hours of Fuji were able to choose between SOFT and MEDIUM slicks. WET and FULL WET alternatives were also available for the rain, along with the versatile MICHELIN Hybrid slick which the LM P1 prototypes can fit for drying conditions.

The next round of the FIA World Endurance Championship will take teams to China for the 4 Hours of Shanghai on November 10.

