

OFFICIAL 6 HOURS OF FUJI

PROGRAMME

**25 TO 27
SEPT.**

2026

WEC
FIA WORLD ENDURANCE
CHAMPIONSHIP



富士6時間

富士6時間

富士スピードウェイ

富士6時間

富士6時間



+++++++
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3,000+ ocean
container



1,500,000+ liter
racing fuel



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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!



JAMIE CHADWICK



NYCK DE VRIES

REACH FOR THE CROWN



THE COSMOGRAPH DAYTONA



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





Today's Motorsport reflects tomorrow's mobility

Wherever motorsport evolves, TotalEnergies is there. We're driving innovation on every track by developing biofuels, electric solutions and even hydrogen.

As a partner, pioneer, and driver of change, we accelerate the road ahead. Our innovations go beyond the finish line, reflecting a lower-carbon future for your mobility.



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2026 FIA WEC STANDINGS

HYPERCAR MANUFACTURERS

	TOYOTA	140 PTS
	BMW	131 PTS
	FERRARI	114 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
	#21 VISTA AF CORSE	54 PTS
	#92 THE BEND MANTHEY	49 PTS

LMGT3 DRIVERS

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



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STUDIO
391

WEC
FIA WORLD ENDURANCE
CHAMPIONSHIP

24h
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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**



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 & LMG3 DRIVERS

Alongside their quest to clinch the two major LMG3 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, LMG3 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 LMG3 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.

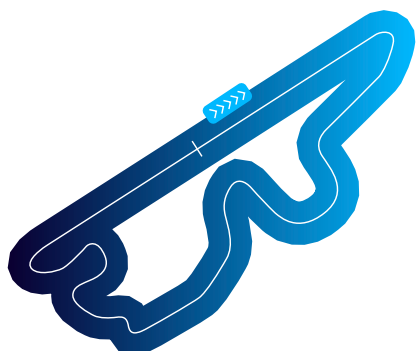
SILVER DRIVER

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	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.



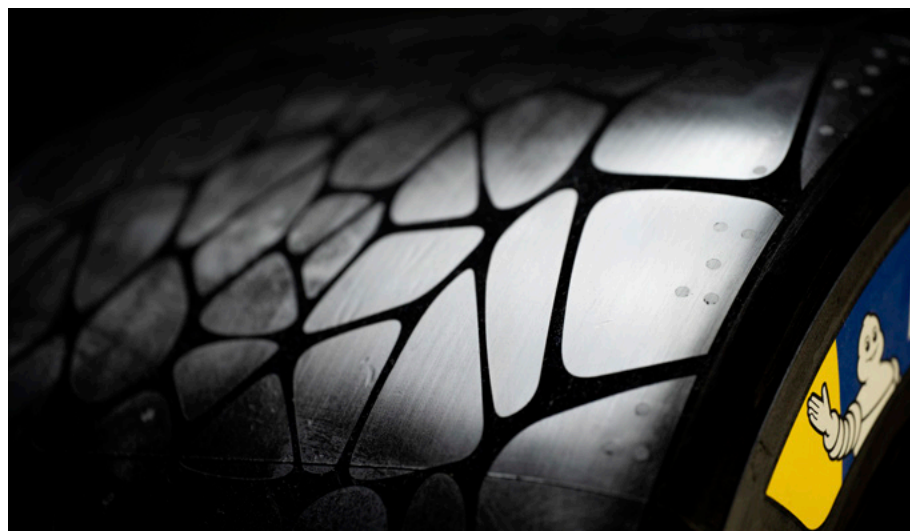
SLICK ALLOCATIONS

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):

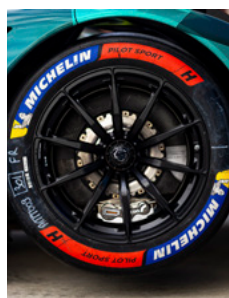
- Soft compound
- Dry or slightly damp conditions
- Low temperatures (nighttime racing/early morning)
- Ground temperature: **0-15°C**



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 Sport³ (test 2021 on 225/40 R18), MICHELIN Pilot Alpin³ (test 2018 on 225/40 R18), MICHELIN Primacy³ (test 2024 on 235/45 R18),
MICHELIN CrossClimate³ (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.

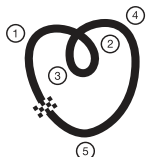


AUTOGRAPH

#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



HYPERCAR MANUFACTURERS

50



WORLD CHAMPION



51

2023 HYPERCAR MANUFACTURERS

WORLD CHAMPION

WEC

WEC

WEC



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

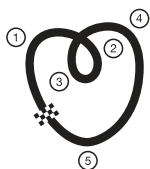




#23 Heart of Racing Team

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**

4TH



AUTOGRAPH

#23

LMGT3

ASTON MARTIN



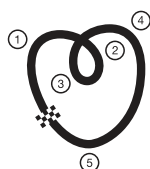
27



#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

6TH



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**

13TH



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**

7TH



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 LMGT3.R
COMMITMENT | SINCE 2024

MANUFACTURER
CORVETTE



TIRE SUPPLIER
GOODYEAR



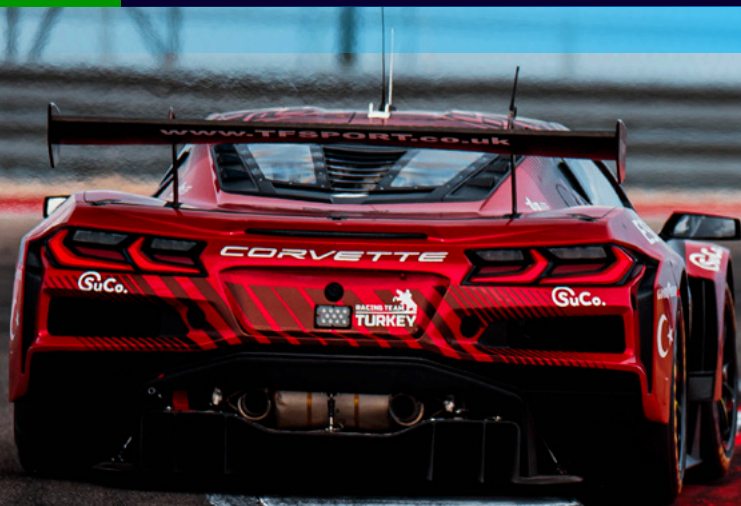
2026 RESULTS
**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

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.



CORVETTE Z06 LMGT3.R
COMMITMENT | SINCE 2024

MANUFACTURER
CORVETTE



TIRE SUPPLIER
GOODYEAR



2026 RESULTS

**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

8TH



AUTOGRAPH

#34



#21 VISTA AF Corse

After challenging for glory in 2025 via a consistent and well-executed campaign, Simon Mann, François Hériaux 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**

2ND



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**

18TH



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



GOODYEAR

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

15TH



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

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**

9TH



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 LMGT3 EVO
COMMITMENT | SINCE 2024

MANUFACTURER
MCLAREN



TIRE SUPPLIER
GOODYEAR



2026 RESULTS

**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

11TH



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.



MCLAREN 720S LMGT3 EVO
COMMITMENT | SINCE 2024

MANUFACTURER
MCLAREN



TIRE SUPPLIER
GOODYEAR



2026 RESULTS

**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

12TH



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**

14TH



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 LMG3
COMMITMENT | SINCE 2024

MANUFACTURER
MERCEDES



TIRE SUPPLIER
GOODYEAR



2026 RESULTS

**FIA ENDURANCE TROPHY
FOR LMG3 TEAMS**

17TH



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**

5TH



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**

3RD



AUTOGRAPH

#92



PROVISIONAL ENTRY LIST (2026, SEPTEMBER 23)

ALPINE ENDU-
RANCE TEAM
**CHARLES
MILESI**
**FERDINAND
HABSBURG**

#35

ALPINE ENDU-
RANCE TEAM
**JULES
GOUNON**
**VICTOR
MARTINS**

#36

ASTON MARTIN
THOR TEAM
**HARRY
TINCKNELL**
**TOM
GAMBLE**

#007

ASTON MARTIN
THOR TEAM
**ALEX
RIBERAS**
**MARCO
SØRENSEN**

#009



BMW M TEAM WRT

**KEVIN
MAGNUSSEN**
**RAFFAELE
MARCIELLO**
**DRIES
VANTHOOR**

#15



BMW M TEAM WRT

**ROBIN
FRIJNS**
**RENÉ
RAST**
**SHELDON
VAN DER LINDE**

#20

CADILLAC HERTZ
JOTA TEAM
**WILL
STEVENS**
**NORMAN
NATO**

#12

CADILLAC HERTZ
JOTA TEAM
**EARL
BAMBER**
**SÉBASTIEN
BOURDAIS**
**JACK
AITKEN**

#38



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
STOFFEL
VANDOORNE
NICK
CASSIDY



PEUGEOT
TOTALENERGIES

#94

LOÏC
DUVAL
MALTHE
JAKOBSEN
THÉO
POURCHAIRE



TOYOTA RACING

#7

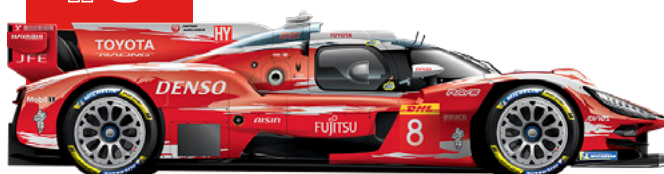
MIKE
CONWAY
KAMUI
KOBAYASHI
NYCK
DE VRIES



TOYOTA RACING

#8

SÉBASTIEN
BUEMI
BRENDON
HARTLEY
RYŌ
HIRAKAWA



AF CORSE

#83

YIFEI
YE
ROBERT
KUBICA
PHILIP
HANSON



ENTRY LIST



FIA WORLD ENDURANCE
CHAMPIONSHIP

A PARTNERSHIP



PROVISIONAL ENTRY LIST (2026, SEPTEMBER 23)

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
LIEZT



LE MANS SPIRIT CLUB.

THE OFFICIAL FIA WEC HOSPITALITY

Experience endurance racing at its most exclusive. From a VIP lounge with exceptional views, enjoy premium services, privileged behind-the-scenes access, exclusive encounters and refined gastronomy. Step onto the Grid Walk and feel the pulse of the race weekend. Every second vibrates with emotion and intensity.



**HOST,
CONNECT AND
ELEVATE YOUR
BRAND IN
LE MANS
SPIRIT CLUB.**



EXCLUSIVE ACCESS

Insider access to the paddock, pitwalk and exclusive grid walk to be at the heart of the action.



DRIVER'S INTERVIEW

Learn from the best with our exclusive Q&A sessions featuring our worldclass endurance drivers.



The Le Mans Spirit Club surrounds you with the essence of world-class endurance racing like no other hospitality can.



PREMIUM CATERING & OPEN BAR

Savour world-class cuisine and a complimentary bar while admiring a pit stop right in front of your eyes.



HOTSPOT

Access to a Hotspot on track and enjoy a refreshment while witnessing the action up close. Available only for race day and weekend package holders.



A HIGH-DEFINITION EXPERIENCE

Enjoy every minute of the action with full-race live TV coverage on a giant screen and free WiFi.



PODIUM CEREMONY

Get priority access to the pitlane after the race for an up-close view of the podium ceremony and maybe get a chance to bump into a driver or two!



SOUVENIR

Be part of the club and receive your official FIA WEC souvenir.

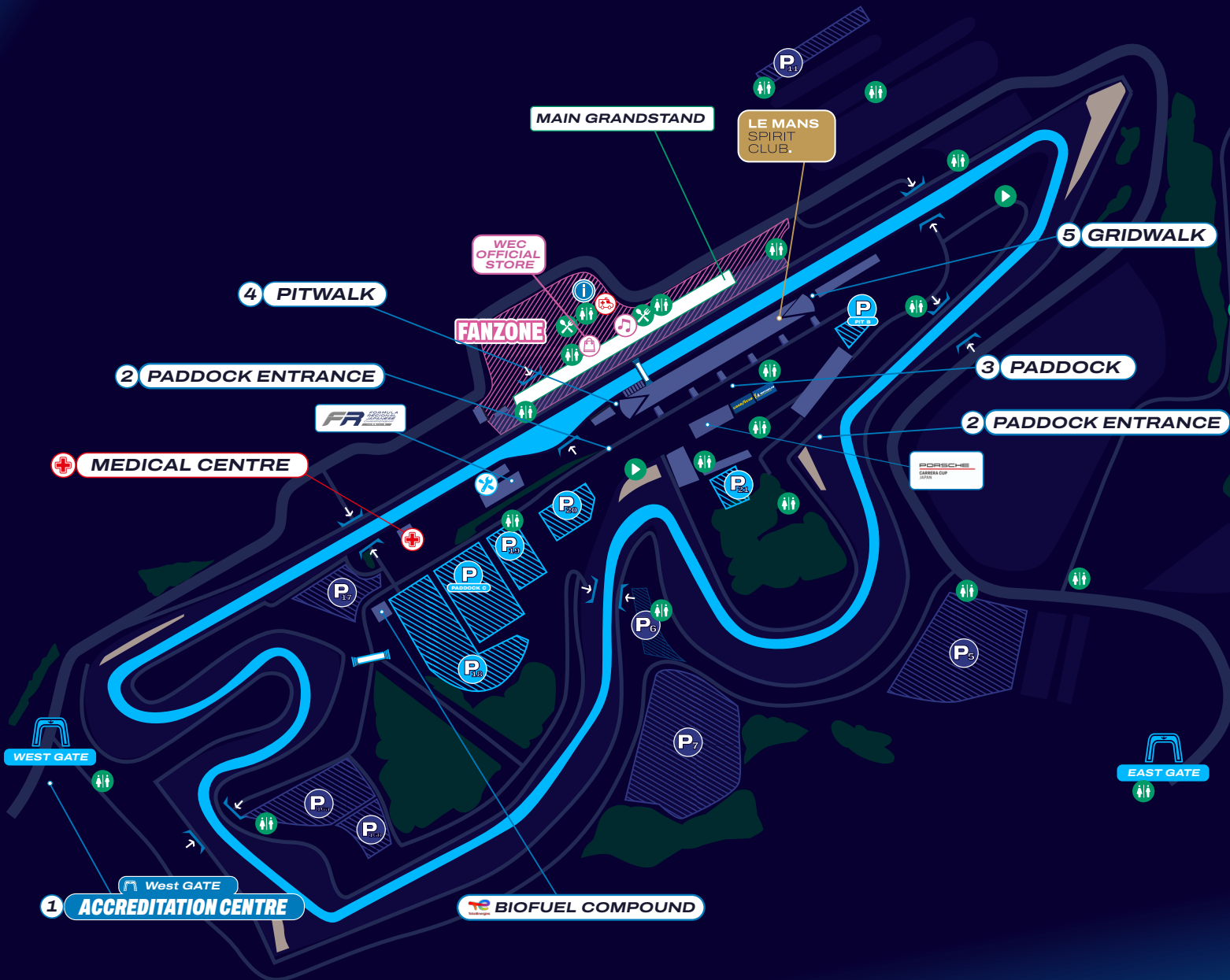


VIP PARKING

Receive a dedicated parking ticket (1 for 3 guests) and access to the paddock with a VIP shuttle service.

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For more information, do not hesitate to contact : hospitality@fiawec.com



ACCREDITATION CENTRE

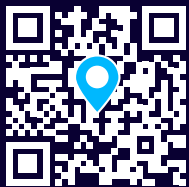
OPENING HOURS

Thursday September 24th
8:30 - 17:00

Friday September 25th
8:00 - 17:00

Saturday September 26th
7:30 - 17:30

Sunday September 27th
7:30 - 13:00



Fuji International Speedway,
West gate, 694,
Nakahinata, Oyama-Cho,
Sunto-Gun, Shizuoka Pref

COMPETITORS

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



EAST GATE

September 25th

From 7:00 to 17:00

September 26th

From 5:30

September 27th

Until 17:00



WEST GATE

September 25th

From 8:00 to 17:00

September 26th

From From 6:30

September 27th

Until 17:00

GENERAL

- GIANT SCREEN
- FOOD & BEVERAGE
- TOILET
- INTERNATIONAL MEDICAL CENTRE
- FIRST AID POINT
- INFORMATION CENTRE
- GATE
- TUNNEL
- FOOTBRIDGE
- FANZONE
- WEC OFFICIAL STORE
- STAGE

PARKING & SHUTTLES

P PARKING

P PARKING

TAXI INFO

0550-70-3130 Fujikyu Shizuoka Taxi
0550-82-1234 Gotemba Taxi
0550-82-2777 Hikari Taxi
0550-82-2740 Kodama Taxi

FRIDAY, SEPTEMBER 25

09:00 09:45	<i>FRJC - FREE PRACTICE 1</i>
09:50 10:00	<i>FRJC - PROTOTYPE DEMONSTRATION 1</i>
10:15 11:45	FIA WEC - FREE PRACTICE 1
12:20 13:05	<i>PCCJ - FREE PRACTICE 1</i>
13:15 14:00	<i>FRJC - FREE PRACTICE 2</i>
14:05 14:15	<i>FRJC - PROTOTYPE DEMONSTRATION 2</i>
14:30 16:00	FIA WEC - FREE PRACTICE 2
16:15 16:45	<i>PCCJ - QUALIFYING</i>

SATURDAY, SEPTEMBER 26

08:10 08:55	<i>FRJC - QUALIFYING</i>
09:30 10:30	FIA WEC - FREE PRACTICE 3
11:00 11:30	<i>PCCJ - RACE 1</i>
11:40 12:25	FIA WEC - PIT WALK
11:45 12:15	FIA WEC - AUTOGRAPH SESSION
13:10 13:40	<i>FRJC - RACE 1</i>
14:00 14:12	FIA WEC - QUALIFYING - LMGT3
14:20 14:30	FIA WEC - QUALIFYING - HYPERPOLE LMGT3
14:40 14:52	FIA WEC - QUALIFYING - HYPERCAR
15:00 15:10	FIA WEC - QUALIFYING - HYPERPOLE HYPERCAR
16:00 16:30	<i>PCCJ - RACE 2</i>
17:00 17:30	<i>FRJC - RACE 2</i>

SUNDAY, SEPTEMBER 27

08:40 08:55	<i>Aston Martin parade</i>
08:40 09:25	FIA WEC - PIT WALK
08:45 09:15	FIA WEC - AUTOGRAPH SESSION
09:44 09:50	FIA WEC - LAP OF HONOUR
10:15	FIA WEC - GRID WALK GATE OPENING
10:35	FIA WEC - GRID WALK GATE CLOSING
10:45	FIA WEC - GRID WALK END OF EVACUATION
11:00 17:00	FIA WEC - RACE - ROLLING START

2025 FASTEST LAP

HYPERCAR

1:30.507

**12 CADILLAC
HERTZ
TEAM JOTA**

| W. Stevens

LMGT3

1:41.118

60 IRON LYNX

| L. Hanafin

ROUND 6

Spectacularly located in the foothills of Japan's highest peak, Mount Fuji – from which it takes its name – Fuji Speedway was originally conceived as a fully-banked superspeedway with the intention of hosting NASCAR-style races, but insufficient funding meant the project could not be completed.

The circuit was subsequently converted into a road course that brought Formula 1 to Asia for the first time in 1976, when James Hunt dramatically pipped Niki Lauda to world championship glory in a famous end-of-season showdown. The track fell off the F1 calendar after 1977, but returned for a further two-year stint three decades later.

In the meantime, super-fast Fuji welcomed the FIA World Sportscar Championship from 1982 to 1988, prior to featuring on the inaugural FIA World Endurance Championship schedule in 2012. Japanese carmaker Toyota – owner of the venue since 2000 – has prevailed in nine of the 12 rounds there to-date, to the delight of the tens of thousands of passionate home fans who regularly turn out in support.

Despite being the second-shortest lap of the FIA WEC campaign, its 1.475km main straight is one of the longest in the sport, enabling drivers to fully exploit the potential of their cars and hit top speeds in excess of 330km/h. The 2025 edition of the 6 Hours of Fuji – won by Alpine – marked the 100th race in the series' history.

2025 POLE POSITION

HYPERCAR

1:28.236

**12 CADILLAC
HERTZ
TEAM JOTA**

| A. Lynn

LMGT3

1:39.981

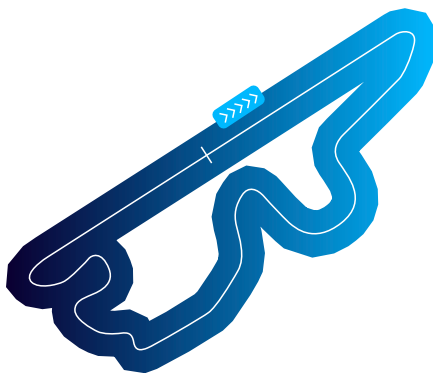
**10 RACING SPIRIT
OF LÉMAN**

| E. Barrichello

2025 RACE DISTANCE COVERED

**921.45
KM**

**35 ALPINE
ENDURANCE
TEAM**



LENGTH
4.563KM

LONGEST
STRAIGHT
1,475M

TURNS
16 | LEFT **6**
RIGHT **10**

2025 WINNERS

35

**ALPINE
ENDURANCE TEAM**

| P. Chatin | F. Habsburg | C. Milesi

81

TF SPORT

| T. Van Rompuy | R. Andrade | C. Eastwood



STATS

Fuji is the only circuit at which **BMW** has finished on the podium in every class it has competed; GTE Pro, Hypercar, LMGT3

Toyota has **15** podium finishes at Fuji, but has never finished P3

Peugeot's P2 at Fuji last year was both its **best ever result**, and its **most recent podium finish**

Fuji is the only circuit at which the **Ferrari 296 LMGT3** has achieved multiple podiums. **P1 in 2024 and P2 in 2025**

Toyota has won the **6th round of a WEC season** more times (7) than Audi, Porsche and Ferrari combined (6)

Going into Fuji 2025, **three different marques had won in a row**; Ferrari, Cadillac and Porsche. Going into Fuji 2026, three different marques have again won in a row; Toyota, BMW and Ferrari

A car has won from P9 at each of the last two Fuji races. Vista AF Corse #21 started P9 in LMGT3 in 2024, before Alpine Endurance Team #35 won from P9 overall last year

Only teams representing Germany, the UK and Italy have won more **WEC races** than **Japan's 51**; all of these by **Toyota**

34 Japanese drivers have competed in WEC, with the newest driver being Kakunoshin Ohta, who debuted at Le Mans 2026

Fuji staged WEC's 30th race in 2015, the **60th race** in 2019, and the **100th** in 2025

All four previous models of Toyota have won at home; the TS030, TS040 and TS050 – Hybrids in LMP1, as well as the GR010 HYBRID Hypercar. TR010 HYBRID debuts at home this race

Three different manufacturers have won overall at each of the last three Fuji rounds; Toyota in 2023, Porsche in 2024 and Alpine in 2025





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LOOK CLOSELY.
SOMETHING HAS CHANGED.



INSTRUCTIONS

SCAN THE QR CODE

COMPARE THE POSTER WITH
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



HOME IS WHERE THE HEART OF RACING IS, AS ASTON MARTIN TRIUMPHS

How Heart of Racing Team ended a two-year victory drought at Lone Star Le Mans...

The Heart of Racing Aston Martin Vantage LMGT3 Evo driven Ian James, Zach Robichon and Mattia Drudi scored the team's first LMGT3 victory for two years as the American flagged team toasted its second win at the Lone Star Le Mans race in three years.

After locking out the front row in qualifying the #27 and #23 Aston Martins ended the fifth round of the 2026 FIA World Endurance Championship with a best ever 1-3 finishing formation after an epic battle with multiple competitors.

But it was the Proton Competition Ford Mustang GT3 EVOs that appeared to be the early favourites as they moved into an early 1-2 during the opening exchanges of the race.

Their plans to score a first WEC win faded when the #77 Ford Mustang driven by Eric Powell was forced to serve a drive-through penalty for a Full Course Yellow infraction and then the #88 car of Stefano Gattuso had to make a pit stop after a collision with the #34 Racing Team Turkey by TF F Chevrolet Corvette driven by Salih Yoluc.

With the Aston Martins loitering in the leading group, it was still not a clear potential winner as the #91 Manthey DKR Engineering Porsche 911 GT3 R Evo of James Cottingham, Timur Boguslovskiy and Ayhancan Guven lead for a large part of the mi-phase of the race.

The Porsche's progress was only halted when a five-second penalty was issued for gaining an advantage off track, meaning that the #27 Aston Martin was allowed back in to the lead.

After Zacharie Robichon executed a strong couple of stints at the wheel and then handed over to the rapid Mattia Drudi, the



home win for Heart of Racing started to form as the Italian was able to hammer in lap times that pulled away from the Porsche threat.

Drudi also had to contend with rising temperatures in the Aston Martin cockpit after his air conditioning stopped working.

"It was probably one of the toughest races in my life," said the Italian.

«The car was super quick and we did a really good job undercutting cars in front of me when Zac and me swapped. After the first stint during the Safety Car the AC (Air Conditioning) stopped working, so let's say it became quite hot in the cockpit.

"Luckily we had clean air in the first couple of laps, so I was able to use the fresh tyres and pull away slightly from the cars behind, and then being able to manage that.

"After one half season trying to get the win, we were stopped always by something small and it never worked out. It's finally really good to get the first win in the home race for the team, and also a double podium with the #23 in third position. I'm really happy, as everybody did a mega job,» concluded Drudi.

As well as Ford and Porsche, Aston Martin had to contend with a threat from a quick #61 Iron Lynx Mercedes-AMG GT3 Evo of Maxine Martin, Rui Andrade and Martin Berry.

They though were ultimately compromised by a succession of penalties – one for a collision and one each for FCY and VSC violations. That ensured that the Mercedes was only able to finish in sixth position at flag fall.

Drudi scintillating pace after the last of two safety cars as the final hour approached gave a useful buffer of five seconds over the #91 Porsche, which claimed its best result of the 2026 campaign.

The #23 Aston Martin driven by Gray Newell, Eduardo Barrichello and Jonny Adam meant a first ever LMG3 double Aston Martin podium was clinched.

The win for the #27 Aston Martin was the first WEC victory for both Robichon and Drudi, while James celebrated his second after being part of the 2024 triumph. Aston Martin joined Porsche, Ferrari and Corvette as multiple winners in all three GT classes that have run in the WEC since 2012.

The wider implications for the 2026 title chase were fascinating as most of the leading championship protagonists faltered, with just the #21 VISTA AF Corse Ferrari 296 GT3 Evo of Francois Heriau, Simon Mann and Alessio Rovera scoring points for fourth position.

The #33 Corvette of Ben Keating, Jonny Edgar and Nicky Catsburg was spun around at the first corner and struggled to finish a lowly 12th, while the #92 Porsche suffered a steering problem and finished out of contention.

The Goodyear Wingfoot award, voted for by the fans, went to #91 Manthey DKR Engineering driver James Cottingham.

The LMG3 title fight will continue with round six of eight – the 6 Hours of Fuji in Japan – on 25-27 September.



CADILLAC STARS ON AND OFF-TRACK ON HOME TURF

On-track, Cadillac maintained its mid-season momentum in the FIA World Endurance Championship on home soil in the United States last weekend (4-6 September), while simultaneously attracting attention through a range of off-track activations.

Having entered the summer break buoyed by its first podium finish in 12 months in Brazil, Cadillac Hertz Team JOTA secured a spot on the front row of the grid for Lone Star Le Mans, with Jack Aitken in the #38 V-Series.R matching pole-sitter Antonio Giovinazzi (Ferrari AF Corse) to literally the thousandth-of-a-second in a thrilling Hyperpole dead-heat.

In company with team-mates Sébastien Bourdais and Earl Bamber, the Briton then replicated that front-running form on race day around the Circuit of The Americas, with the #38 Hypercar a contender for honours throughout, thanks in particular to a stellar defensive effort by the New Zealander on old tyres midway through.

The trio ultimately scooped the runner-up spoils – their best result to-date – as they took the chequered flag less than five seconds shy of victory to move up the Drivers' championship table and consolidate Cadillac's fourth position in the Manufacturers' standings.

"That was a really spectacular day, and it was great to get second place in our home race," enthused Bamber. "I think the team executed perfectly; we were leading at one stage and we managed to fight back through a strategy disadvantage twice due to Virtual Safety Cars, so to come away with second, everyone is really happy."

"What a race and an incredible effort from the entire team," echoed Cadillac Racing Programme Manager, Keely Bosn. "Our drivers fought hard to hold off the competition and maintain position throughout. An unfortunate bit of luck with the Safety Car erased the gap we had built, but



the team stayed focused and recovered. I'm incredibly proud of everyone's work. We never gave up, and the result is a great reminder to always fight until the very end."

Cadillac was similarly busy off-track at COTA, revealing the V-ONE Concept – a pioneering new model rooted in the company's endurance racing exploits and inspired by the V-Series.R race car. A first-of-its-kind for the brand and co-developed by Cadillac Design, Cadillac Racing and chassis constructor Dallara, the competition-bred V-ONE is intended to offer factory-level prototype performance underpinned by circuit-proven engineering and technology.

Sharing foundations and architecture with the race-winning V-Series.R in areas including suspension, transmission, electronics and aerodynamics – with, at its heart, a V8 hybrid powertrain punching out 830 combined horsepower – the single-seat V-ONE Concept explores how competition hardware can be translated into a driver-focused experience.

"The Cadillac V-ONE Concept is the ultimate manifestation of a customer performance concept and is a clear sign of our ambition for the Cadillac V-Series brand in the future," remarked Global Cadillac Executive Design Director, Dominic Najafi.

Elsewhere on-site, GM Motorsports hosted 'Driven to Explore' – a two-day, hands-on STEM outreach experience for ninth-grade students from nearby Del Valle High School, delivered in partnership with FIA WEC and the Austin Community College Make It Center.

The students participated in structured STEM modules that connected rigorous classroom concepts to real motorsport applications – covering topics from tyres and scrutineering to media matters – complemented by behind-the-scenes exposure to the world championship event with the support of Cadillac Hertz Team JOTA, Corvette Racing partner TF Sport and Michelin.

"At COTA, 78 local high school students stepped beyond the classroom to see first-hand how world-class engineers, technicians and business leaders apply STEM principles in a high-pressure racing environment," commented Robert Binns, GM Motorsports K-12 STEM IMPACT Co-Lead.

"Working as a team, students were challenged to build a competitive car within a strict ruleset, execute a pit-stop and pitch a business and sponsorship plan to GM programme leadership. They also toured the garages to get an up-close look at the race cars and personnel before watching a live practice session."

"It's incredibly important for students to understand the role STEM can play in defining their future careers," added fellow project Co-Lead, Kenna Edwards. *"Motorsport presents a tremendous range of opportunities for young individuals, and 'Driven to Explore' allows them a window into what is possible."*



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