

PODIUM RETURN FOR TOYOTA GAZOO RACING

Saturday 3 September 2016

TOYOTA GAZOO Racing returned to the podium in an exciting 6 Hours of Mexico, the fifth round of the 2016 FIA World Endurance Championship (WEC).

Stéphane Sarrazin, Mike Conway and Kamui Kobayashi in the #6 TS050 HYBRID overcame a difficult start to the event, which saw them miss Thursday practice due to an accident, to finish third. That result elevates them to second in the drivers' World Championship.

Only one TS050 HYBRID finished the race, with the #5 car of Sébastien Buemi and Kazuki Nakajima forced to retire due to an electrical issue on the powertrain when challenging for a podium finish.

At just 4.304km, the Autodromo Hermanos Rodrigues is the shortest on the WEC calendar and this forced the LMP1 cars to regularly fight their way through lapped traffic, creating an action-packed race with occasional contact.

After 90 minutes one such incident saw Mike, at the wheel of the #6, clash with an LMP2 car, earning him a drive through penalty which cost 20 seconds. The car was, however, not damaged.

More misfortune struck TOYOTA just a few minutes later when an electrical issue on the powertrain forced Kazuki in car #5 to pit for repairs. Unfortunately the problem could not be repaired quickly and the car retired.

Soon after half distance, an exciting race took another twist when rain struck. Stéphane, running fourth at that stage, immediately brought the #6 TS050 HYBRID in for wet tyres to cope with the increasingly slippery track.

Position changes were frequent and the #6 ran third until the #7 Audi, on hybrid intermediate tyres, got past. But Stéphane put in a brilliant performance to twice pass the #2 Porsche for third either side of a tyre change for slicks.

Soon the #6 moved ahead of the #7 Audi for second place prior to its final pit stop, when hybrid intermediate tyres were fitted in anticipation of rain during the final laps.

Stéphane stayed behind the wheel and safely brought the car home in third place for the #6 crew's third podium of the season, just 8.267 seconds behind the second-placed Audi #7 and on the same lap as the race-winning #1 Porsche.

TOYOTA GAZOO Racing is back in action in just two weeks, when the WEC field travels north to Austin for the 6 Hours of Circuit of the Americas on Saturday 17 September, the sixth of nine races this season.

Toshio Sato, Team President: "It has been a challenging week for us in Mexico but the team never gave up and this result is a deserved reward. It's a pity about the issue for the #5 crew as I am sure they also would have been strong. Everyone has worked hard to improve our package for high-downforce circuits and the team did a great job. I am really happy to show this good performance in front of the Mexican fans and our colleagues at Toyota Mexico, who have been extremely supportive. We improved continuously through the week and the target now is to improve further for Austin and fight again at the front."

TS050 HYBRID #5 (Sébastien Buemi, Kazuki Nakajima)**DENSO****Mobil 1****ZENT****JTEKT****AISIN****ADVICS****RAVS****MITSUBISHI ELECTRIC**
Power Semiconductor Devices**ETICS****NPR**
NIPPON PISTON RING CO. LTD.**MAEDA**
MACHINERY COMPANY

Race: DNF, 62 laps, 2 pit stops. Grid: 5th. Fastest lap: 1min 26.767secs

Sébastien Buemi: "Congratulations to car #6 on the podium and on being second in the World Championship, which is impressive. I am very disappointed in our race because I had a competitive first stint. We showed that we had good pace and I could follow closely the Audi and the Porsche. It's nice for the team to have a podium but now we focus on Austin."

Kazuki Nakajima: "It was a difficult day for us but a good result for car #6 to get a podium for the team. I am happy for them and pleased to see how competitive the car was. It was an exciting race to watch but I would prefer to be racing; it's a pity that we couldn't finish because we had strong pace at the beginning."

TS050 HYBRID #6 (Stéphane Sarrazin, Mike Conway, Kamui Kobayashi)
Race: 3rd, 230 laps, 7 pit stops. Grid: 6th. Fastest lap: 1min 26.083secs

Stéphane Sarrazin: "I was really frustrated about my crash on Thursday because it's not like me. But the mechanics did such a great job working all night to prepare the car. We all give our best and sometimes we start an event with difficulties but we finish in a positive way. When I was in the car I was thinking about the mechanics, which motivated me to push even harder. I felt so good in the car and with Mike and Kamui, as well our engineers, we have a great package. It's amazing to be on the podium and to be second in the championship."

Mike Conway: "It's fantastic to get a podium here. At the beginning it was looking difficult but my stint was going well until I unfortunately got the drive through penalty. After that the pace was good and we could double stint the tyres which was an advantage. Stéphane did a brilliant job; as the track got drier he just got quicker. It looked like we had a chance for second which would have been amazing but the rain came a bit too late. All credit to the mechanics for getting the car over the finish line; it's been a big team effort."

Kamui Kobayashi: "We didn't expect this. The week had been difficult for us but to achieve a podium finish is just great for everyone. The mechanics had a really hard week so I think they deserve this, along with the whole team. It was fun to stand on the podium and see their reaction. After qualifying no-one would predict we would be pushing for second place so I'm really happy with our race."

6 Hours of Mexico results:

1st	#1 Porsche (Bernhard/Webber/Hartley)	230 laps
2nd	#7 Audi (Fässler/Lotterer/Tréluyer)	+1min 1.442secs
3rd	#6 TOYOTA GAZOO Racing	+1min 9.709secs
4th	#2 Porsche (Dumas/Jani/Lieb)	+1min 30.004secs
5th	#13 Rebellion (Tuscher/Kraihamer/Imperator)	+12 lap
6th	#43 RGR (Gonzalez/Albuquerque/Senna)	+20 laps

TOYOTA GAZOO Racing 2016 Results:

Silverstone:	#5: Qualifying 6th; Race 16th / #6 Qualifying 5th; Race 2nd.
Spa:	#5: Qualifying 5th; Race 26th / #6 Qualifying 3rd; Race DNF.
Le Mans:	#5: Qualifying 4th; Race NC / #6 Qualifying 3rd; Race 2nd.
Nürburgring:	#5: Qualifying 6th; Race 5th/ #6 Qualifying 5th; Race 6th.
Mexico:	#5: Qualifying 5th; Race DNF/ #6 Qualifying 6th; Race 3rd.

A German translation of this press release is available on www.toyotahybridracing.com. High-resolution copyright-free photos are available for editorial use at www.toyota-motorsport-photos.com.

DENSO

Mobil 1

ZENT

AISIN AW

ZF

JTEKT

AISIN

NIPPON STEEL & SUMITOMO METAL

ADVICS

RAYS

HAYASHI TELEMPU

MITSUBISHI ELECTRIC
Power Semiconductor Devices

ETICS

TOYOTA INDUSTRIES CORPORATION

AICHI STEEL

TOYOTA AUTO BODY

TOYOTA TSUSHO

TOYOTA BOSHOKU

トヨタ自動車東日本
TOYOTA MOTOR EAST JAPAN

TOYODA GOSEI

HINO

DAIHATSU

TOKAI RIKA

ほのの東郷

NPR
NIPPON PISTON RING CO. LTD.

TAMACHI

CD-adapco

FURUKAWA ELECTRIC GROUP

MAEDA
MOTOR OIL

FINE SINTER

TAKATA

MICHELIN



RAISING THE EXCITEMENT
TOYOTA HYBRID

About TOYOTA GAZOO Racing in the World Endurance Championship:

TOYOTA first competed in the World Endurance Championship (WEC) in 1983, marking the start of a long period of participation in endurance racing. Since 1985, TOYOTA cars have raced in 18 Le Mans 24 Hours races, achieving a best result of second place on five occasions. TOYOTA entered the revived WEC in 2012, combining the expertise from TOYOTA Higashi-Fuji Technical Centre, where the hybrid powertrain is developed, with TOYOTA Motorsport GmbH's support and facilities for chassis development. The multi-national team is based in Cologne, Germany and includes engineers from TOYOTA's motorsport and hybrid department, who deliver technology and know-how back into road car development. Since 2012, TOYOTA has earned 10 pole positions and won 10 races, finishing on the podium a total of 27 times. In 2014, the team won the drivers' and manufacturers' World Championships with the TS040 HYBRID while a year later TOYOTA celebrated 30 years since its first Le Mans entry. TOYOTA Motorsport GmbH combines its role in the WEC project with its other activities, such as the supply of a World Rally Championship engine for TOYOTA's return to the category in 2017, as well as its engineering services business and customer motorsport activities.

www.toyota-motorsport.com / www.facebook.com/toyotamotorsport/
[@Toyota_Hybrid](https://twitter.com/Toyota_Hybrid)

Media contact: Alastair Moffitt, Marketing & Communications Manager:
alastair.moffitt@toyota-motorsport.com

DENSO

Mobil 1

ZENT



JTEKT

AISIN



ADVICS

RAYS



MITSUBISHI ELECTRIC
Power Semiconductor Devices

ETICS



AICHI STEEL

TOYOTA AUTO BODY

TOYOTA TSUSHO

TOYOTA BOSHOKU

トヨタ自動車東日本
TOYOTA MOTOR EAST JAPAN

TOYODA GOBEI

HINO

DAIHATSU

TOKAI RIKA

ばねの東郷

NPR
NIPPON PISTON RING CO. LTD.

TAMACHI

CD-adapco

FURUKAWA
ELECTRIC GROUP

MAEDA
@MILLI-METALCO | GERMANY

FINE SINTER

TAKATA

