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PROGRAMME

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2026

WEC

FIA WORLD ENDURANCE
CHAMPIONSHIP



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FOREWORD



**RICHARD
MILLE**
FIA ENDURANCE
COMMISSION PRESIDENT

Dear Friends,

I am delighted to welcome you to the 2026 FIA World Endurance Championship season, which promises to be another landmark year for our sport.

With 14 manufacturers represented across the Hypercar and LMGt3 classes, the WEC continues to stand as one of the strongest and most compelling motor sport championships in the world. This level of participation reflects not only the appeal of endurance racing but also the success of the FIA's and ACO's joint regulatory approach in creating a competitive, sustainable, and globally relevant platform.

Motor sport is, by nature, a cyclical business. Manufacturers come and go, and that rhythm is part of a healthy and evolving ecosystem. Yet the arrival of Genesis, combined with consistently strong grids across both classes, is clear proof that the championship is thriving and continues to attract some of the biggest and most prestigious names in the automotive industry.

LMGt3 continues to deliver exceptional diversity of machinery and close competition, while the Hypercar class remains the pinnacle of endurance racing, showcasing cutting-edge technology and world-class performance.

The global nature of the entry list highlights the WEC's international reach, and the series continues to provide an environment where talent can flourish regardless of background.

I would like to wish all teams, drivers, partners, and officials a successful and safe season, and all fans an unforgettable year of endurance racing!



**PIERRE
FILLON**
PRESIDENT
AUTOMOBILE CLUB DE L'OUEST

Endurance – hitting the heights yet again!

Season after season, the World Endurance Championship is making its mark as the most spectacular and demanding of all international motorsport series. The upward trajectory is set to continue in 2026 thanks to the exceptionally high level of competition and the growing appeal of the sport.

No fewer than 14 manufacturers are poised for battle in the WEC's two classes. This number alone says how much endurance is alive and kicking! The introduction of Genesis signals a new landmark in the championship's history while other brands rubberstamp their commitment to top-level racing. Few series anywhere in the world boast such a diverse array of constructors on the same racetrack. This competition, with its unique blend of loyal participants and permanent renewal, is a testimony to the faith placed in our sporting and technological model by the automotive industry.

Once again, the forthcoming season will take us on a worldwide journey to eight venues across four continents. From the intense excitement of Imola to the majestic setting of Spa-Francorchamps, from the exacting demands of Fuji to the sparkling jewel in the crown, the 24 Hours of Le Mans, each event embodies a different facet of endurance. The year's showpiece occasion, the 94th 24 Hours of Le Mans promises a line-up that is likely to be one of the most competitive ever seen at the legendary circuit.

The increased commitment of manufacturers, the outstanding quality of the grids and the growing enthusiasm of the public are all proof that these are remarkable times for the WEC. We are about to embark on a fascinating new chapter in 2026, one that we are proud to write with everyone involved in the championship.

Here's to an unforgettably exciting and spectacular season!



**FRÉDÉRIC
LEQUIEN**
FIA WEC
CEO

The FIA World Endurance Championship continues to go from strength-to-strength, with the series' 14th season appropriately enough featuring 14 major automotive manufacturers, some of whom have been represented on the grid since day one.

In front of record attendances, the 2025 campaign was a real rollercoaster ride. Ferrari followed up its recent victories in the legendary 24 Hours of Le Mans by clinching the world championship crown in the headlining Hypercar division – its first top-tier endurance racing success since 1972.

The Italian marque has clearly thrown down the gauntlet to its rivals, who have been busy over the winter in their efforts to fight back, with multiple title-holder Toyota unveiling a heavily-updated car in its bid to turn the tables.

Cadillac was a breakthrough first-time winner in Brazil last year, and Alpine reached the top step in FIA WEC's 100th race at Fuji – a milestone moment in the world championship's illustrious history. BMW and Peugeot similarly produced podium performances, while Aston Martin's striking new Valkyrie demonstrated impressive progress and will undoubtedly be one to watch in 2026.

Genesis is a welcome newcomer to the Hypercar category this season. A comprehensive preparation programme and the presence within its driver line-up of two-time world champion André Lotterer proves that Hyundai's premium brand means serious business.

In LMGt3, meanwhile, teams fielding Aston Martin, BMW, Corvette, Ferrari, Ford, Lexus, McLaren and Mercedes-AMG machinery will all be doubly determined to get the better of class benchmark Manthey – the German outfit has claimed both titles to-date with its pair of Porsches.

We are particularly proud of the opportunities offered by FIA WEC for 'gentlemen drivers' to shine on the global stage, with every LMGt3 crew obliged to include a Bronze-rated participant – enthusiastic and extremely skilled amateurs who are in many ways the lifeblood of our sport.

Competitors will do battle around eight iconic circuits across four global territories. Following the curtain-raising contest at Imola, the field will call into fellow classic European tracks Spa-Francorchamps and Le Mans prior to heading overseas to Brazil (Interlagos), the USA (COTA) and Japan (Fuji). The campaign will then conclude with a pair of European outings, as Barcelona welcomes FIA WEC for the first time before champions are celebrated in the season finale at Monza!

We hope you enjoy!



BOBBY EPSTEIN

CHAIRMAN,
CIRCUIT OF THE AMERICAS

Welcome to Austin for the 2026 FIA WEC Lone Star Le Mans! We're thrilled to have you here for a weekend where world-class racing meets Texas-sized energy, passionate fans, and the unmistakable energy of Austin.

With Hypercars, LMGT3s, and an incredible lineup of drivers and manufacturers ready to take to the track, the stage is set for another unforgettable round of the WEC season. We are particularly pleased to welcome Ben Keating, GT3 driver and native-Texan, back to his home state for his home race.

Whether you're joining us for the first time or returning for another Lone Star Le Mans, there's plenty to experience throughout the weekend. Take a stroll through the paddock, check out the fan zones, find your favorite vantage point around The Circuit, and be one of the first thrill-seekers to enjoy some of the marquee rides at new our amusement park, COTALAND!

The precision and innovation behind these teams and machines are what make WEC so special, and we're proud to share this incredible championship with you here in Texas. A special thank you to Frédéric Lequien, Pierre Fillon, Cédric Vilatte, and the entire WEC team for continuing to bring the excitement of endurance racing back to the Lone Star State.

Lone Star Le Mans is back for another unforgettable weekend in Texas. Let's make it one to remember!

2026 CALENDAR

OFFICIAL
PROLOGUE



ITALY
IMOLA

APRIL 14

R1



ITALY
6 HOURS OF IMOLA

APRIL 19

R2



BELGIUM
TOTALENERGIES 6 HOURS
OF SPA-FRANCORCHAMPS

MAY 9

R3



FRANCE
24 HOURS OF LE MANS

JUNE 13-14

R4



BRAZIL
ROLEX 6 HOURS OF
SÃO PAULO

JULY 12

R5



USA
LONE STAR LE MANS (COTA)

SEPT 6

R6



JAPAN
6 HOURS OF FUJI

SEPT 27

R7



SPAIN
6 HOURS OF BARCELONA

OCT 18

R8



ITALY
6 HOURS OF MONZA

NOV 8



Official Logistics Partner



Logistics that goes the distance.

The thrill of endurance racing – delivered by DHL as the Official Logistics Partner of the FIA WEC and the 24 Hours of Le Mans.

Our race starts long before the lights go green – moving the entire championship across continents and oceans.



500,000+
racing tyres



45,000+
tons of cargo



3,000+ ocean
container



1,500,000+ liter
racing fuel

2026 FIA WEC STANDINGS

HYPERCAR MANUFACTURERS

	TOYOTA	132 PTS
	BMW	127 PTS
	FERRARI	88 PTS

HYPERCAR DRIVERS

		#20	R. RAST R. FRIJNS	75 PTS
		#7	K. KOBAYASHI M. CONWAY N. DE VRIES	75 PTS
		#20	S. VAN DER LINDE	65 PTS

LMGT3 TEAMS

	#33 TF SPORT	76 PTS
	#92 THE BEND MANTHEY	49 PTS
 	#69 TEAM WRT	43 PTS

LMGT3 DRIVERS

	#33 J. EDGAR	76 PTS
	#33 N. CATSBURG	72 PTS
	#33 B. KEATING	54 PTS





JAMIE CHADWICK



NYCK DE VRIES

REACH FOR THE CROWN



THE COSMOGRAPH DAYTONA



WHAT IS FIA WEC

WHAT YOU NEED TO KNOW TO UNDERSTAND FIA WEC IN 2026

2026 marks the 14th consecutive campaign for the FIA World Endurance Championship with, appropriately enough, 14 major automotive marques primed to battle it out for glory – an unrivalled grid in the sport!

Competitors will lock horns at eight renowned circuits from Lusail to Le Mans and Brazil to Bahrain, with speed, strategy and skill set to decide the destiny of the coveted championship crowns.

Opposite is a rundown of the key topics in the world's premier endurance racing series for the season ahead...

GLOSSARY

FULL COURSE YELLOW

A flag condition that signals the entire track is under caution, requiring all drivers to slow down.

GRID WALK

The opportunity for drivers, team members and guests to walk along the starting grid before the race.

OVERTAKE

The act of passing another car on the track.

PADDOCK

Area where teams set up their garages and work on cars.

PIT-LANE

The area next to the track where cars come in for pit-stops.

PIT-STOP

A brief stop during the race for tire changes, refuelling or repairs.

SAFETY CAR

A car used to control the pace of the race in dangerous conditions.

SPLASH & DASH

A quick pit-stop for just a small amount of fuel, often near the end of the race.

STINT

The period of time or number of laps a driver completes on-track before coming in for a pit-stop.

TOE

The alignment of a car's wheels, specifically how they angle in or out relative to each other.

VSC (VIRTUAL SAFETY CAR)

A procedure where all cars slow down to a set speed due to a hazard, without a physical safety car.



HYPERCAR

WEIGHT
1,030KG

**MAXIMUM
SPEED**
330KM/H

**OFFICIAL
TIRE
SUPPLIER**



The Hypercar class is the top-tier in the FIA World Endurance Championship, pitting cutting-edge, purpose-built racing prototypes piloted by professional drivers against each other in a sensational spectacle of sporting prowess.

The regulations are focused on controlling performance, allowing participants to choose cost-effective solutions since significant expenditure does not necessarily lead to performance gains – a strategy that ensures equality of opportunity across the grid.

Ferrari proved to be an unstoppable force in its third campaign at FIA WEC's highest level in 2025, wrapping up both the Manufacturers' and Drivers' World Championship laurels.

Since then, however, the opposition has been pulling out all the stops to rein the Prancing Horse back in. Multiple title-holder Toyota is aiming to come out all guns blazing with a heavily-updated car, while Alpine, Aston Martin, BMW, Cadillac and Peugeot are all similarly fired-up to reach the top step of the rostrum in the 17-strong Hypercar field. There is also an intriguing new addition in the shape of Hyundai premium brand, Genesis, with double world champion André Lotterer on the driving front.

TWO TITLES UP FOR GRABS

Competitors do battle for the **FIA Hypercar World Endurance Manufacturers' Championship** and **FIA Hypercar World Endurance Drivers' Championship**.

LMH (LE MANS HYPERCAR)

Where brands design and construct their own car

LMDH (LE MANS DAYTONA HYPERCAR)

Where the chassis is supplied by one of four manufacturers: Dallara, Ligier, Multimatic or ORECA



WEIGHT
1,250KG

**MAXIMUM
SPEED**
300KM/H

**OFFICIAL
TIRE
SUPPLIER**

GOODYEAR

LMGT3



**FIA ENDURANCE
TROPHY FOR
LMGT3 TEAMS
& LMGT3 DRIVERS**

Alongside their quest to clinch the two major LMGT3 crowns, competitors in this category additionally do battle for the Goodyear Wingfoot Award, presented to the driver that posted the fastest average lap times during their stints behind the wheel over the course of the campaign.

Replacing the long-standing LMGT3 regulations, LMGT3 joined the FIA World Endurance Championship package in 2024 and proved to be an immediate success.

Based around the FIA's global GT3 technical platform, the spotlight is on private teams and Pro-Am line-ups, represented inside the cockpit by a blend of emerging young talents and gentlemen drivers. The cars – race-tuned versions of recognisable road-going models – feature a number of FIA WEC-specific adaptations such as digital display panels, and are all equipped with Goodyear tires.

Much like in Hypercar – where no fewer than seven different crews won a race in 2025 – the hunt for honours was fiercely-contested in LMGT3 last year, with the spoils of victory shared between Corvette, Ferrari, Lexus, McLaren and Porsche while Aston Martin, BMW, Ford and Mercedes-AMG celebrated at least one podium finish apiece.

All nine brands – fielding two cars each – are back for more in 2026, when Porsche specialist Manthey will be bidding to complete a hat-trick of title triumphs in the category, as the German outfit's rivals dig deeper than ever to turn the tables...



THE DRIVERS



HYPERCAR

3 DRIVERS PER TEAM, BRONZE DRIVERS PROHIBITED

Bronze-rated drivers are not authorised to participate in the headlining Hypercar class, which is reserved for global endurance racing's elite. This means each team's drivers must be a mix of Silver, Gold and Platinum-graded.

LMGT3

3 DRIVERS PER TEAM, WITH AT LEAST 1 BRONZE DRIVER AND 1 SILVER OR BRONZE DRIVER

By contrast, it is mandatory for all LMGT3 crews to include at least one Bronze driver and another that is either Bronze or Silver-rated. Each car must therefore feature a combination of Bronze, Silver and possibly Gold drivers. This ensures a balance of experience while offering less seasoned drivers the opportunity to participate in major competitions.

PLATINUM DRIVER

Platinum is the highest category in the FIA driver classification, including the most experienced and highest-performing drivers in the motorsport world. These are often living legends of the sport, with extremely successful international careers. They have excelled in high-level races, including competitions like Formula 1, the 24 Hours of Le Mans or other globally-renowned events.

GOLD DRIVER

A Gold driver is a very high-level driver. These drivers have frequently shone in prestigious competitions such as Formula 1, the 24 Hours of Le Mans or other major series. They are considered world-class athletes, capable of performing at a very high level, even in the most demanding races.

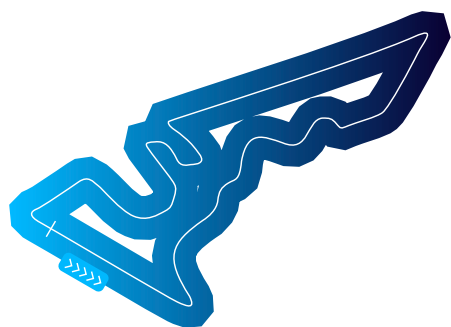
SILVER DRIVER

A Silver driver has significant experience but is still considered to have areas for improvement compared to the world's best drivers (Gold and Platinum). A Silver driver may have achieved good results in lower-tier series while still lacking consistency or exceptional performance on the international stage. They may also be a young driver starting to climb the ranks in motorsport.

BRONZE DRIVER

A Bronze driver is generally a less experienced driver, often older or who has not yet reached a skill level comparable with that of more experienced drivers. The FIA assigns this category to drivers who do not have such impressive results in major races or who lack significant performance statistics in high-level series. Bronze drivers are often considered beginners or amateurs in the professional setting.

RACE



FORMAT

FREE PRACTICE

Ahead of qualifying, there are multiple practice sessions where teams can test their cars, adjust set-ups and assess track conditions.

QUALIFYING

Modified in 2024, the qualifying format is split into separate blocks for Hypercar and LMGTC3 contenders. In each case, following a 12-minute initial session, the fastest ten competitors advance to a ten-minute 'Hyperpole' shootout to determine the leading positions on the starting grid, with pole position carrying an additional championship point.

POLE POSITION

Pole position is the top spot on the grid. It is awarded to the driver who sets the fastest time during Hyperpole, meaning their car starts at the front of its category in the race.

RACE

The main event of the weekend, during which the big points are distributed. FIA WEC races range in duration from six hours at Imola, Spa-Francorchamps, Interlagos, COTA and Fuji to eight hours in Bahrain, approximately ten hours (1812km) in Qatar and 24 hours at Le Mans. The points distribution depending on length of the race can be found below.



FINISHING POSITION	1 ST	2 ND	3 RD	4 TH	5 TH	6 TH	7 TH	8 TH	9 TH	10 TH
6-HOUR RACE	25	18	15	12	10	8	6	4	2	1
8/10-HOUR RACE	38	27	23	18	15	12	9	6	3	2
24 HOURS OF LE MANS	50	36	30	24	20	16	12	8	4	2
+1 BONUS POINT FOR POLE POSITION AT EACH RACE										

MICHELIN DESIGNS A NEW TIRE FOR THE HYPERCAR CATEGORY



Technical partner of the FIA WEC championship since its creation in 2012, Michelin was selected by the FIA and the ACO to supply tires for the premier Hypercar category starting in 2021. For Michelin, Endurance racing is the ideal platform to demonstrate the longlasting performance of its tires and to develop more sustainable products aligned with the Michelin Group's 2050 strategy.

The new MICHELIN Pilot Sport Endurance tires equipping Hypercars from the 2026 season onward have been designed using 50% renewable and recycled materials. Beneath their avantgarde design lies even greater performance delivered to Michelin's partners.

The FIA WEC championship strengthens the ties between Michelin and the world's leading automotive manufacturers, helping accelerate the transfer of Michelin's innovations from track to road.



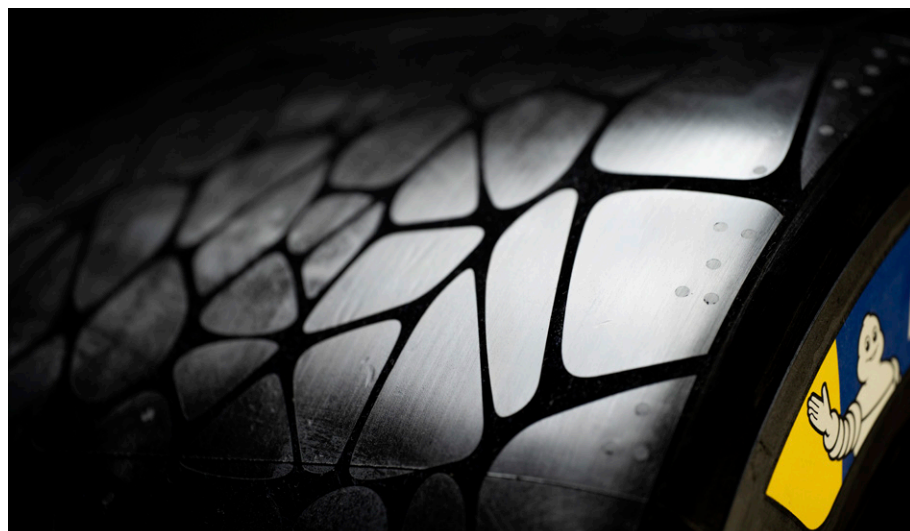
SLICK ALLOCATIONS

Free Practice		12 tires
Hyperpole		4 tires
Qualifying + Race	6-Hour race	18 tires
	8-Hour race	26 tires
	10-Hour race or 1812km	32 tires

SIZE

FRONT: 29/71-18 REAR: 34/71-18

(Width (cm) / Exterior Diameter (cm) – Interior Diameter (inches))



SLICK TIRES



SOFT

(white sidewall marking):

- Soft compound
- Dry or slightly damp conditions
- Low temperatures (nighttime racing/early morning)
- Ground temperature: **0-15°C**



MEDIUM

(yellow sidewall marking):

- Soft compound
- Dry conditions
- The most versatile option
- Ground temperature: **15-25°C**



HARD

(red sidewall marking):

- Hard compound
- Dry conditions
- High track temperatures / big constraints
- Ground temperature: **>25°C**

RAIN TIRES



WET

(blue sidewall marking):

- Soft compound
- Wet conditions
- Versatile





TRUST YOUR TIRES FOR LONGER*

**WITH RACE-INSPIRED TECHNOLOGY
FOR EVERYDAY PERFORMANCE**

*Michelin most iconic tire ranges have increased their longevity vs. their previous generation. Results based on tests done by DEKRA, upon Michelin's request, for the following tirelines: MICHELIN Pilot Sport[®] (test 2021 on 225/40 R18), MICHELIN Pilot Alpin[®] (test 2018 on 225/40 R18), MICHELIN Primacy[®] (test 2024 on 235/45 R18), MICHELIN CrossClimate[®] (test 2025 on 205/55 R16), MICHELIN CrossClimate² (test 2020 on 225/45 R17) & MICHELIN CrossClimate² SUV (test 2021 on 235/60 R18). Information correct at date of publication - 02/2026 - MFP Michelin 855 200 507 RCS CLERMONT-FERRAND. Share capital: 504 000 004€. Photo credit: © Michelin



HYPERCAR





ALPINE

ENDURANCE TEAM

ALPINE A424
COMMITMENT | SINCE 2024

MANUFACTURER
ALPINE



TIRE SUPPLIER
MICHELIN



2026 RESULTS

**FIA WORLD ENDURANCE
MANUFACTURERS' CHAMPIONSHIP**

5TH

Legendary French manufacturer Alpine enters the 2026 Hypercar season with a pair of its familiar, blue-liveried, 3.4-litre Mecachrome-powered A424 prototypes.

2025 proved to be a breakthrough campaign for Alpine Endurance Team, yielding a maiden victory for the Signatech-run A424 at Fuji, as Charles Milesi, Paul-Loup Chatin and Ferdinand Habsburg triumphed in the FIA World Endurance Championship's milestone 100th race.

For 2026, Alpine has recruited two new faces, with former FIA WEC LMP2 champion and 24 Hours of Le Mans class-winner António Félix da Costa joining the #35 crew alongside Milesi and Habsburg. In the sister #36 car, FIA Formula 2 Championship race-winner Victor Martins will partner incumbent duo Frédéric Makowiecki and Jules Gounon, following Chatin's departure to the nascent Genesis Magma Racing programme.

Spearheaded by Team Principal Philippe Sinault and benefitting from the sporting experience of Nicolas Lapierre, Alpine will be eager to add to its excellent Japanese success.



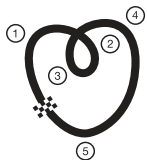
AUTOGRAPH

#35



AUTOGRAPH

#36



**THE HEART
OF RACING**

ASTON MARTIN VALKYRIE
COMMITMENT | SINCE 2025

MANUFACTURER
ASTON MARTIN



TIRE SUPPLIER
MICHELIN



2026 RESULTS

**FIA WORLD ENDURANCE
MANUFACTURERS' CHAMPIONSHIP**

6TH

Aston Martin returned to the top-tier of international endurance racing for the first time since 2011 last season with the Heart of Racing stable. After a challenging start, the British marque running under an American entrant flag made strong progress, producing several notable performances.

The crowd-pleasing V12 Valkyrie Hypercar – one of only two normally-aspirated models in the field – is derived from the road and struck a chord amongst race fans all around the world with especially strong showings at Le Mans and Fuji as well as in the season finale in Bahrain.

The all-British line-up of Harry Tincknell, Tom Gamble and Ross Gunn in the #007 Valkyrie has been retained for 2026, while the sister #009 entry similarly embraces continuity with a trio composed of experienced Danish ace Marco Sørensen, Spain's Alex Riberas and successful IMSA racer, Roman De Angelis.



AUTOGRAPH

#007



AUTOGRAPH

#009

**M Team WRT****BMW M HYBRID V8**
COMMITMENT | SINCE 2024**MANUFACTURER**
BMW**TIRE SUPPLIER**
MICHELIN**2026 RESULTS****FIA WORLD ENDURANCE**
MANUFACTURERS' CHAMPIONSHIP**2ND**

Big things are expected of BMW in 2026, as the Bavarian brand competes with a heavily-revised M Hybrid V8 Hypercar that has benefitted from extensive testing. The new-look model features visible and not-so-visible changes. Most strikingly, an adjusted splitter optimises airflow, while the BMW 'kidney grille' is slightly smaller. Additionally, the German prototype sports new headlights.

While the car looks very different, the driver roster sees complete continuity with Kevin Magnussen, Dries Vanthoor and Raffaele Marciello staying together in the #15 machine, while Robin Frijns, René Rast and Sheldon van der Linde team up once more in the #20 entry.

The Vincent Vosse-led WRT organisation similarly continues to run the operational elements of BMW's global endurance attack.



AUTOGRAPH

#15



AUTOGRAPH

#20



CADILLAC V-SERIES.R
COMMITMENT | SINCE 2023

MANUFACTURER
CADILLAC



TIRE SUPPLIER
MICHELIN



2026 RESULTS

**FIA WORLD ENDURANCE
MANUFACTURERS' CHAMPIONSHIP**

4TH

Cadillac boasts a rich and proud history in endurance racing and is now a firmly-established FIA WEC contender as it enters its fourth year with the V-Series R Hypercar – the American manufacturer's second season in alliance with renowned UK-based organisation, JOTA.

The rumbling, 5.5-litre, V8-powered V-Series R Hypercar, running under the Cadillac Hertz Team JOTA banner, enjoyed a very strong 2025 campaign, winning its first race in the series at Interlagos and taking a hat-trick of pole positions at Le Mans, Interlagos and Fuji courtesy of Alex Lynn.

The #12 entry retains the rapid Lynn, Will Stevens and Norman Nato trio for 2026, while the sister #38 car sees Cadillac IMSA driver Jack Aitken slotting in alongside Earl Bamber and Sébastien Bourdais, following fellow Brit Jenson Button's retirement at the end of 2025.



AUTOGRAPH

#12



AUTOGRAPH

#38


AFcorse

**RACING
WITH FERRARI**
FERRARI 499P
COMMITMENT | SINCE 2023
MANUFACTURER
FERRARI

TIRE SUPPLIER
MICHELIN

2026 RESULTS
**FIA WORLD ENDURANCE
MANUFACTURERS' CHAMPIONSHIP**
3RD

The brand to beat in 2026 is Ferrari, with the Prancing Horse heading into battle off the back of a remarkable 2025 campaign that yielded a third consecutive 24 Hours of Le Mans win, a hat-trick of early-season victories at Lusail, Imola and Spa-Francorchamps and both the Manufacturers' and Drivers' World Championship crowns.

The Italian marque's revised 499P Hypercar was the clear benchmark for most of last season, and with stability in its driver ranks – reigning champions Antonio Giovinazzi, Alessandro Pier Guidi and James Calado sharing the #51 prototype and Miguel Molina, Antonio Fuoco and Nicklas Nielsen partnering up again in the #50 – a successful title defence is very much Ferrari AF Corse's goal.



AUTOGRAPH

#50



AUTOGRAPH

#51



Robert Kubica, Yifei Ye and Phil Hanson similarly stay together in the yellow-liveried #83 car, with the Briton finding himself rewarded for his 2025 performances by way of factory driver promotion.



AUTOGRAPH

#83

Passion you can *taste*.



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GENESIS MAGMA RACING

GENESIS GMR-001-HYPERCAR
COMMITMENT | SINCE 2026

MANUFACTURER
GENESIS



TIRE SUPPLIER
MICHELIN

**2026 RESULTS**

**FIA WORLD ENDURANCE
MANUFACTURERS' CHAMPIONSHIP**

8TH

The new kid on the grid in FIA WEC this season is Genesis Magma Racing, flying under the South Korean flag. Hyundai's luxury brand formally announced its programme in late 2024 and enters two 3.2-litre, turbocharged V8 prototypes, to be known as the GMR-001 Hypercar models.

The car has been designed by a team spearheaded by ex-Williams Formula 1 engineer François-Xavier Demaison, with Cyril Abiteboul assuming overall control of the project. A dynamic range of drivers has been selected, with the highly-decorated duo of André Lotterer and Pipo Derani recruited to lead test and development duties over the course of 2025.

The experienced pair will be joined by young sensation Mathys Jaubert in the #17 car, while ex-Alpine racer Paul Loup-Chatin, former TF Sport star Daniel Juncadella and last year's factory Porsche ace, Mathieu Jaminet, combine in the #19 entry.



AUTOGRAPH

#17



AUTOGRAPH

#19



TEAM
PEUGEOT
TotalEnergies

PEUGEOT 9X8
COMMITMENT | SINCE 2022

MANUFACTURER
PEUGEOT



TIRE SUPPLIER
MICHELIN



2026 RESULTS

FIA WORLD ENDURANCE
MANUFACTURERS' CHAMPIONSHIP

7TH

Sporting a striking new red, white and black livery, the 'Lion' – an outright winner at Le Mans in 1992, 1993 and 2009 – is aiming to roar back to the front of the field in 2026 following an inconsistent few seasons in FIA WEC.

The second-generation 9X8 Hypercar showed its speed and durability at several events in 2025, yielding a podium apiece for the #94 and #93 crews at COTA and Fuji respectively.

The key addition to Peugeot's bid comes in the shape of Nick Cassidy, who joins the squad for 2026. The highly-rated New Zealander is a Stellantis-contracted driver, competing for sister brand Citroën in Formula E, and arrives with some prior FIA WEC experience having raced alongside Thomas Flohr and Francesco Castellacci in LMGTE Am back in 2022. Cassidy partners Paul di Resta and Stoffel Vandoorne in the #93 9X8.

The French manufacturer's other 2.6-litre, V6-engined Hypercar will be crewed by former world champion Loïc Duval alongside young guns Malthe Jakobsen and Théo Pourchaire, the latter having made his Hypercar bow in Bahrain at the end of 2025.



AUTOGRAPH

#93



AUTOGRAPH

#94



TOYOTA

RACING

TOYOTA TR010-HYBRID
COMMITMENT | SINCE 2022

MANUFACTURER
TOYOTA



TIRE SUPPLIER
MICHELIN



2026 RESULTS

**FIA WORLD ENDURANCE
MANUFACTURERS' CHAMPIONSHIP**

1ST

After clinching a fourth consecutive Hypercar Manufacturers' crown in 2024, Toyota endured a challenging 2025 campaign in FIA WEC with its hitherto all-conquering GR010 Hybrid Hypercar.

The Japanese giant had to wait until the very end of the season to rediscover its winning ways, courtesy of Kamui Kobayashi, Mike Conway and Nyck de Vries in Bahrain. That was the brand's sole podium appearance of the year, and behind-the-scenes, Toyota was testing a fresh model for a 2026 debut.

The new-look TR010 Hybrid Hypercar will duly enter the fray, after the marque activated a technical 'Evo' joker to upgrade its aerodynamic package. Powered by the existing 3.5-litre V6 engine, it will race in a bold and vibrant, predominantly red livery.

TOYOTA GAZOO Racing has also metamorphosed into TOYOTA RACING as an official entrant name. While these changes are significant, the driver roster has a very familiar look to it. Conway, Kobayashi and de Vries continue in the #7 car, while Sébastien Buemi, Brendon Hartley and Ryō Hirakawa go again for a fifth consecutive season together in #8.



AUTOGRAPH

#7



AUTOGRAPH

#8

GOODYEAR READY FOR ITS BIGGEST SEASON EVER



Goodyear played a defining role in the 2025 season, the sophomore year of the LMGT3 category. As the exclusive tire supplier for LMGT3, Goodyear focused its development on delivering the optimal balance between durability and performance across an intensely competitive grid and constantly evolving race conditions.

The competitiveness of the LMGT3 class was evident throughout the season, with five different teams claiming victories. The jewel in the crown came at the legendary 24 Hours of Le Mans, where LMGT3 cars reached peak performance levels thanks to a Goodyear tire engineered to meet the extreme demands of the event. Several drivers completed up to four consecutive stints on a single Goodyear compound, a clear demonstration of outstanding durability and consistency in a truly memorable season. Goodyear Eagle tires' longevity consistently exceeded drivers' maximum drive-time limits, highlighting a significant technological achievement and reinforcing LMGT3 as the next chapter in Goodyear's storied legacy in international endurance racing. But tire longevity did not come at the expense of performance: the winning LMGT3 car completed a record-breaking 341 laps for the category, clearly demonstrating that increased durability delivered no performance trade-off. Meanwhile, a full grid of 17 LMP2 cars—also exclusively fitted with Goodyear tires—made their sole 2025 WEC appearance at Le Mans, further enhancing the spectacle

of motorsport's most iconic endurance race. Out of 62 starters, 41 cars competed on Goodyear tires.

At season's end, the triumphant trio of Richard Lietz, Riccardo Pera and Ryan Hardwick etched their names into the history books, securing a second consecutive LMGT3 championship title for Manthey 1st Phorm.

2026: CONSISTENCY IS KEY

The 2026 season will see Goodyear supporting a confirmed lineup of nine manufacturers in the LMGT3 class. Aston Martin, BMW, Corvette, Ferrari, Ford, Lexus, McLaren, Mercedes-AMG and Porsche all return to the grid.

At the 24 Hours of Le Mans, LMP2 will rejoin the WEC field, with Goodyear fully prepared to support the class as the exclusive tire supplier in one of the most anticipated endurance races of the year. Goodyear will also continue its role as the exclusive supplier for ELMS.

Across all WEC rounds, teams will run Goodyear's proven Eagle Medium (B) compound alongside the wet tire, ensuring optimal performance in all conditions.

Once again in 2026, the Eagle Medium has demonstrated its versatility and consistency across every circuit, particularly at Le Mans, where teams were able to complete up to four driving stints on the same set of tires—equivalent to as many as 44 laps or 600 km, twice the distance of a Formula 1 Grand Prix. Even with the introduction of new tire allocation regulations, Goodyear expects tire management to remain a key strategic factor. The Eagle Medium's long-distance reliability and the LMGT3 class's focus on minimising pit-stop time continue to reward smart strategy. With additional tire sets available per round, will teams still opt to extend stints on a single set? The answer may once again define race outcomes.

With front-, mid- and rear-engined cars competing in the same category, balance is critical. No single configuration should enjoy a structural advantage, and Goodyear's tires play a central role in ensuring a fair and competitive platform. Continuous data analysis and trackside evaluation will remain essential throughout the season, as Goodyear pushes forward with ongoing innovation to deliver ever more efficient and high-performing specifications.

As always, Goodyear's work on track continues to shape the Goodyear Eagle ultra-high-performance road tire range. With LMGT3 cars closely reflecting their road-going counterparts, technology developed in endurance racing continues to drive progress both on and off the circuit.

GOODYEAR WINGFOOT AWARD: FANS TAKE THE WHEEL

The Goodyear Wingfoot Award returns in 2026, once again placing fans at the heart of the action. Votes from trackside spectators and viewers at home will determine the winner at each race, celebrating the standout performance of the day.

This fan-driven "Driver of the Day" format has strengthened engagement across the championship, highlighting the diverse skills and racing styles that define endurance competition at the highest level. In 2026, eight different drivers claimed the Wingfoot Award, reflecting the depth of talent on the grid and engaging thousands of fans around the world.

More competition. More innovation. Better fan engagement.

The 2026 season is here and Goodyear is setting the pace.



**WE'VE RACED
QATAR**



IMOLA



SPA



LE MANS



SÃO PAULO



AUSTIN



FUJI



BAHRAIN



**& OUR FAVORITE
PLACE IS FIRST.**



LMGT3

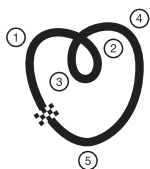




#23 Heart of Racing Team

Gray Newell, who created a positive impression during last November's Rookie Test in Bahrain, will make his FIA WEC debut this season in the #23 Aston Martin. He will do so alongside series sophomore 'Dudu' Barrichello – who

impressed over the course of his maiden campaign in the championship – and two-time 24 Hours of Le Mans class-winner, Jonny Adam, who returns to the grid following an absence of five-and-a-half years.



**THE HEART
OF RACING**

ASTON MARTIN VANTAGE AMR LMGT3
COMMITMENT | SINCE 2024

MANUFACTURER
ASTON MARTIN



TIRE SUPPLIER
GOODYEAR



2026 RESULTS

**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

9TH



AUTOGRAPH

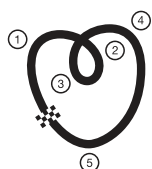
#23



#27 Heart of Racing Team

One of the co-founders of the Heart of Racing Team programme, Ian James will continue to juggle management and driving duties in 2026 as he undertakes a fourth FIA WEC season behind the wheel of the #27 Aston Martin.

He remains partnered by 2022 IMSA GTD champion, Zacharie Robichon and last year's Le Mans LMGT3 pole-sitter, Mattia Drudi.



**THE HEART
OF RACING**

ASTON MARTIN VANTAGE AMR LMGT3
COMMITMENT | SINCE 2024

MANUFACTURER
ASTON MARTIN



TIRE SUPPLIER
GOODYEAR



2026 RESULTS

**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

12TH



AUTOGRAPH

#27



#32 Team WRT

Returning to BMW power for 2025 after a year in McLaren machinery are Sean Gelael and Darren Leung. The pair were team-mates at WRT in 2024, scoring a memorable win at Imola. The Indonesian and Brit rejoin forces with

racing royalty, Augusto Farfus, who goes into his 27th season as a professional driver and his sixth in FIA WEC.

WRT

BMW M4 LMGT3 EVO
COMMITMENT | SINCE 2024

MANUFACTURER
BMW



TIRE SUPPLIER
GOODYEAR

GOODYEAR

2026 RESULTS

**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

11TH



AUTOGRAPH

#32



#69 Team WRT

There is a real Anglo-American feel to the second Team WRT entry this year, as three relatively new endurance racing faces combine. British GT and GT World Challenge Europe Sprint Cup champion Dan Harper makes the leap

to global competition. The Northern Irish ace is joined by former Racing Spirit of Léman Aston Martin driver Anthony McIntosh and FIA WEC debutant Parker Thompson, who is a Canadian Touring Car champion.

WRT

BMW M4 LMGT3 EVO
COMMITMENT | SINCE 2024

MANUFACTURER
BMW



TIRE SUPPLIER
GOODYEAR



2026 RESULTS
FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS

3RD



AUTOGRAPH

#69



#33 TF Sport

There is a subtle change in the line-up of the #33 entry in 2026, as Genesis Hypercar-bound Daniel Juncadella is replaced by a well-known face to the TF Sport outfit – Nicky Catsburg. The 2023 FIA WEC LMGTE Am champion will

reprise his partnership with Ben Keating, while Jonny Edgar is kept aboard following a strong first season in the series in 2025.



CORVETTE Z06 LMGTE.R
COMMITMENT | SINCE 2024

MANUFACTURER
CORVETTE



TIRE SUPPLIER
GOODYEAR



2026 RESULTS
**FIA ENDURANCE TROPHY
FOR LMGTE3 TEAMS**

1ST



AUTOGRAPH

#33



#34 Racing Team Turkey by TF

Running within the same stable is the Racing Team Turkey by TF entry, which will feature one of Turkey's most successful recent drivers, Salih Yoluç. The Istanbul-born ace is a former Asian Le Mans Series and European Le Mans Series

champion who also triumphed in the LMGTE Am category at Le Mans in 2020 with TF Sport and his 2026 team-mate, Charlie Eastwood. The pair are joined by Irish racer, Peter Dempsey, who is best-known for racing in Indy Lights.



CORVETTE Z06 LMGT3.R
COMMITMENT | SINCE 2024

MANUFACTURER
CORVETTE



TIRE SUPPLIER
GOODYEAR



2026 RESULTS

**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

4TH



AUTOGRAPH

#34



#21 VISTA AF Corse

After challenging for glory in 2025 via a consistent and well-executed campaign, Simon Mann, François Hériau and Alessio Rovera continue into a third straight season together in the #21 Ferrari. Victory at Spa last year was

the highlight, but the trio similarly scored podiums at Le Mans and Fuji, ending up just 14 points shy of title-winner, Manthey 1st Phorm.

VISTA
AF CORSE

FERRARI 296 LMGT3 EVO
COMMITMENT | SINCE 2024

MANUFACTURER
FERRARI



TIRE SUPPLIER
GOODYEAR



2026 RESULTS
**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

5TH



AUTOGRAPH

#21



#54 VISTA AF Corse

As consistency goes, Thomas Flohr and Francesco Castellacci are the benchmark in FIA WEC as they enter a remarkable ninth season together. 2026 will also be their fifth with Davide Rigon, as the trio attempt

to improve upon their seventh-place championship ranking last time around.

VISTA
AF CORSE

FERRARI 296 LMGT3 EVO
COMMITMENT | SINCE 2024

MANUFACTURER
FERRARI



TIRE SUPPLIER
GOODYEAR

GOODYEAR

2026 RESULTS
**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

17TH



AUTOGRAPH

#54



#77 Proton Competition Ford

The #77 entry heads into 2026 with a mostly new-look driving crew. Sebastian Priaulx returns to FIA WEC for the first time since a successful 2022 campaign with Dempsey-Proton Racing that yielded a brace of victories.

The young Brit will join season two driver Ben Tuck and ex-touring car and GT4 racer Eric Powell from the United States.



Proton
Competition

FORD MUSTANG LMGT3
COMMITMENT | SINCE 2024

MANUFACTURER
FORD



TIRE SUPPLIER
GOODYEAR



2026 RESULTS
**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

16TH



AUTOGRAPH

#77



#88 Proton Competition Ford

Flanking well-known Italian duo Stefano Gattuso and Giammarco Levorato in the #88 Ford Mustang is former Williams Formula 1 driver, Logan Sargeant. The American

makes his FIA WEC debut in preparation for a full Hypercar season with the 'Blue Oval' in 2027.



Proton
Competition

FORD MUSTANG LMGT3
COMMITMENT | SINCE 2024

MANUFACTURER
FORD

TIRE SUPPLIER
GOODYEAR



2026 RESULTS

**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

14TH



AUTOGRAPH

#88



#78 Akkodis ASP Team

There has been a major shake-up in the #78 Lexus, with reigning Michelin Le Mans Cup LMP3 champion, Hadrien David being given a shot alongside countryman Esteban Masson and ex-TF Sport

Corvette driver, Tom Van Rompuy.

AKKODIS
ASP TEAM

LEXUS RC F LMGT3
COMMITMENT | SINCE 2024

MANUFACTURER
LEXUS



TIRE SUPPLIER
GOODYEAR



2026 RESULTS
FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS

7TH



AUTOGRAPH

#78



#87 Akkodis ASP Team

José María López, Clemens Schmid and Petru Umbrărescu – who combined to win the Rolex 6 Hours of São Paulo at Interlagos and Bacpo Energies 8 Hours of Bahrain in 2025, on their way to third in the final LMGT3

standings – return in the #87 Lexus for a second season together.

AKKODIS
ASP TEAM

LEXUS RC F LMGT3
COMMITMENT | SINCE 2024

MANUFACTURER
LEXUS



TIRE SUPPLIER
GOODYEAR



2026 RESULTS

**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

6TH



AUTOGRAPH

#87



#10 Garage 59

There are plenty of new faces in the cockpit, too, as established British GT and GT World Challenge ace Marvin Kirchhöfer makes his FIA WEC debut. He will race the #10 car alongside 2024/25 Asian Le Mans Series GT3 class

champion, Antares Au from Hong Kong and International GT Open race-winner, Tom Fleming from the UK.



MCLAREN 720S LMG3 EVO
COMMITMENT | SINCE 2024

MANUFACTURER
MCLAREN



TIRE SUPPLIER
GOODYEAR



2026 RESULTS

**FIA ENDURANCE TROPHY
FOR LMG3 TEAMS**

8TH



ANTARES
AU

THOMAS
FLEMING

MARVIN
KIRCHHÖFER

AUTOGRAPH

#10



#58 Garage 59

The #58 entry sees former Akkodis ASP Team Lexus ace, Finn Gehrsitz, team up with Benjamin Goethe – a regular for Garage 59 across several series – and the experienced

Alexander West, a long-time McLaren competitor in GT racing.

59 GARAGE 59

MCLAREN 720S LMGT3 EVO
COMMITMENT | SINCE 2024

MANUFACTURER
MCLAREN

McLaren

TIRE SUPPLIER
GOODYEAR

GOODYEAR

2026 RESULTS

**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

13TH



AUTOGRAPH

#58



#61 Iron Lynx

This is a strong-looking entry packed with experience, featuring former FIA WEC LMP2 champion, Rui Andrade and highly-decorated GT driver, Maxime Martin. They are partnered by Martin Berry, who joined the team from Spa

onwards last season and was part of the crew that secured the runner-up spoils in Sakhir.

IRON LYNX

MERCEDES-AMG LMGT3
COMMITMENT | SINCE 2024

MANUFACTURER
MERCEDES



TIRE SUPPLIER
GOODYEAR



2026 RESULTS
**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

15TH



AUTOGRAPH

#61



#79 Iron Lynx

Lin Hodenius proved last year that he is a young driver worth watching, and he stays on-board for 2026. The Dutch teenager is joined by experienced Iron Lynx racer Matteo Cressoni and FIA WEC newcomer, Johannes

Zelger, who has campaigned Porsche machinery in a variety of championships, including the Asian Le Mans Series and Intercontinental GT Challenge.

IRON LYNX

MERCEDES-AMG LMGT3
COMMITMENT | SINCE 2024

MANUFACTURER
MERCEDES



TIRE SUPPLIER
GOODYEAR

GOODYEAR

2026 RESULTS

**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

18TH



AUTOGRAPH

#79



#91 Manthey DK Engineering

Under the DK Engineering banner, the #91 Manthey Porsche boasts an intriguing line-up that blends experience with one of the most highly-anticipated debuts in recent seasons. Ayhan Güven lifted the DTM laurels in dramatic circumstances with Porsche in 2025, and will compete in LMGT3 for the first time. However, the Turkish

star is no stranger to GT3 machinery, having won the 2024 Bathurst 12 Hour race with Manthey. Güven will be joined by ex-United Autosports McLaren driver James Cottingham and young gun Timur Boguslavskiy, who arrives with prior FIA WEC experience from Lexus and BMW.

MANTHEY DK Engineering

PORSCHE 911 GT3 R LMGT3
COMMITMENT | SINCE 2024

MANUFACTURER
PORSCHE



TIRE SUPPLIER
GOODYEAR

GOODYEAR

2026 RESULTS

**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

10TH



AUTOGRAPH

#91



#92 The Bend Manthey

Racing under 'The Bend' moniker – reflecting the now-established Australian race circuit in which he and his brother have a majority shareholding – Yasser Shahin returns to Porsche power after piloting a BMW last season. The former 24 Hours of Le Mans class-winner will join reigning LMGT3 champions Richard Lietz and Riccardo

Pera, who triumphed at Imola and La Sarthe in 2025 en route to clinching the coveted series crown, scoring points in all-bar one round along the way.

THE BEND // MANTHEY

PORSCHE 911 GT3 R LMGT3
COMMITMENT | SINCE 2024

MANUFACTURER
PORSCHE



TIRE SUPPLIER
GOODYEAR

GOODYEAR

2026 RESULTS

**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

2ND



AUTOGRAPH

#92

ENTRY LIST



FIA WORLD ENDURANCE CHAMPIONSHIP
A PARTNERSHIP

PROVISIONAL ENTRY LIST (2026, AUGUST 25)

ALPINE ENDU-
RANCE TEAM

#35

ANTÓNIO
FÉLIX DA COSTA
CHARLES
MILESI
FERDINAND
HABSBURG



ALPINE ENDU-
RANCE TEAM

#36

FRÉDÉRIC
MAKOWIECKI
JULES
GOUNON
VICTOR
MARTINS



ASTON MARTIN
THOR TEAM

#007

HARRY
TINCKNELL
TOM
GAMBLE



ASTON MARTIN
THOR TEAM

#009

ALEX
RIBERAS
MARCO
SØRENSEN



BMW M TEAM WRT

#15

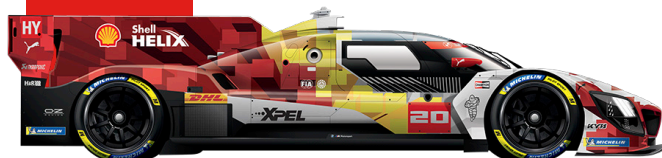
KEVIN
MAGNUSSSEN
RAFFAELE
MARCIELLO
DRIES
VANTHOOR



BMW M TEAM WRT

#20

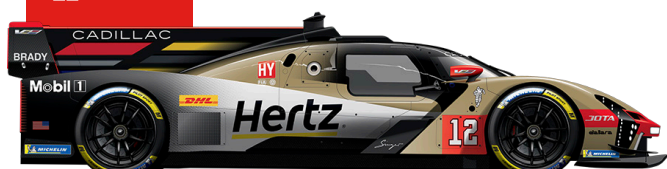
ROBIN
FRIJNS
RENÉ
RAST
SHELDON
VAN DER LINDE



CADILLAC HERTZ
JOTA TEAM

#12

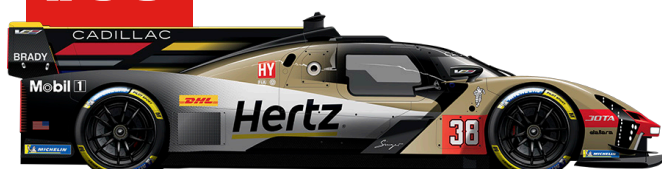
WILL
STEVENS
NORMAN
NATO
RICKY
TAYLOR

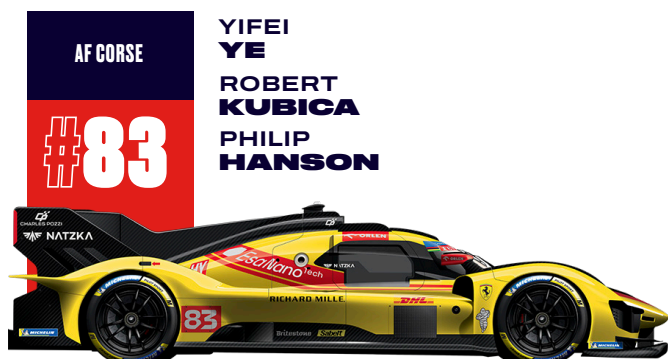


CADILLAC HERTZ
JOTA TEAM

#38

EARL
BAMBER
SÉBASTIEN
BOURDAIS
JACK
AITKEN





ENTRY LIST



FIA WORLD ENDURANCE CHAMPIONSHIP
A PARTNERSHIP

PROVISIONAL ENTRY LIST (2026, AUGUST 25)

HEART OF RACING TEAM

#23

GRAY
NEWELL
EDUARDO
BARRICHELLO
JONNY
ADAM



HEART OF RACING TEAM

#27

IAN
JAMES
ZACHARIE
ROBICHON
MATTIA
DRUDI



TEAM WRT

#32

DAREN
LEUNG
SEAN
GELAE
AUGUSTO
FARFUS



TEAM WRT

#69

ANTHONY
MCINTOSH
PARKER
THOMPSON
DANIEL
HARPER



TF SPORT

#33

BEN
KEATING
JONNY
EDGAR
NICKY
CATSBURG



RACING TEAM
TURKEY BY TF

#34

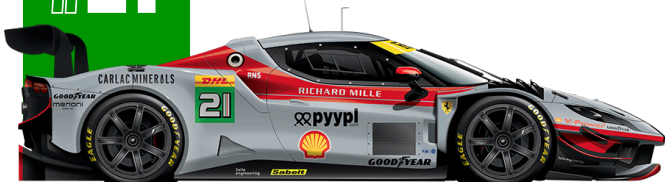
PETER
DEMPSEY
SALIH
YOLUÇ
CHARLIE
EASTWOOD



VISTA
AF CORSE

#21

FRANÇOIS
HÉRIAU
SIMON
MANN
ALESSIO
ROVERA



VISTA
AF CORSE

#54

THOMAS
FLOHR
FRANCESCO
CASTELLACCI
DAVIDE
RIGON



**PROTON
COMPETITION**

#77

**ERIC
POWELL**
**BEN
TUCK**
**SEBASTIAN
PRIAULX**



**PROTON
COMPETITION**

#88

**STEFANO
GATTUSO**
**GIAMMARCO
LEVORATO**
**LOGAN
SARGEANT**



**AKKODIS
ASP TEAM**

#78

**TOM
VAN ROMPUY**
**HADRIEN
DAVID**
**ESTEBAN
MASSON**



**AKKODIS
ASP TEAM**

#87

**PETRU
UMBRĂRESCU**
**CLEMENS
SCHMID**
**JOSÉ MARÍA
LÓPEZ**



GARAGE 59

#10

**ANTARES
AU**
**THOMAS
FLEMING**
**MARVIN
KIRCHHÖFER**



GARAGE 59

#58

**ALEXANDER
WEST**
**FINN
GEHRSTZ**
**BENJAMIN
GOETHE**



IRON LYNX

#61

**MARTIN
BERRY**
**RUI
ANDRADE**
**MAXIME
MARTIN**



IRON LYNX

#79

**JOHANNES
ZELGER**
**MATTEO
CRESSONI**
**LIN
HODENIUS**



**MANTHEY DK
ENGINEERING**

#91

**JAMES
COTTINGHAM**
**TIMUR
BOGUSLAVSKIY**
**AYHANCAN
GÜVEN**



**THE BEND
MANTHEY**

#92

**YASSER
SHAHIN**
**RICCARDO
PERA**
**RICHARD
LIETZ**





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live music spilling into the grandstands.

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LONE STAR LE MANS

2026



ACCREDITATION CENTRE

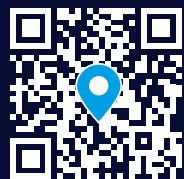
OPENING HOURS

September 3rd 8:30 AM - 5:00 PM

September 4th 8:30 AM - 6:00 PM

September 5th 8:30 AM - 6:30 PM

September 6th 7:30 AM - 3:00 PM



Kellam Rd
& Elroy Rd,
Austin TX

COMPETITORS

- 2 PADDOCK ENTRANCE
- 3 PADDOCK
- 4 PITWALK & GRIDWALK

PARKING & SHUTTLES

- P PARKING
- SHUTTLES

GENERAL

- GIANT SCREEN
- FOOD & BEVERAGE
- WATER POINT
- TOILET
- INTERNATIONAL MEDICAL CENTRE
- FIRST AID POINT
- GATE
- TUNNEL
- FOOTBRIDGE

- FANZONE
- WEC OFFICIAL STORE
- LE MANS TROPHY
- SHADED AREA
- STAGE

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**MOTUL
GLASS CLEAN**



MOTUL 300V



**MOTUL
GEAR 300**



**MOTUL
EXPRESS CLEAN**



**MOTUL
AUTO COOL
EXPERT ULTRA**



**MOTUL
RBF 700**

LONE STAR LE MANS

2026

FRIDAY, SEPTEMBER 4

10:00 AM	10:30 AM	Radical Motorsport - FREE PRACTICE 1
10:45 AM	11:15 AM	Mustang Challenge - FREE PRACTICE 1
11:30 AM	1:00 PM	FIA WEC - FREE PRACTICE 1
1:45 PM	2:15 PM	Radical Motorsport - FREE PRACTICE 2
2:30 PM	3:00 PM	Mustang Challenge - FREE PRACTICE 2
4:00 PM	5:30 PM	FIA WEC - FREE PRACTICE 2
5:45 PM	6:10 PM	Radical Motorsport - QUALIFYING

SATURDAY, SEPTEMBER 5

09:30 AM	10:10 AM	Radical Motorsport - RACE 1
10:30 AM	10:45 AM	Mustang Challenge - QUALIFYING
11:00 AM	12:00 AM	FIA WEC - FREE PRACTICE 3
12:30 AM	1:15 PM	FIA WEC - PIT WALK
12:35 PM	1:05 PM	FIA WEC - AUTOGRAPH SESSION
1:30 PM	2:00 PM	Mustang Challenge - AUTOGRAPH SESSION
		Radical Motorsport - AUTOGRAPH SESSION
3:00 PM	3:12 PM	FIA WEC - QUALIFYING - LMGT3
3:20 PM	3:30 PM	FIA WEC - QUALIFYING - HYPERPOLE LMGT3
3:40 PM	3:52 PM	FIA WEC - QUALIFYING - HYPERCAR
4:00 PM	4:10 PM	FIA WEC - QUALIFYING - HYPERPOLE HYPERCAR
5:20 PM	6:00 PM	Radical Motorsport - RACE 2
6:30 PM	7:15 PM	Mustang Challenge - RACE 1

SUNDAY, SEPTEMBER 6

08:40 AM	09:20 AM	Radical Motorsport - RACE 3
09:50 AM	10:35 AM	Mustang Challenge - RACE 2
10:45 AM	11:30 AM	FIA WEC - PIT WALK
10:50 AM	11:20 AM	FIA WEC - AUTOGRAPH SESSION
11:20 AM	11:40 AM	Exotic Car Parade
11:44 AM	11:50 AM	FIA WEC - LAP OF HONOUR
12:15 PM		FIA WEC - GRID WALK GATE OPENING
12:25 PM		FIA WEC - GRID WALK GATE CLOSING
12:43 PM		FIA WEC - GRID WALK END OF EVACUATION
1:00 PM	7:00 PM	FIA WEC - RACE - ROLLING START

FANZONE STAGE

SATURDAY

12:00 PM
RACING TRIVIA
12:45 PM
ELLE TOWNLEY
1:00 PM
MINI-Z RACING COMPETITION
1:30 PM | 2:45 PM
CAR CORRAL PARADE LAPS
2:00 PM
LE MANS ULTIMATE SIMULATOR
COMPETITION
2:00 PM
NATALIE PRICE
2:30 PM
TEXAS LONGHORNS FOOTBALL:
LIVE GAME VIEWING
3:30 PM
DJ KICK-IT
6:00 PM
WORLD ENDURANCE CHAMPIONSHIP
MOVIE NIGHT: FORD VS FERRARI

SUNDAY

11:00 AM
RUBY DICE
12:00 PM
DJ NIXX
12:45 PM
CHRIS MELAS BLUEGRASS BAND
1:30 PM
MINI-Z RACING COMPETITION
1:45 PM
LINE DANCING
2:00 PM
LE MANS ULTIMATE SIMULATOR
COMPETITION
2:30 PM
LONGHORN MEET & GREET
2:45 PM
REID UMSTATTD
3:45 PM
DJ NIXX
4:00 PM
MINI-Z RACING COMPETITION
4:45 PM
RACING TRIVIA

2025 FASTEST LAP

HYPERCAR

2:03.443

6

**PORSCHE
PENSKE
MOTORSPORT**

| K. Estre

LMGT3

2:09.490

59

**UNITED
AUTOSPORTS**

| G. Saucy

ROUND 5

Designed with the input of former motorcycling world champion Kevin Schwantz and built to bring Formula 1 back to the US, the Circuit of The Americas (COTA) staged its first race – the United States Grand Prix – in 2012, going on to welcome the FIA World Endurance Championship ten months later with the inaugural edition of the Lone Star Le Mans. The track similarly plays host to the IMSA WeatherTech SportsCar Championship, MotoGP and NASCAR.

Nestled in the heart of Texas, COTA is renowned for its state-of-the-art facilities and challenging layout, rapidly establishing itself as a favourite amongst drivers and fans alike due to its dramatic elevation changes, sweeping high-speed corners, slow technical sections, notorious bumps, a signature uphill run into Turn 1 – known as ‘Big Red’ – and the triple-apex right-hander that forms Turns 16, 17 and 18.

The most modern venue on the FIA WEC calendar, COTA invariably generates memorable action, with the local weather also capable of playing its part. Following a four-year hiatus, the track returned to the series' schedule in 2024, when a 1.780s margin of outright victory was the second-closest in history.

Run in an anti-clockwise direction and extremely hard on both brakes and tires, approximately 44% of the 5.513km lap is spent at full throttle, with Hypercars reaching speeds in the region of 305km/h. The prime overtaking spots are Turns 1 and 12, and during each tour, drivers shift gears an estimated 54 times.

2025 POLE POSITION

HYPERCAR

1:57.655

83

AF CORSE

| R. Kubica

LMGT3

2:07.645

88

**PROTON
COMPETITION**

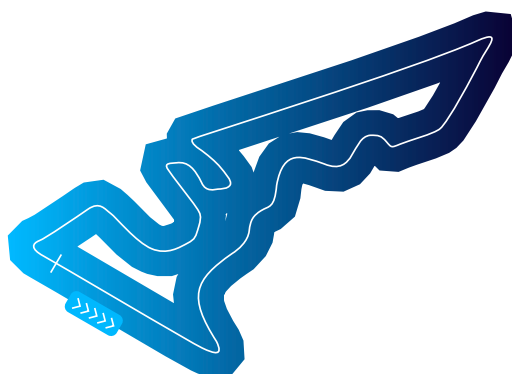
| G. Levorato

2025 RACE DISTANCE COVERED

661.02
KM

6

**PORSCHE
PENSKE
MOTORSPORT**



LENGTH

5.513KM

LONGEST STRAIGHT

1,016M

TURN5
20

LEFT **9**
RIGHT **11**

2025 WINNERS

6

**PORSCHE PENSKE
MOTORSPORT**

| K. Estre | L. Vanthoor | M. Campbell

95

**UNITED
AUTOSPORTS**

| D. Leung | S. Gelael | M. Sato



STATS

The 2026 edition of Lone Star Le Mans represents FIA WEC's 75th six-hour race; COTA similarly staged the 50th six-hour race, back in 2020

COTA's ninth appearance in the championship is the 15th in North America, after four outings at Sebring and two in Mexico

Ben Keating contests his 45th FIA WEC event this weekend, which is the most by any American driver in the series

Five Americans have already reached the rostrum in the championship this year – Keating, Anthony McIntosh, Blake McDonald, Gray Newell and Ian James

Only France and the UK have produced more FIA WEC drivers than the USA's total of 95

Three different manufacturers have triumphed outright in the latest three races at COTA – Rebellion in 2020, Ferrari in 2024 and Porsche in 2025

Cadillac comes into its home event off the back of its first podium finish in 12 months last time out at Interlagos

Fellow GM brand Corvette leads the LMGTC3 standings with TF Sport, having won the most recent two races, but the American marque has yet to prevail at home

Heart of Racing Team's 2024 success at COTA remains the only LMGTC3 victory achieved from pole position, and the British marque's sole triumph in the class to-date

Underscoring the circuit's demanding nature, eight cars failed to complete the 2024 race at COTA, and seven in 2025

By contrast, all 35 entries took the chequered flag two months ago in São Paulo, for just the eighth time ever; COTA's 2020 event also features on that list

Neither the reigning Hypercar or LMGTC3 race-winner at COTA will be on the grid this weekend



SUPPORT RACES

RADICAL
CUP

NORTH AMERICA

RADICAL CUP NORTH AMERICA: A FAST TRACK TO THE BRICKYARD, LE MANS AND BEYOND

Often supporting INDYCAR and, for the first time this weekend, the FIA World Endurance Championship, Radical Cup North America has become one of the continent's premier single-make championships. With world-class events, extensive track time and a proven pathway to the highest levels of motorsport, the championship continues to attract aspiring professionals, experienced racers and enthusiasts alike.

Every season combines bucket-list circuits, first-class hospitality and a paddock renowned for its camaraderie. With its multi-class grids featuring the turbocharged 425bhp Radical SR10 alongside the ever-popular 1500cc and 1340cc SR3 models the championship has not only become a fan favorite, but an effective driver development platform fast tracking racers to the Brickyard, Le Mans and beyond.

Take 2024 champ Jordan Missig. He started at Autobahn Country Club in Radicals, side-stepped to formula cars before coming back to Radical Cup to win a championship with Graham Rahal Performance, helping Missig to progress to INDYNXT.

"This program is proven and the cars are fast," confirms Radical team owner and current INDYCAR driver Rahal. *"It's a cost-effective pathway for young drivers."*

This year's Pro 1500 points leader, twenty-two-year-old Jonas Axboe is another future star. The Dane expects to clinch the championship in front of WEC's manufacturer teams this weekend before heading to the Radical World Finals in Barcelona to represent California dealer Radical Northwest.

His nearest rival, 18-year-old Luke Kendall from Georgia has also set the FIA World Endurance Championship as a goal. After beginning in Primal Motorsport's Racing School, he progressed through club racing into Radical Cup North America before joining Valour Racing to compete in Radical Cup on both sides of the Atlantic in preparation for LMP competition.

However both will have to contend with numerous other young-guns such as Sam McDougall, Josh Holtz, and Valen Venkatesh, as well as Kendall's Chinese teammate Jack Yang, who discovered Radical through New York's Monticello Motor Club and regularly races Radicals on three continents.

It's a familiar story. Private motorsport facilities continue to introduce Radical to businessmen and women who discover the sport later in life, many progressing into Radical Cup before climbing the motorsport ladder. In fact, two of the five Radical alumni competing at the 2026 24 Hours of Le Mans followed that route. PJ Hyett began at Autobahn Country Club, while George Kurtz – who claimed LMP2 Pro/Am class honours at La Sarthe – started at Spring Mountain near Las Vegas. Both added Radical Cup success before progressing through SRO and IMSA to endurance racing's biggest stage.

A new wave of member-drivers can be found in the Pro 1340 ranks this weekend, which include Ryan George and Mike Dardin from Apex Motor Club in Arizona. However the two to beat in the class for 1340cc SR3s this year have been points leader Mike D'Ambrose and a driver four times his junior, Nico Balkissoon. The latter comes into the weekend with three wins from Lime Rock Park and an strong opportunity to steal away the championship.



Radical Cup's goal of not only developing future professionals but also catering to competitors at every stage of their racing careers recently lead to the introduction of the Gold class. It's created a new target for drivers aged over 30 competing in 1500cc SR3 machinery. Nico's father Omar is competing in this class against Englishman Andy Lowe, multiple race winner Mike Anzaldi, a former Le Mans driver in Chris McMurry, and the reigning Radical World Champion Chris Huhn.

The SR10 Platinum class is also heavily subscribed weekend, with Robert Rossi a certainty to take the title away from reigning champ Wayne Williams, however look for upset wins by series stalwarts such as Steve Jenks, Gregg Gorski, Alain Derzie and Judd Miller.

With such an accessible price point and versatile car– they're eligible for FARA, SCCA, NASA and Zenith too– Radical could be your pathway too, whether the goal is INDYCAR, IMSA, Le Mans or just simply racing on some of North America's greatest tracks with a welcoming community of like-minded competitors.



ENTRY LIST (TBC)

20	Ryan George - Crown with Radical Arizona	SR3 XXR
33	Nico Balkissoon - Williams Services	SR3 XX
60	Mike D'Ambrose - Team Stradale	SR3 XXR
69	Mike Dardin - Crown with Radical Arizona	SR3 XX
88	Dermot Ennis - Ennis Racing	SR3 XXR
91	Kenny Naill - Radical Indianapolis GRP	SR3 XXR
2	Nick Pearson - Radical Indianapolis GRP	SR3 XXR
7	Josh Holtz - Crown with Radical Arizona	SR3 XXR
8	Sam McDougall - Group-A Radical New York	SR3 XXR
19	Valen Venkatesh - Cameron Racing RNW	SR3 RSX
21	Jack Yang - Valour	SR3 XXR
32	Jonas Axboe - Cameron Racing RNW	SR3 XXR
54	Luke, Kendall - Valour	SR3 XXR
4	Andy Lowe - Primal Motorsports	SR3 XXR
10	Dennis Kelly - Group-A Radical New York	SR3 XXR
18	Ross Wolf - DDautosports	SR3 XXR
22	Joe Nuxoll - Cameron Racing RNW	SR3 XXR
27	Reid Stewart - Group-A Radical New York	SR3 XXR
28	David Mason - Radical Indianapolis GRP	SR3 XXR
53	Chris Huhn - Primal Motorsports	SR3 XXR
61	Mike Anzaldi - RYNO Racing	SR3 XXR
99	Lucian Pancea - DDautosports	SR3 RSX
200	Chris McMurry - Crown with Radical Arizona	SR3 XXR
333	Omar Balkissoon - Williams Services	SR3 XXR
5	Chip Romer - ONE Motorsports	SR10 XXR
9	Alain Derzie - ONE Motorsports	SR10
25	David Ullstrom - Cameron Racing RNW	SR10 XXR
57	Wayne Williams - ONE Motorsports	SR10 XXR
63	Jim Booth - Valour	SR10 XXR
64	Judd Miller - DDautosports	SR10
67	James Long - Primal Motorsports	SR10 XXR
72	Dan Decker - Cameron Racing RNW	SR10 XXR
86	Steve Jenks - Group-A Radical New York	SR10 XXR
241	Gregg Gorski - ONE Motorsports	SR10 XXR
611	Robert Rossi - Giant Racing	SR10

PRO 1340 - PRO 1500 - GOLD - PLATINIUM

SUPPORT RACES



MUSTANG CHALLENGE NORTH AMERICA

Mustang Challenge North America returns to Circuit of The Americas for the third consecutive year, hosting the 2026 season finale as part of the World Endurance Championship's Lone Star Le Mans weekend. This weekend will showcase the Ford Racing Sports Car Pyramid in action, as the Mustang Dark Horse R field will share a weekend with the current highest tier of the pyramid – the Mustang GT3.

Mustang Challenge North America allows drivers to compete on a level playing field in Ford Mustang Dark Horse R cars. The Mustang Dark Horse R is a turnkey race car based on the production Ford Mustang Dark Horse. Both the Dark Horse and the Dark Horse R come off the same assembly line at Flat Rock Assembly Plant, and the Dark Horse R then travels to nearby Watson Engineering where adjustments are made to make it track-ready.

Each IMSA-sanctioned Mustang Challenge event features two 30-minute practice sessions, one 15-minute qualifying session, and two 45-minute races. The field is split into two classes – Dark Horse and Dark Horse Legends, the latter being an optional classification for bronze-level drivers 40 years of age and older.

Mustang Challenge North America is the second step on the Ford Racing Sports Car Pyramid, which is a ladder system designed to take racers from entry-level racing all the way to the highest tiers of global sports car racing, all within the Ford Racing family.

Even in the early years of the pyramid, drivers have already moved up the ranks. In 2025, Will Lucas found success in Mustang Cup USA – the starting point on the pyramid – winning both the Miles Cup and Parnelli

Cup championships. On his way to winning two championships, Lucas won both races when Mustang Cup USA visited COTA in 2025. For 2026 he moved up the ladder and now competes in Mustang Challenge full-time with Wheelhouse Motorsports.

Last year, Robert Noaker won both races at COTA in the Dark Horse class. In Dark Horse Legends, Alfonso Diaz brought home the victory in race one, and Zachry Lee was victorious in race two.

Heading into the final round of the season, the championship battles are in full swing, and the Mustang Challenge action at COTA is bound to be exciting.

To keep up with all things Mustang Challenge North America, visit [FordRacing.com](https://fordracing.com) and the Ford Racing YouTube channel.





ENTRY LIST (TBC)

5	Joep Breedveld	Team RaceArt
8	Joep Muller	PG Motorsport
12	Maik Rosenberg	Team GP Elite
13	Mees Muller	PG Motorsport
17	Nick Hunter	Speedlover
18	Henry Wheeler	a-workx
19	Dino van der Geest	Team GP Elite
22	Frank Porté Ruiz	NGT Racing
27	Tio Ellinas	Quanloop EST1 Racing
28	Alexander Reimann	Quanloop EST1 Racing
29	Jesse Polderdijk	Ajith RedAnt Racing
32	Robin Knutsson	NGT Racing
39	Jani Käkälä	39 Racing
44	Jakub Twaróg	JW Raceservice
55	Karol Kręć	JW Raceservice
63	Arthur Peters	Team RaceArt
69	Jaap van Lagen	Team RaceArt
72	Ali Aljuffali	Quanloop EST1 Racing
77	David Dziwok	Team GP Elite
83	Makoto Haga	Team GP Elite
92	Bertrand Baguette	NGT Racing
95	Thijn van Berkel	Team GP Elite
96	Milan Marczak	Ajith RedAnt Racing
919	Hjelte Hoffner	MDM Motorsport
977	Ishan Levent Türkmen	MDM Motorsport
998	Jan Seyffert	MDM Motorsport

MUSTANG CHALLENGE DH DRIVERS

1	Cole Loftsgard	2750 pts
2	Devin Anderson	2630 pts
3	Sandy Satullo	2250 pts
4	Will Lucas	2180 pts
5	Tate Pritt	2000 pts
6	Doug Peterson	1830 pts
7	Ryan Persing	1490 pts
8	Colin Harrison	1420 pts
9	Ethan Low	1110 pts
10	Nolan Allaer	980 pts
11	Michael Tosi	890 pts
12	Lou Gigliotti	420 pts
13	Jim Farley	0 pts

MUSTANG CHALLENGE DHL DRIVERS

1	Tom Tait	2550 pts
2	Chris Clarke	2420 pts
3	Paolo Salvatore	2240 pts
4	Joseph Dederichs	2190 pts
5	Nicholas Smither	1670 pts
6	Walter Bobko	1470 pts
7	Joe Koenig	820 pts
8	Alex Bachoura	740 pts
9	Oleg Gorshkov	730 pts
10	Dave Luaces	520 pts
11	Stephen Vajda	510 pts
12	Drew Neubauer	470 pts
13	Lou Gigliotti	0 pts
14	Bruce Griffin	0 pts

MUSTANG CHALLENGE DH ENTRANTS

1	Round 3 Racing	2770 pts
2	TechSport Racing	2650 pts
3	Wheelhouse Motorsports	2440 pts
4	Automatic Racing	2070 pts
5	Paley Motorsport with AAG Racin	1990 pts
6	Peterson Racing	1890 pts
7	Torre Racing	1820 pts
8	Spark Performance	1580 pts
9	Nick Smither Racing	1380 pts
10	Flying Lion Motorsports	1120 pts
11	NV Autosport	450 pts
12	Birdhouse Racing	430 pts
13	G2 Motorsports	420 pts



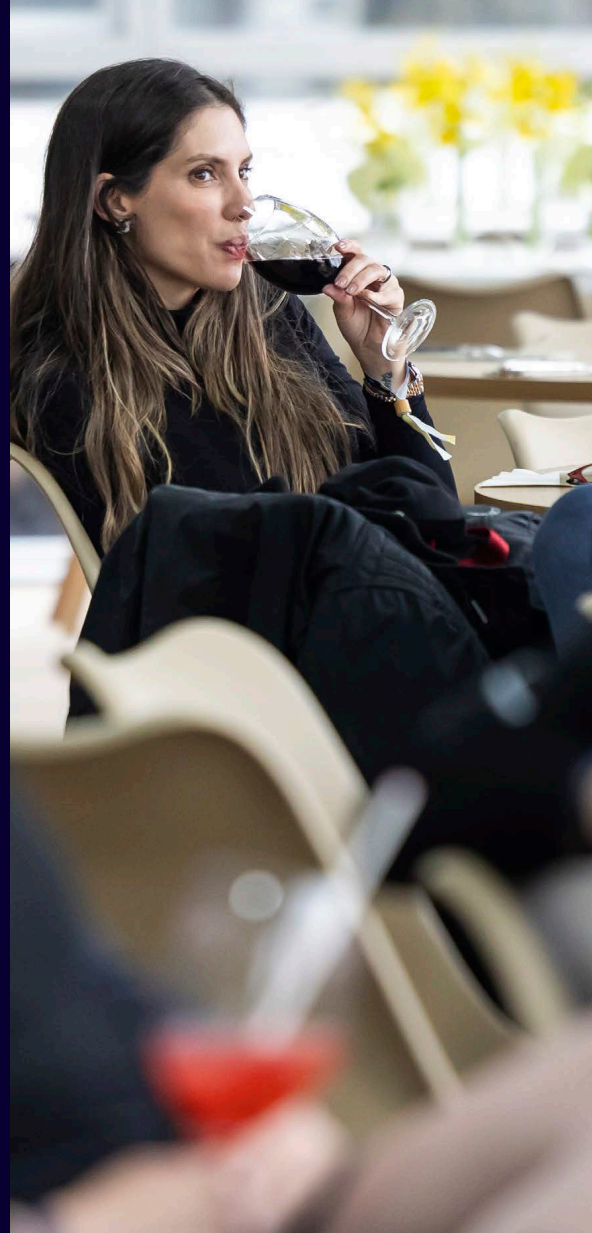
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INSTRUCTIONS

SCAN THE QR CODE

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THE IMAGE IN THE GAME

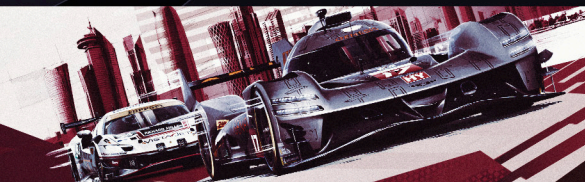
TAP THE DIFFERENCES

CAN YOU FIND ALL 7?



QATAR

QATAR 1812KM



MARCH 27
2027

ITALY

6 HOURS OF IMOLA



APRIL 11
2027

UNITED KINGDOM

6 HOURS OF SILVERSTONE



APRIL 25
2027

BELGIUM

TOTALENERGIES 6 HOURS
OF SPA-FRANCORCHAMPS



MAY 15
2027

FRANCE

24 HOURS OF LE MANS



JUNE 12-13
2027

BRAZIL

ROLEX 6 HOURS
OF SÃO PAULO



JULY 11
2027

USA

LONE STAR LE MANS (COTA)



SEPT. 12
2027

JAPAN

6 HOURS OF FUJI



SEPT. 26
2027

BAHRAIN

BAPCO ENERGIES
8 HOURS OF BAHRAIN



NOV. 6
2027





'THINGS ARE LOOKING VERY GOOD' FOR BMW AFTER SÃO PAULO SUCCESS

BMW is approaching the remainder of the 2026 FIA World Endurance Championship campaign 'with great anticipation' following its second triumph in three races earlier this month in Brazil – with Vincent Vosse opining that 'things are looking very good now' in the title fight.

The aerodynamic updates brought to the M Hybrid V8 Hypercar over the winter have catapulted the Bavarian brand right into the reckoning in its third season of competition in the series' top-tier. The Imola curtain-raising contest back in April might have yielded 'just' fifth and seventh places, but since then, BMW has finished either first or second in every event, with victories at Spa-Francorchamps and in São Paulo sandwiching a superb runner-up result in the 24 Hours of Le Mans.

At Interlagos, Kevin Magnussen, Raffaele Marciello and Dries Vanthoor converted fourth position on the grid into a maiden success for the #15 entry in its 20th FIA WEC start.

That was achieved courtesy of a smart strategy, a strong turn-of-speed from all three drivers, some feisty racecraft from Magnussen and Marciello and a mature final couple of stints by Vanthoor, who refused to buckle under the pressure applied by both Ferrari and Cadillac despite feeling far from his best. A minor off-track excursion on cold tyres with 45 minutes left on the clock was the crew's only real error of the race, but it did not impact the outcome.

"I've never experienced a situation like at the start of my stint – I just got in and didn't feel well at all," the Belgian explained. "I was a bit dizzy and had a bit of a stomach issue, so I had to take a deep breath to somehow make it to the end, and I was super-happy to bring it home and get the win. It's been a long time in the making for us.

"We are three years into this programme now, and we've been working flat-out since the beginning and improving



step-by-step. BMW M Team WRT did a great job, the strategy was fantastic and the car was phenomenal during the race. We've worked really hard, and to achieve this now is just so, so nice."

"It's an incredible feeling," echoed team-mate Marciello. "Three years ago, we started from the bottom, and now this year things are going very well for us with car #15, car #20 and for BMW M Motorsport, so we can be very satisfied. We have to keep working hard, but I think we have a great team – we work very well together and we'll keep giving it our all."

That much is a prerequisite if BMW is to maintain its bid for world championship glory right through to the end of the season. The marque sits just five points shy of multiple title-winning rival Toyota at the summit of the Manufacturers' standings – with the Japanese giant failing to score around the Autódromo José Carlos Pace – while #20 duo René Rast and Robin Frijns are tied on points with Toyota's #7 crew at the sharp end of the Drivers' classification.

Alongside Sheldon van der Linde – ten points behind his two team-mates after missing the Imola opener – Rast and Frijns charged through the 17-strong Hypercar field from a lowly 16th on the grid to finish eighth in the Rolex 6 Hours of São Paulo, taking the chequered flag sixth in their Shell-liveried prototype but incurring a retrospective five-second penalty for late contact.

That disappointment notwithstanding, BMW is well-placed indeed heading into the final four rounds of the campaign, beginning with the six-hour Lone Star Le

Mans at Austin's Circuit of The Americas in Texas, USA on 4-6 September.

"We had a great weekend," reflected BMW M Team WRT Team Principal, Vincent Vosse. "It was a flawless race from the drivers and the pit crew, and the car was strong. I think things are looking very good now for both the Manufacturers' and Drivers' championships."

"An incredible weekend in Brazil and a well-deserved victory," echoed Head of BMW M Motorsport, Andreas Roos. "Kevin, Raffaele and Dries all did a perfect job – as did the team. A big compliment also goes to the #20 crew, who made up ten places in this tight field after a difficult qualifying. We look forward to the second half of the season with great anticipation."





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