

**2018/2019 FIA World Endurance Championship  
Round 4: 6 Hours of Fuji**

***Toyota Gazoo Racing enjoys one-two glory on home soil,  
as Porsche GT Team tops the LM GTE Pro order***

The 2018 6 Hours of Fuji provided competitors with a mixed bag of weather, with a wet start behind the safety car soon followed by drying, then completely dry conditions. The early scrap between the two Toyota TS050 Hybrids and the Rebellion Racing and SMP Racing non-hybrid prototypes gradually shifted in the Japanese squad's favour as the racing line became gradually clearer. The six-hour race was eventually won by the N°7 TS050 Hybrid of Mike Conway, Kamui Kobayashi and José Maria Lopez. The trio's first victory of the season rewarded a spirited fightback after their pole-winning effort in qualifying was discounted due to a pit-lane speed-restriction infringement that led to them beginning the race further down the start order.

The 2018/2019 FIA World Endurance Championship's provisional leaders Sébastien Buemi, Fernando Alonso and Kazuki Nakajima steered the N°8 TS050 Hybrid to second place, with the N°1 Rebellion R13 of André Lotterer, Neel Jani and Bruno Senna joining them on the afternoon's podium, four laps adrift of the two Toyotas.

The LM GTE Pro class kept the many Japanese spectators who braved the poor weather on their toes from start to finish. After dominating qualifying, Aston Martin emerged as the team to beat early on but failed to translate this form into victory. The top prize ended up in the hands of Kevin Estre and Michael Christensen in the N°92 Porsche 911 RSR. The N°82 BMW M8 was second past the flag, a second clear of the Ford Chip Ganassi Team UK-run N°67 Ford GT.

Porsche came out on top in LM GTE Am, too, thanks to Project 1's N°56 Porsche 911 RSR (Jörg Bergmeister, Patrick Lindsey and Egidio Perfetti).

"The changing weather conditions at this year's 6 Hours of Fuji saw all the different slicks and rain tyres we brought to Japan come out at one point or another," notes **Jérôme Mondain**, the manager of Michelin's endurance racing programmes. "The wide variety of strategies used across the different classes enabled us to gather a good spectrum of feedback, which is always instructive. The teams' tactics started to diverge when the cars pitted for the first time shortly after the half-hour mark. Some fit a fresh set of rain tyres; while others switched to intermediates and others still delayed their stop in order to swap directly to slicks. Here, too, some preferred soft tyres, whereas others opted for our medium compound. The two Toyota Gazoo Racing prototypes made the most of their Michelin tyres to dominate at the front of the field, but the LM GTE Pro fight proved much closer. The category was eventually won by Porsche, but I would like to underline the fine performance of BMW which notched up its maiden FIA WEC podium finish at Fuji."

The next round of the 2018/2019 FIA WEC Super Season will take teams and drivers to Shanghai, China, on November 18.

