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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!



PAU RELAT
CHAIRMAN OF THE BOARD OF DIRECTORS
OF FIRA DE BARCELONA AND FIRA CIRCUIT

WELCOME

The arrival of the **6 Hours of Barcelona**, a round of the **FIA World Endurance Championship (WEC)**, marks a milestone for the Circuit de Barcelona-Catalunya. For the first time, the FIA World Endurance Championship will compete at our venue, adding Barcelona and Catalonia to the distinguished calendar of one of the most prestigious and technologically advanced series in global motorsport.

This appointment comes under exceptional circumstances that have required changes to the championship's original calendar. In this context, our foremost message is one of respect and hope that the situation can be resolved as soon as possible. At the same time, we would like to express our gratitude for the confidence that the FIA WEC promoters have placed in the Circuit de Barcelona-Catalunya to ensure the successful hosting of the event and the continuity of the championship.

This decision reflects the international recognition earned by the Circuit through its long-standing track record, organisational expertise, world-class facilities and proven ability over several decades to host some of the most significant sporting events in the world.

The addition of the FIA WEC further strengthens this position and consolidates the Circuit de Barcelona-Catalunya's status as one of the world's foremost motorsport venues. The championship is currently experiencing a period of exceptional momentum, with an unprecedented presence of manufacturers, teams and elite drivers, making it one of the leading showcases for innovation and technological development in the automotive industry.

The FIA World Endurance Championship represents a unique discipline, combining speed, strategy, efficiency, reliability and teamwork. Endurance racing is a true expression of sporting and technological excellence, presenting one of the most demanding challenges for both competitors and manufacturers alike.

For the Circuit, welcoming the FIA WEC carries particular significance. In 2026, it hosts **Formula 1**, **MotoGP** and the **FIA World Endurance Championship**, three of the most important competitions in international motorsport. By joining the exclusive group of venues worldwide capable of staging all three championships, the Circuit further enhances the position of Barcelona and Catalonia as a global benchmark for major sporting events.

Beyond its sporting significance, this event will generate economic activity, attract international visitors and contribute to the global visibility of our territory. It also provides an opportunity to continue demonstrating our ability to deliver world-class events and to create value through sport, innovation and collaboration.

As Chairman of Fira Circuit, it is a great pleasure to welcome you to this inaugural edition of the **6 Hours of Barcelona**. I am confident that this will be a memorable occasion, opening a new chapter in the history of the Circuit de Barcelona-Catalunya and further strengthening its international standing and reputation.

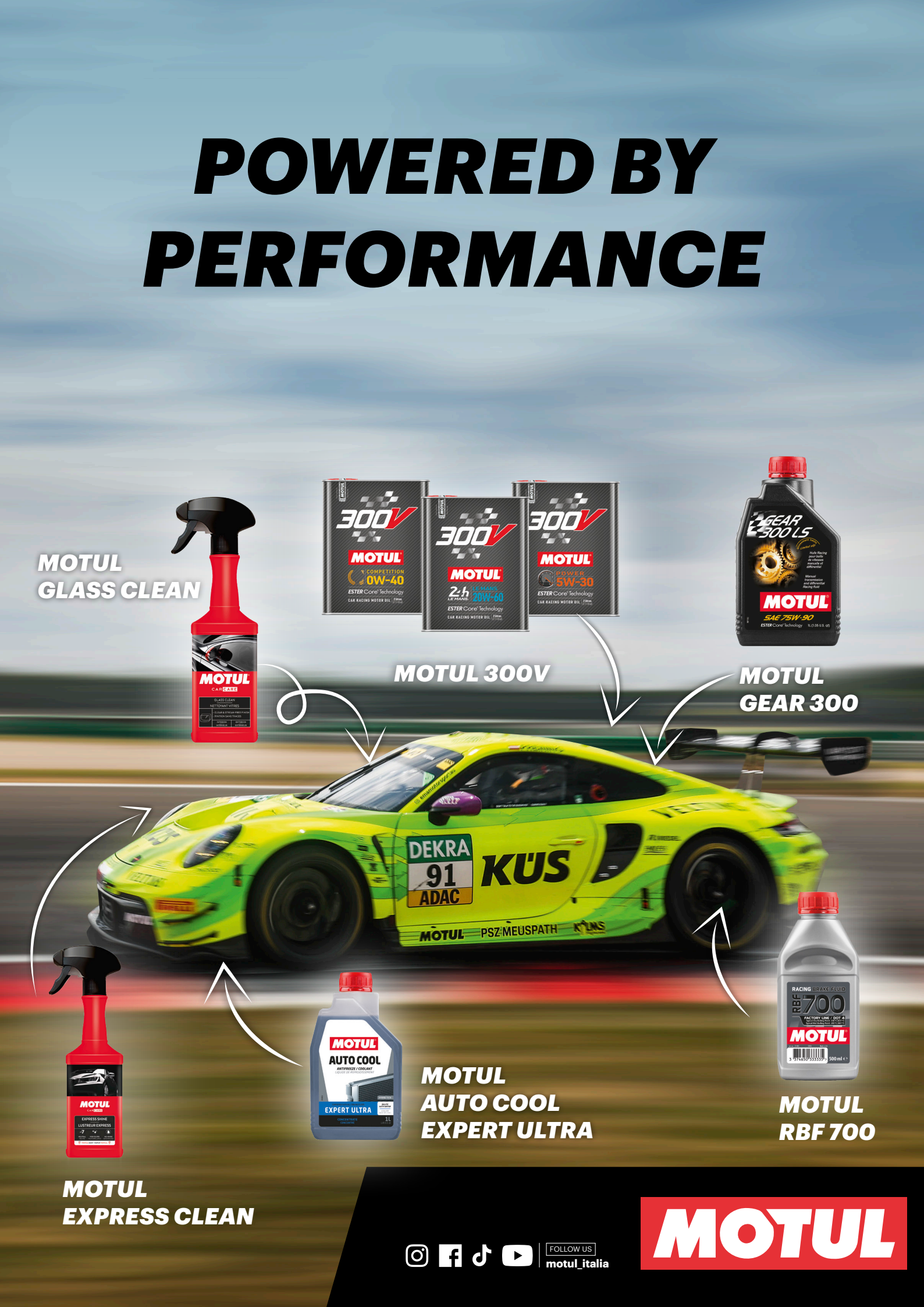
FIA WORLD ENDURANCE CHAMPIONSHIP
A PARTNERSHIP

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

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2026 FIA WEC STANDINGS

HYPERCAR MANUFACTURERS

	TOYOTA	169 PTS
	BMW	146 PTS
	FERRARI	115 PTS

HYPERCAR DRIVERS

TOYOTA RACING	#8	B. HARTLEY R. HIRAKAWA S. BUEMI	89 PTS
TOYOTA RACING	#7	K. KOBAYASHI M. CONWAY N. DE VRIES	79 PTS
BMW M	#20	R. RAST R. FRIJNS	75 PTS

LMGT3 TEAMS

CORVETTE RACING	#33 TF SPORT	86 PTS
ASTON MARTIN	#27 HEART OF RACING TEAM	82 PTS
CORVETTE RACING	#34 RACING TEAM TURKEY BY TF	58 PTS

LMGT3 DRIVERS

CORVETTE RACING	#33	J. EDGAR	86 PTS
CORVETTE RACING	#33	N. CATSBURG	82 PTS
CORVETTE RACING	#33	B. KEATING	64 PTS

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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
MICHELIN

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

LMGT3



WEIGHT
1,250KG

MAXIMUM SPEED
300KM/H

OFFICIAL TIRE SUPPLIER
GOODYEAR

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 LMGTE 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.

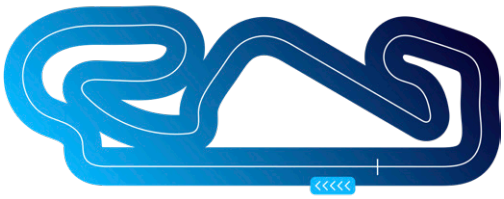
SILVER DRIVER

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 LMGT3 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	1ST	2ND	3RD	4TH	5TH	6TH	7TH	8TH	9TH	10TH
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



0-15°C
GROUND

SOFT

(white sidewall marking):

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



15-25°C
GROUND

MEDIUM

(yellow sidewall marking):

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



>25°C
GROUND

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 [5] (test 2021 on 225/40 R18), MICHELIN Pilot Alpin [5] (test 2018 on 225/40 R18), MICHELIN Primacy [5] (test 2024 on 235/45 R18), MICHELIN CrossClimate [3] (test 2025 on 205/55 R16), MICHELIN CrossClimate [2] (test 2020 on 225/45 R17) & MICHELIN CrossClimate [2 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

MICHELIN

HYPERCAR


TotalEnergies
TotalEnergies
TotalEnergies



HYPERCAR | ALPINE | 35 | 36

ALPINE

ENDURANCE TEAM

ALPINE A424

COMMITMENT / **SINCE 2024**

MANUFACTURER
ALPINE

TIRE SUPPLIER
MICHELIN

2026 RESULTS

FIA WORLD ENDURANCE MANUFACTURERS' CHAMPIONSHIP

4TH

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

HYPERCAR ASTON MARTIN 007 009



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.





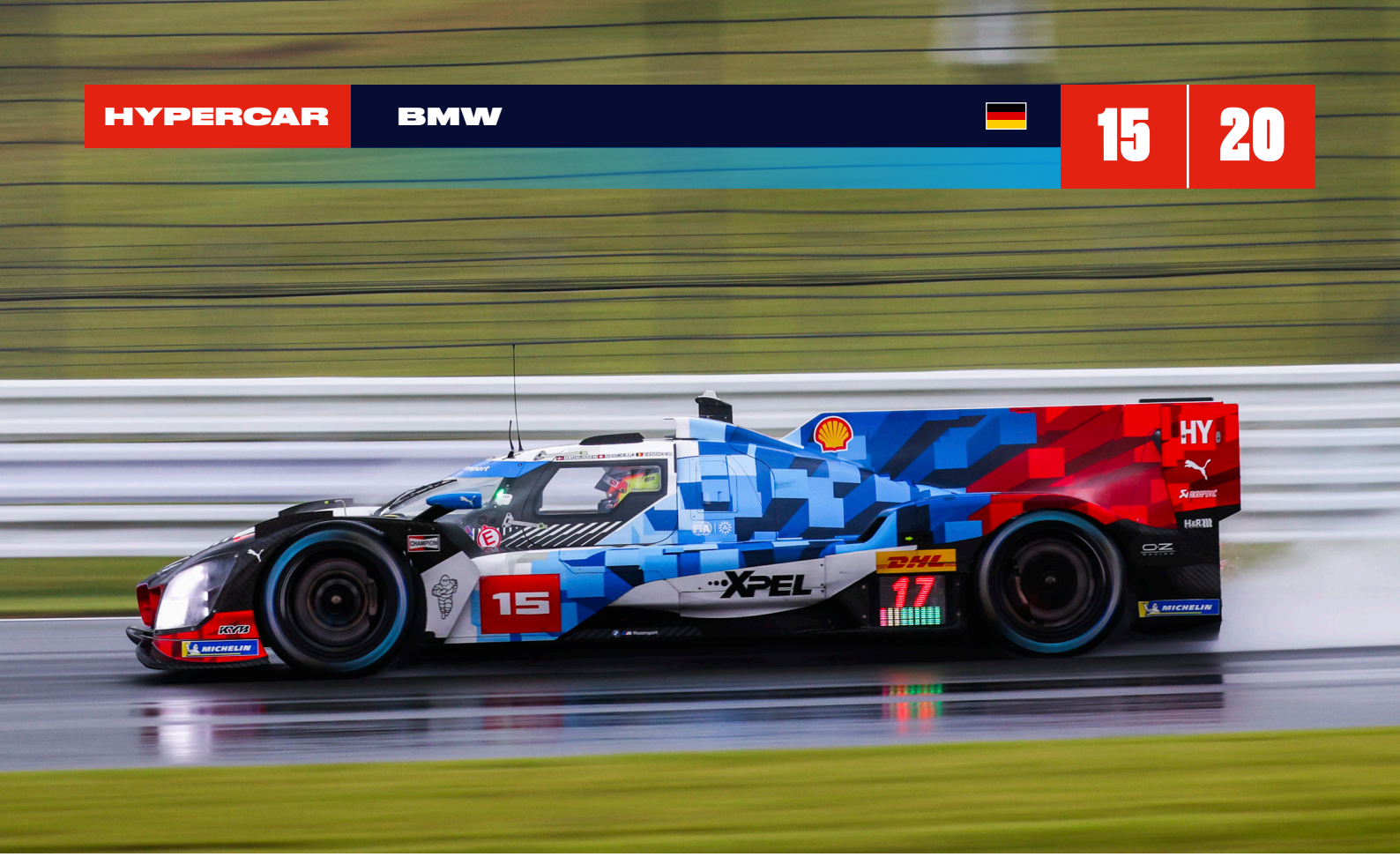
AUTOGRAPH

#007



AUTOGRAPH

#009



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

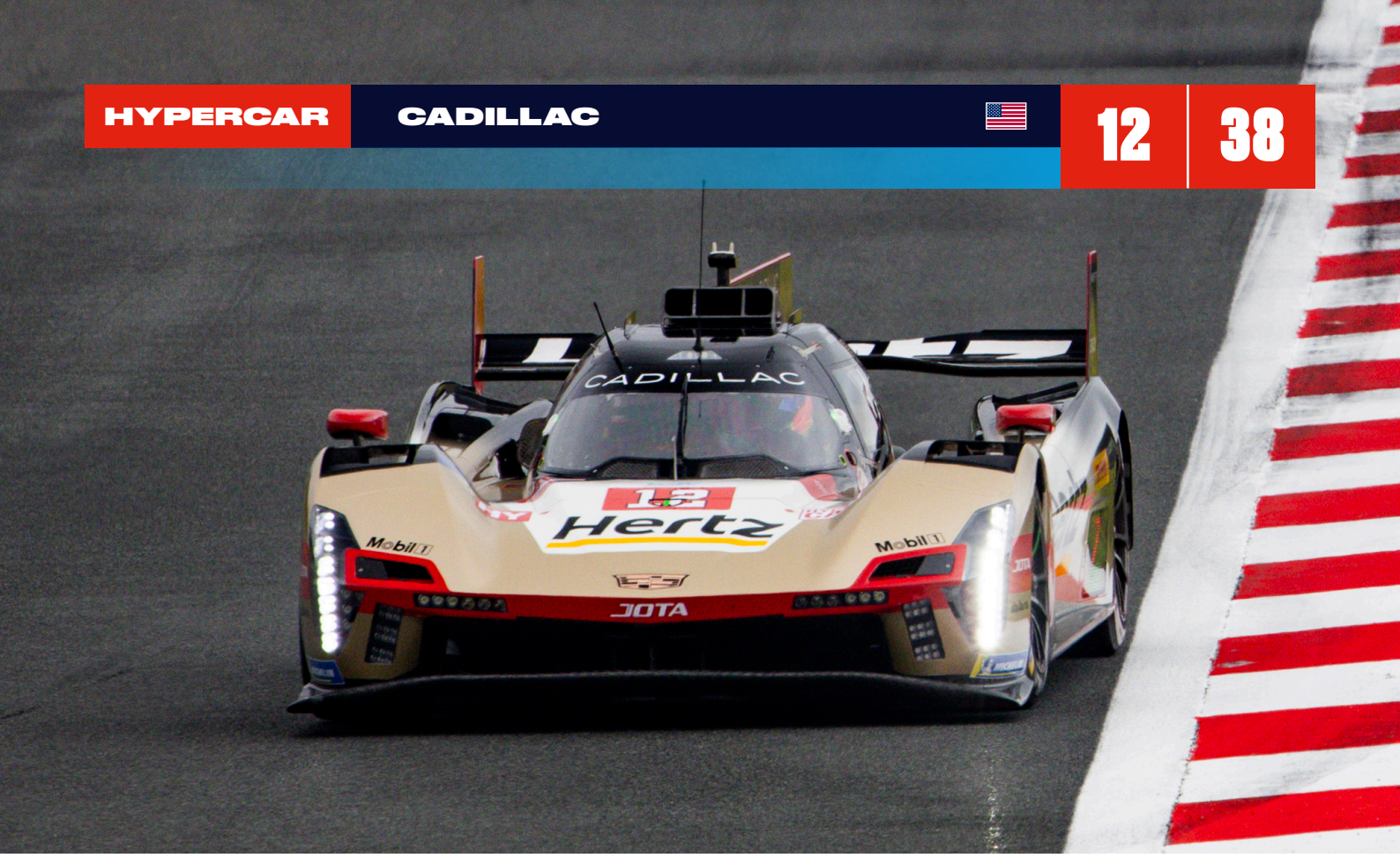
#15



AUTOGRAPH

#20

HYPERCAR | CADILLAC | 12 | 38



Hertz TEAM JOTA | CADILLAC RACING

CADILLAC V-SERIES.R
COMMITMENT | SINCE 2023

MANUFACTURER
CADILLAC

TIRE SUPPLIER
MICHELIN

2026 RESULTS

FIA WORLD ENDURANCE MANUFACTURERS' CHAMPIONSHIP

5TH

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.





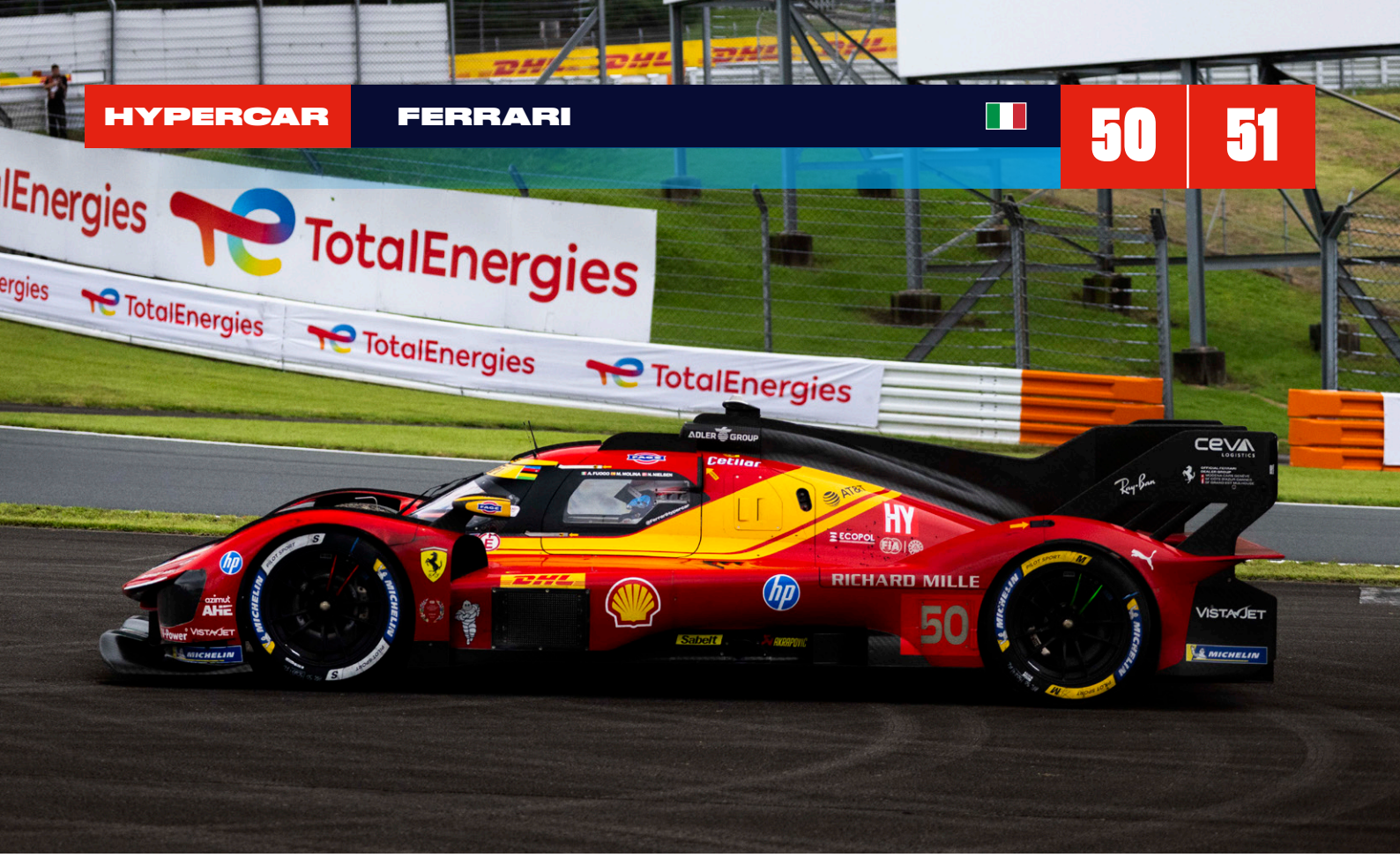
AUTOGRAPH

#12



AUTOGRAPH

#38



AF corse
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

Provisional Entry List (2026, October 8)

HYPERCAR GENESIS 17 19



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

HYPERCAR | PEUGEOT | 93 | 94



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.





PAUL DI RESTA | **NICK CASSIDY** | **ALEX QUINN**

AUTOGRAPH

#93



LOÏC DUVAL | **MALTHE JAKOBSEN** | **THÉO POURCHAIRE**

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.





MIKE
CONWAY

KAMUI
KOBAYASHI

NYCK
DE VRIES

AUTOGRAPH

#7



SÉBASTIEN
BUEMI

BRENDON
HARTLEY

RYŌ
HIRAKAWA

AUTOGRAPH

#8

Provisional Entry List (2026, October 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.

GOODYEAR





WE'VE RACED
QATAR 
IMOLA  SPA

LE MANS 
SÃO PAULO 
AUSTIN  FUJI

BAHRAIN 

& OUR FAVORITE PLACE IS FIRST.

WEC
FIA WORLD ENDURANCE CHAMPIONSHIP

GOODYEAR

LMGT3


ASTON MARTIN RACING
M Motorsport
M Motorsport
wynn's
rain-x
rain-x
rain-x
GOODYEAR
GOODYEAR
MAX CONNECT DIGITAL
CLIENT COMMAND
CLIENT COMMAND



#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

8TH



AUTOGRAPH

#23

LMGT3 ASTON MARTIN 27



#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

2ND



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

2026 RESULTS

FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS

9TH



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

6TH



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.

TF SPORT

CORVETTE Z06 LMGT3.R
COMMITMENT / SINCE 2024

MANUFACTURER
CORVETTE

TIRE SUPPLIER
GOODYEAR

2026 RESULTS

FIA ENDURANCE TROPHY FOR LMGT3 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.

RACING TEAM TURKEY BY TF

CORVETTE Z06 LMGT3.R
COMMITMENT | SINCE 2024

MANUFACTURER
CORVETTE

TIRE SUPPLIER
GOODYEAR

2026 RESULTS

FIA ENDURANCE TROPHY FOR LMGT3 TEAMS

3RD



AUTOGRAPH

#34

Provisional Entry List (2026, October 8)



#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

2026 RESULTS

FIA ENDURANCE TROPHY FOR LMGT3 TEAMS

16TH



AUTOGRAPH

#54

Provisional Entry List (2026, October 8)



#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.

Ford RACING

Proton Competition

FORD MUSTANG LMGT3

COMMITMENT / SINCE 2024

MANUFACTURER	TIRE SUPPLIER
FORD	GOODYEAR

2026 RESULTS

FIA ENDURANCE TROPHY FOR LMGT3 TEAMS

17TH





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.

Ford RACING

Proton Competition

FORD MUSTANG LMGT3
COMMITMENT | SINCE 2024

MANUFACTURER
FORD

TIRE SUPPLIER
GOODYEAR

2026 RESULTS

FIA ENDURANCE TROPHY FOR LMGT3 TEAMS

15TH



AUTOGRAPH

#88

Provisional Entry List (2026, October 8)

LMGT3 LEXUS 78



#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

10TH



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 Bapco 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

12TH



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.

59 GARAGE 59

MCLAREN 720S LMGT3 EVO
COMMITMENT / SINCE 2024

MANUFACTURER	TIRE SUPPLIER
MCLAREN	GOODYEAR

2026 RESULTS

FIA ENDURANCE TROPHY FOR LMGT3 TEAMS

11TH



AUTOGRAPH

#10

LMGT3 MCLAREN 58



#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	TIRE SUPPLIER
MCLAREN	GOODYEAR

2026 RESULTS

FIA ENDURANCE TROPHY FOR LMGT3 TEAMS

13TH



AUTOGRAPH #58

Provisional Entry List (2026, October 8)



#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

14TH



AUTOGRAPH

#61



LMGT3 | MERCEDES | 79

#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

2026 RESULTS

FIA ENDURANCE TROPHY FOR LMGT3 TEAMS

18TH



AUTOGRAPH

#79

Provisional Entry List (2026, October 8)



#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. Ayhancan 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

2026 RESULTS

FIA ENDURANCE TROPHY FOR LMGT3 TEAMS

4TH



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

2026 RESULTS

FIA ENDURANCE TROPHY FOR LMGT3 TEAMS

7TH



AUTOGRAPH

#92


ROLEX
ROLEX
ROLEX
ROLEX
ROLEX
Hertz
CADILLAC
ASTON MARTIN
007
THE HEART OF RACING
Ferrari
51
RICHARD MILLE
DENSO
CASIO
7
GEN
Motorsport
35
ALPINE

FIA WORLD ENDURANCE CHAMPIONSHIP

PAU COSTA FOUNDATION

5K CHARITY RUN

5 KM AL CIRCUIT

Dissabte **17 d'octubre de 2026**

Accés a la pista des de la Fan Zone a partir de les **17:15 h**

Sortida de la Charity Run a les **17:30 h**

Finalització a les **18:30 h**

15 € *per participant*

ESCANEJA EL CODI QR I INSCRIU-T'HI

Recollida de samarreta i polsera

DISSABTE 17 D'OCTUBRE

Punt de recollida

FAN ZONE - AL COSTAT DE LA BOTIGA DEL CIRCUIT

Escaneja el codi QR per veu el punt de recollida exacte

Samarreta disponible fins a exhaurir existències.

PAU COSTA FOUNDATION

La Fundació Pau Costa és una organització global sense ànim de lucre centrada en la prevenció i la gestió dels incendis forestals des de la perspectiva de l'ecologia del foc.

HYPERCAR

ENTRY LIST

FIA WORLD ENDURANCE CHAMPIONSHIP
A PARTNERSHIP

PROVISIONAL ENTRY LIST (2026, OCTOBER 8)

ALPINE ENDURANCE TEAM

#35

CHARLES **MILESI**
FERDINAND **HABSBURG**



ALPINE ENDURANCE TEAM

#36

JULES **GOUNON**
VICTOR **MARTINS**



ASTON MARTIN THOR TEAM

#007

HARRY **TINCKNELL**
TOM **GAMBLE**



ASTON MARTIN THOR TEAM

#009

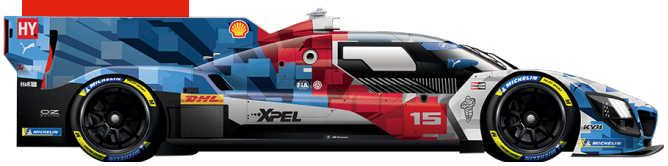
ALEX **RIBERAS**
MARCO **SØRENSEN**



BMW M TEAM WRT

#15

KEVIN **MAGNUSSEN**
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**
ALEX **LYNN**



CADILLAC HERTZ JOTA TEAM

#38

EARL **BAMBER**
SÉBASTIEN **BOURDAIS**
JACK **AITKEN**



FERRARI AF CORSE

#50

ANTONIO **FUOCO**

MIGUEL **MOLINA**

NICKLAS **NIELSEN**



FERRARI AF CORSE

#51

ALESSANDRO **PIER GUIDI**

JAMES **CALADO**

ANTONIO **GIOVINAZZI**



GENESIS MAGMA RACING

#17

ANDRÉ **LOTTERER**

LUIS FELIPE **DERANI**

MATHYS **JAUBERT**



GENESIS MAGMA RACING

#19

MATHIEU **JAMINET**

PAUL-LOUP **CHATIN**

DANIEL **JUNCADELLA**



PEUGEOT TOTALENERGIES

#93

PAUL **DI RESTA**

NICK **CASSIDY**

ALEX **QUINN**



PEUGEOT TOTALENERGIES

#94

LOÏC **DUVAL**

MALTHE **JAKOBSEN**

THÉO **POURCHAIRE**



TOYOTA RACING

#7

MIKE **CONWAY**

KAMUI **KOBAYASHI**

NYCK **DE VRIES**



TOYOTA RACING

#8

SÉBASTIEN **BUEMI**

BRENDON **HARTLEY**

RYŌ **HIRAKAWA**



AF CORSE

#83

YIFEI **YE**

ROBERT **KUBICA**

PHILIP **HANSON**



LMGT3

ENTRY LIST

FIA WORLD ENDURANCE CHAMPIONSHIP
A PARTNERSHIP

PROVISIONAL ENTRY LIST (2026, OCTOBER 8)

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 **GELAEL**
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 **GEHRSITZ**

BENJAMIN **GOETHE**



IRON LYNX

#61

MARTIN **BERRY**

RUI **ANDRADE**

MAXIME **MARTIN**



IRON LYNX

#79

JOHANNES **ZELGER**

MATTEO **CRESSONI**

LIN **HODENIUS**



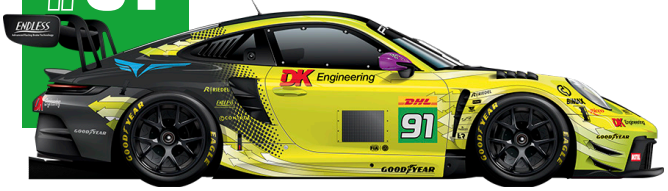
MANTHEY DK ENGINEERING

#91

JAMES **COTTINGHAM**

TIMUR **BOGUSLAVSKIY**

AYHANCAN **GÜVEN**



THE BEND MANTHEY

#92

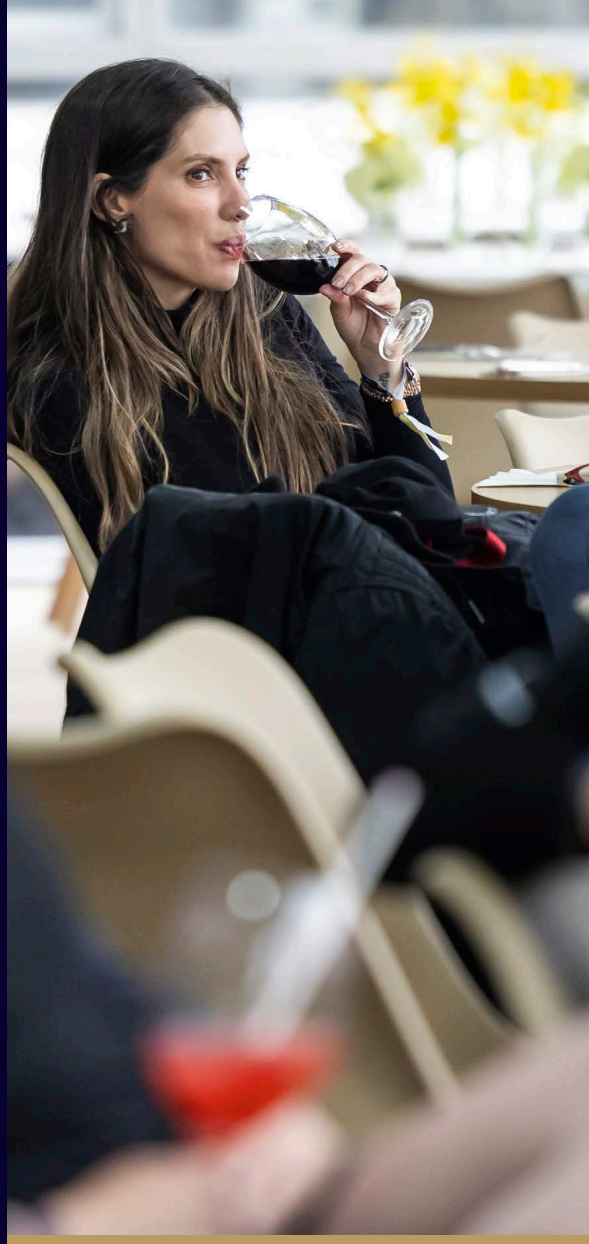
YASSER **SHAHIN**

RICCARDO **PERA**

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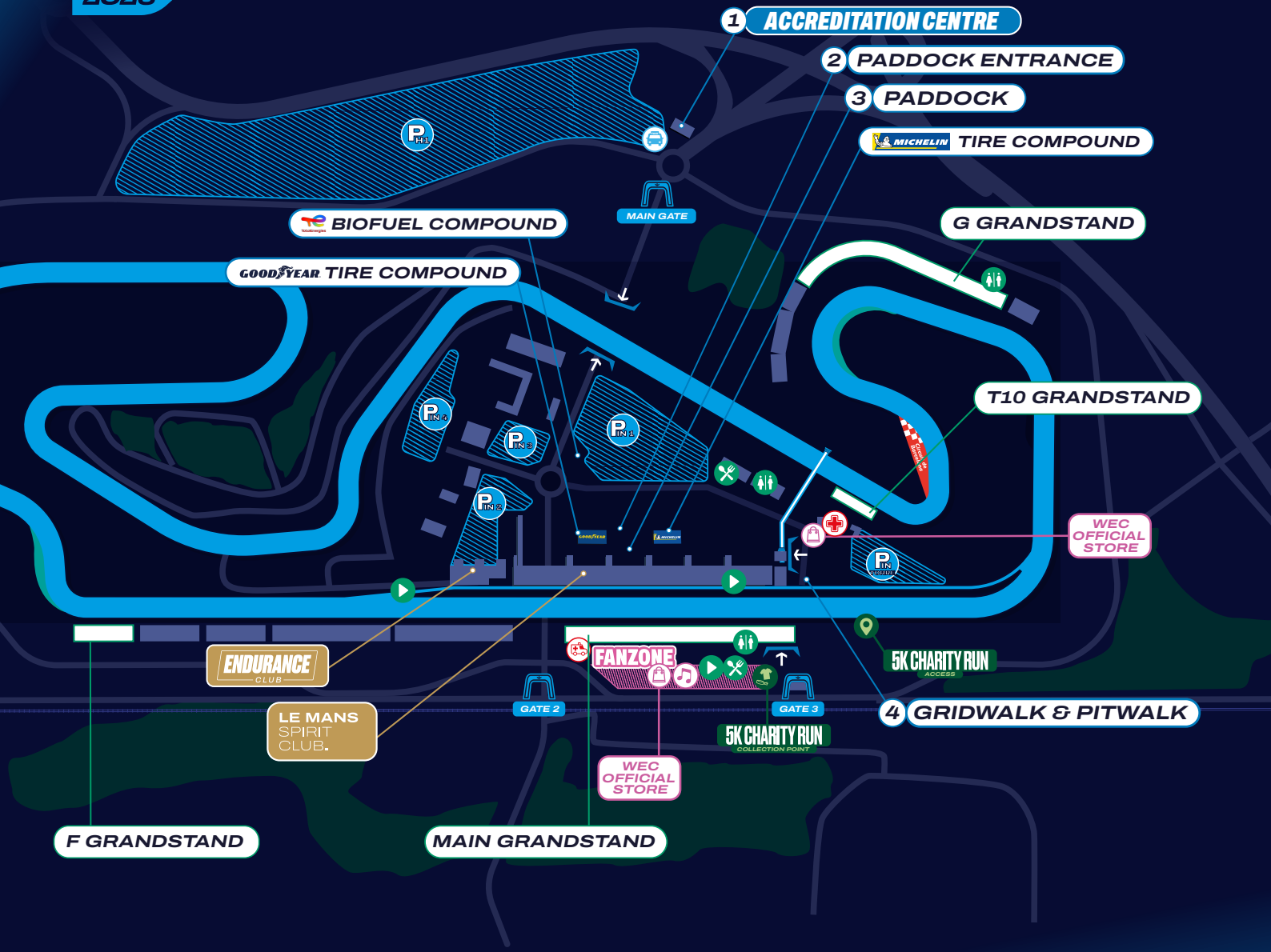
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FIA WORLD ENDURANCE CHAMPIONSHIP

6 HOURS OF BARCELONA

2026



1 ACCREDITATION CENTRE

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Thursday October 15th
9:00 - 17:30

Friday October 16th
9:00 - 18:30

Saturday October 17th
8:00 - 17:30

Sunday October 18th
8:30 - 15:00

Circuit de Barcelona Catalunya, Main gate, Barcelone

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- 3 PADDOCK
- 4 GRIDWALK & PITWALK

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- WEC OFFICIAL STORE
- STAGE

FIA WORLD ENDURANCE CHAMPIONSHIP

6 HOURS OF BARCELONA 2026

FRIDAY, OCTOBER 16

11:30 | 13:00	**FIA WEC** - FREE PRACTICE 1
16:30 | 18:00	**FIA WEC** - FREE PRACTICE 2

SATURDAY, OCTOBER 17

08:50 | 09:50	**FIA WEC** - FREE PRACTICE 3 - LMGT3
10:20 | 11:05	**FIA WEC** - PIT WALK
10:25 | 10:55	**FIA WEC** - AUTOGRAPH SESSION
11:50 | 12:02	**FIA WEC** - QUALIFYING - LMGT3
12:10 | 12:20	**FIA WEC** - QUALIFYING - HYPERPOLE LMGT3
12:40 | 13:40	**FIA WEC** - FREE PRACTICE 3 - HYPERCAR
15:40 | 15:52	**FIA WEC** - QUALIFYING - HYPERCAR
16:00 | 16:10	**FIA WEC** - QUALIFYING - HYPERPOLE HYPERCAR
17:30 | 18:30	**FIA WEC** - CHARITY RUN

SUNDAY, OCTOBER 18

09:30 | 10:15	**FIA WEC** - PIT WALK
09:35 | 10:05	**FIA WEC** - AUTOGRAPH SESSION
10:44 | 10:50	**FIA WEC** - LAP OF HONOUR
11:15	**FIA WEC** - GRID WALK GATE OPENING
11:30	**FIA WEC** - GRID WALK GATE CLOSING
11:45	**FIA WEC** - GRID WALK END OF EVACUATION
12:00 | 18:00	**FIA WEC** - RACE - ROLLING START

FIA WORLD ENDURANCE CHAMPIONSHIP

6 HOURS OF BARCELONA

2026

ROUND 7

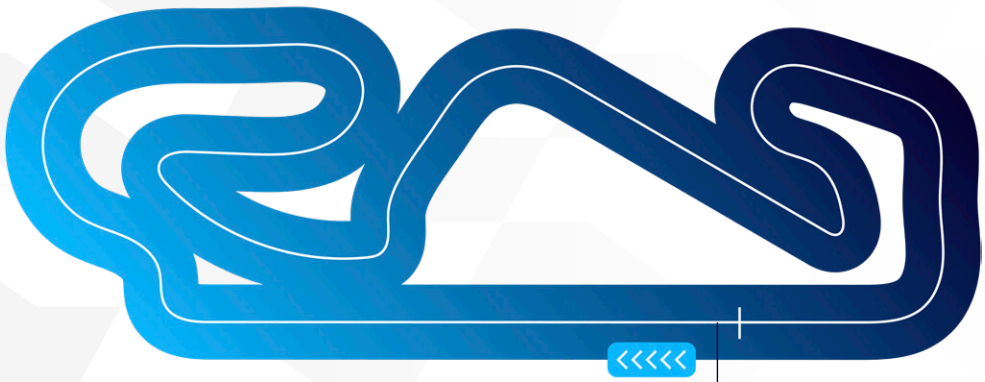
Located just outside of Barcelona, close to the town of Montmeló, the Circuit de Barcelona-Catalunya was built as part of a collaboration between the Catalan government, the Royal Automobile Club of Catalonia (RACC) and the local council in a bid to promote motorsport and the automotive industry in the region.

Inaugurated on 10 September, 1991, it went on to host that season's Spanish Grand Prix less than three weeks later and has remained a regular fixture on the Formula 1 World Championship schedule ever since.

In 1992, the track similarly welcomed MotoGP for the first time – another series that it continues to host to the present day, in testament to its enduring popularity and reputation as an international benchmark in top-flight motorsport – and it is also highly-regarded as a testing venue.

Among the other major national and international championships to have visited the Circuit de Barcelona-Catalunya are the FIA Sportscar Championship, Le Mans Series, European Le Mans Series and Michelin Le Mans Cup, while in 1992, it provided the start and finish line for the road team time trial cycling event during that year's Summer Olympics.

Measuring 4.657km and comprising 14 turns, the track's long main straight and variety of fast, flowing corners mixed with more technical sections truly test cars' all-round capabilities and aerodynamic attributes. A new addition to the FIA WEC calendar, the inaugural 6 Hours of Barcelona will take place over the weekend of 16-18 October, 2026.



LENGTH
4.657KM

LONGEST STRAIGHT
1,047M

TURNS
14

LEFT **6**
RIGHT **8**

STATS

Spain is the 14th different country to host an FIA World Endurance Championship event	The Circuit de Barcelona-Catalunya is the eighth European track to feature in the series	The only time the championship previously visited the venue was for the 2019-20 'Prologue' pre-season group test	This is the 50th FIA WEC race to take place in Europe
Three Spaniards will be competing at home this weekend – Miguel Molina, Alex Riberas and Daniel Juncadella	Fernando Alonso is the only Spanish driver to have claimed an FIA WEC title, during the 2018-19 'Super Season'	All three of Spain's 24 Hours of Le Mans winners have won other FIA WEC races outright - Molina, Alonso and Marc Gené	Five different Hypercars have started from pole position in the latest five rounds
Mathematically, Toyota could clinch both the Drivers' and Manufacturers' Hypercar crowns this weekend	TF Sport's #33 crew could similarly secure the LMGT3 Teams' trophy in Barcelona	The event will mark the 30th appearance in the championship for Cadillac as a brand and Ferrari's title-defending 499P	This is the first FIA WEC race to take place in October since 2021



FIA WEC WORLD

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SOMETHING HAS CHANGED.

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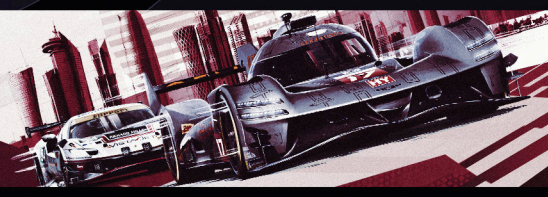
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FIA WORLD ENDURANCE CHAMPIONSHIP

2027 CALENDAR

QATAR
QATAR 1812KM



MARCH 27 2027

ITALY
6 HOURS OF IMOLA



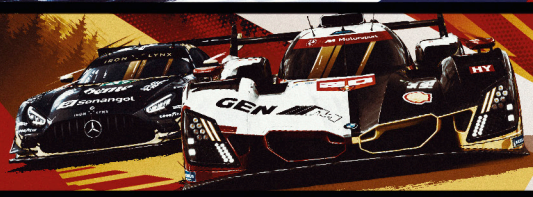
APRIL 11 2027

UNITED KINGDOM
6 HOURS OF SILVERSTONE



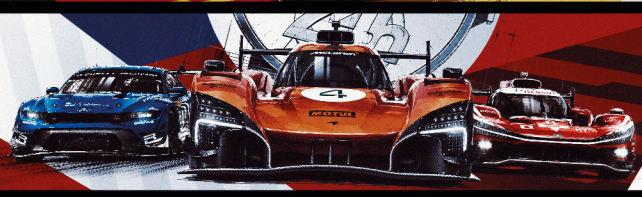
APRIL 25 2027

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



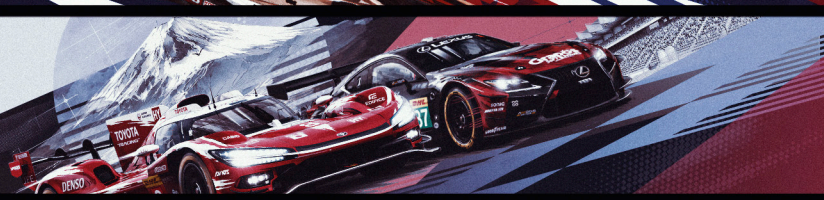
JULY 11 2027

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

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TOYOTA TRIUMPHS AT HOME FOLLOWING LATE TWIST

Title-chasing Toyota celebrated a 10th home soil success in the 6 Hours of Fuji today (27 September), rolling the dice on strategy to vault to the front of the field in the final hour as Ryō Hirakawa, Sébastien Buemi and Brendon Hartley soared to the summit of the FIA World Endurance Championship standings.

For the majority of the race, it was Alpine that looked set to occupy the top two spots on the podium in front of a hugely enthusiastic, 72,326-strong crowd at Fuji Speedway, after beginning the sixth round of the season from the front row of the grid.

The pair of French prototypes largely controlled the opening five hours of action, but a late safety car intervention – following a sizeable accident for the #58 Garage 59 LMGT3 McLaren, from which Finn Gehrsitz emerged unscathed – dramatically upended the order.

As everybody peeled into the pits, Toyota decided to take a gamble. The Japanese automotive giant – the most successful manufacturer in FIA WEC history – elected not to change tyres and to short-fuel Hirakawa in the #8 TR010 Hybrid Hypercar, which had been running in sixth position and had at one point been facing the wrong way after Hartley found himself tipped into a spin by Harry Tincknell on the approach to Turn One.

With light rain falling, Toyota's closest championship challenger BMW similarly took a risk by leaving Dries Vanthoor on used rubber in the #15 M Hybrid V8, while Alpine adopted a more cautious approach by giving #36 driver Victor Martins an entirely fresh set of Michelins and Charles Milesi two new left-hand-side tyres in the sister #35 A424.

That dropped the pair to third (Milesi) and fifth (Martins), behind Hirakawa and Vanthoor and sandwiching Aston Martin's Marco Sørensen. With just 20 minutes remaining at the re-start, Martins was the man on the move, scything past Sørensen before Milesi strategically let him through.



It took a few laps for the French endurance racing rookie to relieve Vanthoor of second, but once he had done so, he swiftly closed onto the tail of Hirakawa.

A pass for the lead looked inevitable, but on home soil, the Japanese driver was in no mood to roll over, with a sublime defence resulting in the #8 trio's second victory of the campaign – and Toyota's first at Fuji in three years. His slender 0.591-second margin over Martins at the chequered flag was the closest-ever in FIA WEC's top-tier between two different marques.

What's more, the points gained have also vaulted Hirakawa, Hartley and Buemi – the first crew to triumph more than once in 2026 – to the top of the Drivers' World Championship table.

"The re-start was really tricky, with the conditions changing and being on cold tyres on a slightly damp track," reflected Hirakawa, after clinching an eighth career win in the series – his second in Japan. "I was lucky I had a lapped BMW ahead, because that gave me a kind of reference, and I had the other BMW just behind to block the Alpine.

"Even allowing for that, there was quite a lot of pressure and the last couple of laps were particularly stressful, but the team did a great job and kept giving me feedback on where I needed to push and where I needed to defend, so I'm very grateful for that and this win is for all of them. To stand on the top step of the podium in front of all of our fans was amazing. The last two races will be a step into the unknown for us, but I can't wait!"

The #36 Alpine and #15 BMW rounded out the rostrum, with the #35 Alpine ending up fourth to cement Les Bleus' best-ever two-car finish at the highest level, with the #38 Cadillac completing the top five following a strong run.

Peugeot registered its finest result of a difficult season in sixth with its #94 9X8, while Aston Martin had to settle for ninth with the #009 Valkyrie at the end of a day that had promised a great deal more and Genesis lost a top ten placing to a late drive-through penalty.

On a dismal day for defending world champion Ferrari, finally, the #51 entry was the only 499P to finish in the points in a lowly 10th position, dealing a significant blow to the Prancing Horse's hopes of retaining the coveted crown.

The campaign will continue with the 6 Hours of Barcelona on 16-18 October.

See the full results from the 6 Hours of Fuji and latest championship classification.

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HOW TEAM WRT TOOK LAST-GASP FUJI THRILLER

The #32 Team WRT BMW M4 of Augusto Farfus, Sean Gelael and Darren Leung took a thrilling last-gasp win in the LMGT3 category at Fuji Speedway today following a frantic finish.

Team WRT BMW surged to a last-gasp win amid incredible late LMGT3 drama in a highly memorable 6 Hours of Fuji.

A contest with multiple plot twists ended with the #32 Team WRT BMW M4 of Augusto Farfus, Sean Gelael and Darren Leung taking their first win of the 2026 season and continuing the six-race streak in LMGT3 of a different winner at every race this year.

The #32 BMW started a lowly 14th on the grid, but soon became a contender thanks to faultless stints from Leung and Geleal before the experienced Farfus produced a dazzling display to make a decisive move on the Racing Team Turkey by TF Corvette driven by Charlie Eastwood with less than 20 minutes remaining.

Prior to that, it didn't look like the BMW would be in a position to win at all, but a late incident at Turn One involving the #58 McLaren of Finn Gehrsitz re-set the race when the Safety Car was deployed.

When the action resumed, it was in fact the Turkish-entered Chevrolet Corvette Z06 GT3.R in front, courtesy of its decision at the final pit-stop to not take fresh Goodyear tyres. That elevated Eastwood into the lead, just ahead of stablemate Nicky Catsburg in the championship-leading #33 TF Sport Corvette.

As the green flag flew, the Farfus-piloted BMW was a lowly sixth, but quickly passed the #92 The Bend Manthey Porsche, the surviving #10 Garage 59 McLaren and the #77 Proton Competition Ford Mustang within the space of just a few laps.



The flying Farfus then caught and passed Catsburg, before turning his attentions to Eastwood, who was powerless to resist the Brazilian veteran, who executed a decisive and robust move at Turn 10.

But Farfus could not rest easy. That was because following him through into second place was an equally quick and aggressive Mattia Drudi in the #27 Heart of Racing Team Aston Martin Vantage, recovering from the last Safety Car-triggering incident with Gehrsitz's McLaren that had given him a puncture.

Despite enormous pressure, Farfus held on to take the chequered flag by just 1.062 seconds to head Drudi home.

"These guys (Leung and Gelael) did a brilliant job, and I had a car advantage over some of the other cars as they only had half a set [of new tyres]," said Farfus after the race. "I got out of the pits in P6 or P7. The Safety Car took way longer than I expected, and when it finally went green, I knew I had to make the most of my new tyres.

"We knew we were not the fastest car on the straight, so I didn't think it would ever be a move into Turn One. I had to maximise the infield, which made things quite spicy, but it's racing so you need to go for the move if there is a gap. I'm very pleased – I think it was one of the finest stints I've done in my career."

Eastwood together with team-mates Peter Dempsey and Salih Yoluç eventually finished third, while a late push from Davide Rigon put the #54 VISTA AF Corse Ferrari 296 Evo he shares with Thomas Flohr and Francesco Castellacci fourth ahead of the #33 Corvette of Catsburg, Ben Keating and Jonny Edgar, which still extended TF Sport's championship lead to 24 points, while Edgar maintains his four-point advantage over Catsburg.

The race had begun with a huge multi-car mélée at the first corner, which ultimately accounted for the #88 Proton Competition Ford Mustang and #61 Iron Lynx Mercedes-AMG, while the #92 The Bend Manthey Porsche had to pit for repairs.

There was also drama for the #23 Heart of Racing Team Aston Martin, as Gray Newell was forced off-track by the #94 Team Peugeot TotalEnergies 9X8 Hypercar and retired on the spot.

The #21 VISTA AF Corse Ferrari, which had sat second in the points pre-race, similarly failed to finish after an issue late in the race, dropping it down to fourth in the standings as a result.

Taking the Goodyear Wingfoot Award at Fuji was Tom Fleming in the #10 Garage 59 McLaren. The rising British star drove several noteworthy stints over the coure of the event.

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ALPINE 'GUTTED' BY FUJI NEAR-MISS BUT 'BUILDING REAL MOMENTUM'

Alpine Endurance Team has admitted to 'mixed feelings' following last weekend's 6 Hours of Fuji (25-27 September), after dominating the majority of the sixth round of the 2026 FIA World Endurance Championship campaign only to miss out on victory by barely half-a-second.

At the scene of its maiden triumph 12 months earlier, the Alpine A424 was once again a force to be reckoned with in Japan come rain and shine, with standout series rookie Victor Martins topping the timesheets in the headlining Hypercar category both in the dry of FP2 on Friday afternoon and a wet FP3 the next morning.

With qualifying subsequently called off due to the deteriorating conditions, the grid was formed based upon each car's fastest lap from the three free practice sessions, putting the #36 Alpine of Martins and Jules Gounon on pole position – the first for the A424 in FIA WEC – with the sister #35 entry of Charles Milesi and Ferdinand Habsburg lining up alongside to complete a commanding front row lockout.

On race day, Gounon and Habsburg took to the wheel for the opening stint on slick tyres on a slightly damp circuit, with the pair gradually pulling away from the chasing pack and trading the lead during the pit-stop cycles.

A succession of neutralisations repeatedly bunched the field back together and eradicated Alpine's advantage, but on each occasion, the striking blue prototypes were able to re-assert their supremacy in front of an enthusiastic, 72,326-strong trackside crowd in the foothills of Mount Fuji.

Martins lost some time to a Turn One overshoot on cold tyres and Habsburg made light contact with Toyota's Nyck de Vries, but the #36 continued to lead the #35 – with a healthy margin over their pursuers – until a safety car intervention prompted by an LMGT3 accident with just under an hour remaining turned the race on its head.

As the entire field peeled into the pits for a final refuelling stop, Alpine found itself leapfrogged by both the #8 Toyota – the home heroes rolling the dice by electing not to change tyres and taking the gamble to short-fuel – and #15 BMW, with the #35 rejoining the fray in third and the #36 slipping from first place to fifth.

Following an extended pause in the action to allow for barrier repairs to be carried out, when the race resumed, there were only 20 minutes left on the clock, and Martins was mired back in the pack amongst the traffic.

With a full set of fresh Michelin boots on his A424 and aware he had no time to waste, the young Frenchman went immediately on the attack, rapidly overhauling Aston Martin's Marco Sørensen for fourth before Milesi strategically let his team-mate by into third.

Dries Vanthoor proved a tougher nut to crack in second, but Martins' relentless pressure paid off when the Dutchman ran wide into Turn Six, releasing the Essonne native to set off after Ryō Hirakawa in the lead. He ultimately flashed past the chequered flag a mere 0.591 seconds in arrears of the Toyota, with Milesi crossing the finish line fourth, just 1.284 seconds adrift of the podium.

The best joint result in the A424 era built upon the third and fifth places Alpine had achieved three weeks earlier at COTA. It also elevated the French marque above Cadillac into fourth position in the Manufacturers' World Championship standings, less than 20 points shy of Ferrari in third with two rounds to run, beginning in Barcelona on 16-18 October.

"Second place and a podium is a strong result after an amazing race," commented Martins. "With 50 minutes remaining, we were running first and second, which shows how well the team executed everything operationally, but the final safety car did not fall our way and I had to fight back after our last stop. Still, the A424 was extremely quick throughout the weekend and even if victory felt within our reach, we can be proud of our performance."

"We have mixed feelings," echoed Gounon. "We led for most of the race, but the final pit-stop required a difficult choice that ultimately changed the outcome. Nevertheless, second and fourth is a strong result for the team. After running at the front for so long, we really wanted the victory, so missing out is frustrating but that's racing, and I want to thank the entire team for everybody's tremendous work."

Last year's Fuji winner Milesi shared his stablemates' bittersweet emotions, while taking the positives from another event that showcased the A424's increasingly competitive form.



"It was a strong result, but we were a little gutted to miss the one-two after occupying those positions for more than five hours," he rued. "The entire team did a great job throughout the week, and everybody can be proud. We achieved our target of outscoring Cadillac, and now we want to carry this level of performance into the final two races."

"This is another sign that we are performing at the level we expect," added Alpine Team Principal, Philippe Sinault. "Naturally, there is some disappointment because we ran first and second for almost 80 per cent of the race, but the final safety car compromised our strategy.

"Victor did a tremendous job to recover and fight for victory, but it was not quite enough. After being disappointed with third and fifth in Austin, feeling the same about second and fourth at Fuji is a positive sign. We're building real momentum and will be ready to fight again in Barcelona!"

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