OFFICIAL 6 HOURS OF MONZA

PROGRAMME

FIA WORLD ENDURANCE CHAMPIONSHIP

6 TO 8 NOV. 2026



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FIA WORLD ENDURANCE CHAMPIONSHIP
A PARTNERSHIP

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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!



GERONIMO LA RUSSA

PRESIDENT OF THE AUTOMOBILE CLUB D'ITALIA (ACI)

The Autodromo Nazionale Monza is proud to welcome the FIA World Endurance Championship back to one of the most iconic circuits in international motorsport. The 6 Hours of Monza represents a special occasion for our circuit, reaffirming its strong connection with endurance racing and its long-standing tradition of hosting some of the most prestigious competitions in the world. As the season finale of the 2026 FIA World Endurance Championship, the event will bring the championship to its conclusion, adding further significance to a weekend that promises to deliver outstanding sporting competition.

Monza's history has always been defined by speed, innovation and a passion for motorsport. These values are at the heart of the FIA World Endurance Championship, a series that combines technological excellence, teamwork and the ability to push the limits of performance. Hosting the WEC is therefore an opportunity to celebrate the heritage of our circuit while looking ahead to the future of motorsport, where engineering innovation and sustainability are increasingly central.

Beyond the competition on track, we are committed to offering fans an engaging and memorable experience, bringing them closer to the teams, manufacturers and drivers who make endurance racing so compelling. We want the 6 Hours of Monza to be more than a race: an opportunity for enthusiasts, families and visitors from around the world to experience the unique atmosphere of our circuit and the passion that makes motorsport such an integral part of our identity. We look forward to welcoming the FIA World Endurance Championship, its competitors and fans to Monza for an event that celebrates the very best of international endurance racing, crowns the season's champions.



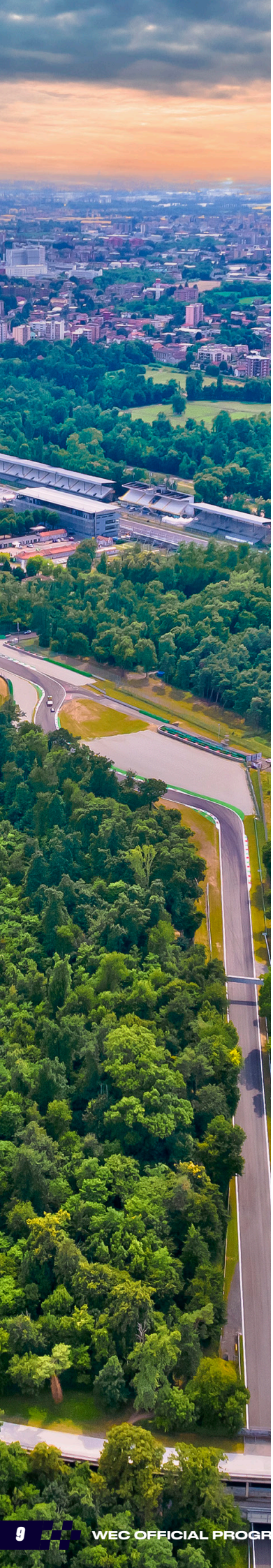
HYPERCAR
2026 FIA WEC
STANDINGS

HYPERCAR MANUFACTURERS

	TOYOTA	212 PTS
	BMW	154 PTS
	FERRARI	130 PTS
CADILLAC RACING	CADILLAC	118 PTS
	ALPINE	104 PTS
ASTON MARTIN	ASTON MARTIN	58 PTS
	PEUGEOT	24 PTS
GENESIS	GENESIS	14 PTS

HYPERCAR DRIVERS

TOYOTA RACING	#8	B. HARTLEY R. HIRAKAWA S. BUEMI	114 PTS
TOYOTA RACING	#7	K. KOBAYASHI M. CONWAY N. DE VRIES	97 PTS
BMW M	#15	K. MAGNUSSEN R. MARCIELLO	75 PTS



LMGT3

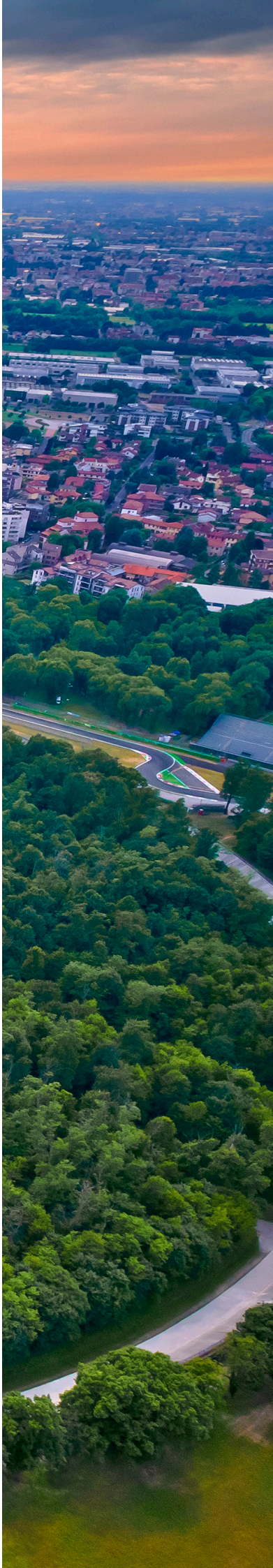
2026 FIA WEC STANDINGS

LMGT3 TEAMS

#33 TF SPORT	92 PTS
#92 THE BEND MANTHEY	74 PTS
#34 RACING TEAM TURKEY BY TF	70 PTS
#69 TEAM WRT	66 PTS
#21 VISTA AFCORSE	64 PTS
#27 HEART OF RACING TEAM	62 PTS
#10 GARAGE 59	57 PTS
#91 MANTHEY DK ENGINEERING	54 PTS
#23 HEART OF RACING TEAM	51 PTS
#32 TEAM WRT	48 PTS
#78 AKKODIS ASP TEAM	39 PTS
#87 AKKODIS ASP TEAM	38 PTS
#61 IRON LYNX	25 PTS
#58 GARAGE 59	22 PTS
#88 PROTON COMPETITION	16 PTS
#54 VISTA AF CORSE	13 PTS
#77 PROTON COMPETITION	13 PTS
#79 IRON LYNX	10 PTS

LMGT3 DRIVERS

#33 J. EDGAR	92 PTS
#33 N. CATSBURG	88 PTS
#92 R. PERA R. LIETZ Y. SHAHIN	64 PTS





TOYOTA MASTERS MIXED CONDITIONS TO CLINCH THE CROWN IN SPAIN

Toyota delivered a peerless performance to claim a one-two finish in the inaugural 6 Hours of Barcelona presented by Visit Qatar today (18 October) – with the result securing the Japanese automotive giant the 2026 FIA Hypercar World Endurance Manufacturers' Championship.

Following two completely dry days at the Circuit de Barcelona-Catalunya, the penultimate round of the season began on a wet track surface in front of more than 55,000 enthusiastic fans – and the conditions immediately caught out a number of competitors.

Pole-sitter André Lotterer found himself overhauled by fast-starting Genesis Magma Racing stablemate Daniel Juncadella and TOYOTA RACING star Sébastien Buemi on the dash to Turn One, before the home hero ran through the Turn Five gravel trap.

That dropped the #19 Genesis from the lead to the tail-end of the Hypercar field – and promoted Buemi to first place. It was a position the #8 would occupy for the majority of the race, as – a five-second penalty for a start procedure infringement aside – the championship-leading crew enjoyed a flawless run.

Shortly into the second hour, a hard-charging Nyck de Vries sliced by Ferrari's Miguel Molina to make it a Toyota one-two, and the pair of TR010 Hybrid prototypes proceeded to pull out a healthy margin over the chasing pack.

Following subsequent stints by Brendon Hartley and Ryō Hirakawa in the #8 entry and Mike Conway and Kamui Kobayashi in the sister #7 car, the Toyotas flashed past the chequered flag in a formation finish.

The dominant display earned FIA WEC's most successful marque not only its first one-two result of the year, but with it, the Manufacturers/Teams' laurels for the eighth time in 14 seasons – and fifth out of six in the current Hypercar



era – as the TR010 Hybrid repeated the feat of its TS040 Hybrid and GR010 Hybrid predecessors by clinching the crown in its maiden campaign.

"*It's amazing that the team has managed to fight back after a very difficult 2025,*" commented Buemi, who celebrated the success in his milestone 100th FIA WEC appearance. "*It shows that by working hard together, we can come back very strongly. Thanks and congratulations to the whole team for this fantastic year, but there is one more race to go [in the Drivers' battle] and the best crew will win.*"

"*I think we have made a huge step this year,*" echoed Team Principal, Kobayashi. "*We haven't always had the best car, but we've been very strong and consistent in the races and that has meant we've scored a lot of points. A big thanks to the Toyota family for supporting our project. Now, we have to enjoy the last race, when we will have no team orders, so I think we can look forward to a big fight!*"

The #50 Ferrari 499P piloted by Molina, Antonio Fuoco and Nicklas Nielsen rounded out the rostrum in third place following a solid, trouble-free run, while the sister #51 trio of Antonio Giovinazzi, James Calado and Alessandro Pier Guidi conceded their Drivers' title defence after a succession of misfortunes left them a lowly 15th in the final classification, three laps down.

The #38 Cadillac made an offset strategy pay off as Jack Aitken, Earl Bamber and Sébastien Bourdais narrowly held off the #83 AF Corse Ferrari of Robert Kubica, Phil Hanson and Yifei Ye for fifth, with the #12 Cadillac completing the top six.

On another difficult day for erstwhile world championship leader BMW, seventh place for the #15 M Hybrid V8 and a third straight failure to score for the #20 car – which had temporarily climbed to second prior to picking up a penalty for a tyre pressure infraction – means only the two Toyota crews will now dispute the Drivers' trophy in three weeks' time in Italy.

Meanwhile, a weekend of two halves for Genesis saw the two Korean cars both finish outside of the points following a variety of issues and errors.

The 2026 FIA World Endurance Championship will conclude with the 6 Hours of Monza on 6-8 November.





2025 SEASON REVIEW

In the headlining Hypercar category, Ferrari got off to a flying start when the 2025 FIA World Endurance Championship campaign raced into life in Lusail, and while its rivals subsequently did their best to rein the runaway Prancing Horse in, ultimately, the iconic Italian marque's date with destiny was not to be denied.

In its third year of competition, four triumphs for the 499P from the opening four races – including a commanding one-two-three in the Qatar 1812km curtain-raiser – immediately set the tone.

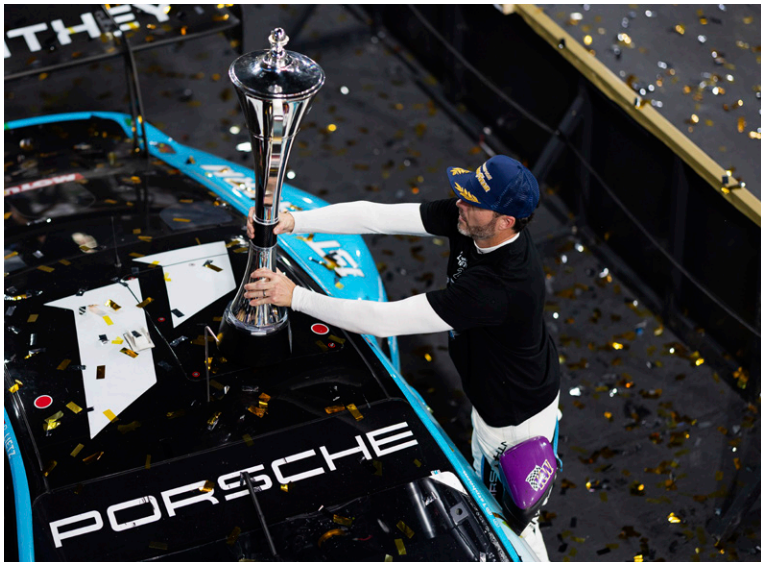
Despite enduring a winless second half of the season as its adversaries strove to stem the scarlet tide, when the chequered flag fell at the end of eight hours of action in Bahrain, Ferrari was able to celebrate glory in both the Manufacturers' and Drivers' World Championship battles – locking out the top three spots in the latter.

That marked the famous Maranello-based carmaker's first success in global endurance racing since lifting the laurels in the World Sportscar Championship more than half-a-century ago. The #51 trio of Antonio Giovinazzi, Alessandro Pier Guidi and James Calado got the better of the two sister cars to clinch the coveted Drivers' crown – although the 24 Hours of Le Mans went the way of the privately-entered #83 AF Corse entry, thanks in large part to a stellar performance from former grand prix-winner, Robert Kubica.

Fast-forwarding to 2026, Toyota has already secured the FIA Hypercar World Endurance Manufacturers' Championship. A dominant one-two finish in the series' inaugural race in Barcelona on 18 October assured the Japanese automotive giant of the spoils ahead of the season finale at Monza.

The Spanish round was particularly memorable for Toyota's Swiss star, Sébastien Buemi, who marked his 100th appearance in FIA WEC with an unprecedented 29th career victory. With the Manufacturers' title settled, the brand's two crews will now go head-to-head for Drivers' honours in Italy.

In the LMGT3 class, the #92 Manthey 1ST PHORM Porsche prevailed in 2025, but the 2026 outcome remains wide open. Four cars are in contention for the championship trophy: the #33 TF Sport Corvette, the #92 The Bend Manthey Porsche, the #34 Racing Team Turkey by TF Corvette and the #69 Team WRT BMW. With three different marques still in the mix, a nail-biting battle is in prospect right the way through to the final chequered flag...




WORLD
CHAMPION
2022


WORLD
CHAMPION
2023


WORLD
CHAMPION
2024
TOYOTA
GAZOO
Racing


2025 HYPERCAR MANUFACTURERS'
WORLD
CHAMPION
WORLD
CHAMPION
2025



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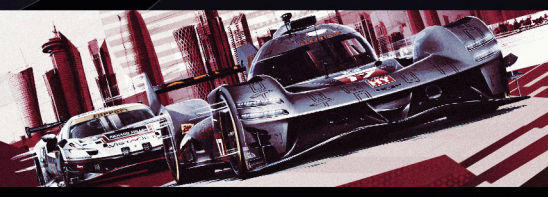
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FIA WORLD ENDURANCE CHAMPIONSHIP

2027 CALENDAR

QATAR
QATAR 1812KM



MARCH 27 2027

ITALY
6 HOURS OF IMOLA



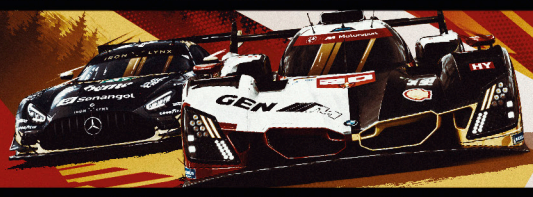
APRIL 11 2027

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

MORE INFORMATION ON **FIAWEC.COM**



MCLAREN BUILDS LINE-UP AHEAD OF 2027 HYPERCAR DEBUT

McLaren Racing is accelerating its preparations for its return to the top-tier of international endurance racing in the FIA World Endurance Championship (FIA WEC) in 2027, with four drivers already confirmed for its new Hypercar programme – Mikkel Jensen, Laurens Vanthoor, Alex Lynn and Leonardo Fornaroli.

Danish star Jensen was the project's first recruit. Bringing extensive expertise, the 31-year-old claimed the European Le Mans Series' LMP3 title in 2019 and IMSA's LMP2 category crown in 2021, prior to joining Peugeot's nascent Hypercar programme in 2022. He reached the podium in every FIA WEC campaign from 2023 to 2025, and has played a key role in developing McLaren's MCL-HY prototype.

Vanthoor adds further experience to the line-up. The Belgian was crowned FIA World Endurance Drivers' Champion in 2024 with Porsche and is among the leading figures in the Hypercar field. Like Jensen, he will return to the FIA WEC grid following a season's absence.

Lynn, meanwhile, will join McLaren from Cadillac Hertz Team JOTA at the end of the 2026 campaign. The Briton similarly boasts a wealth of endurance racing knowledge, with his achievements notably including class victory at the 24 Hours of Le Mans in 2020 and outright pole position for the series' flagship event last year.

The latest addition, Fornaroli, represents the next generation of racing talent. The 21-year-old Italian is the reigning FIA Formula 2 Champion, having previously won the FIA Formula 3 title in 2024. A McLaren Formula 1 reserve driver, he will now take on a new challenge in FIA WEC's headlining Hypercar category.

With four drivers announced and two seats still to be confirmed at time of publication, McLaren is building a line-up combining experience, versatility and youth. The British manufacturer will compete under the McLaren United AS WEC Hypercar Team banner, bringing together McLaren Racing and United Autosports.

Just over three decades after the iconic McLaren F1 GTR won Le Mans on its debut in 1995, the iconic brand is preparing for a new chapter in endurance racing, with the firm ambition of recreating former glories.



SOON IN 2027

FORD PREPARES FOR 2027 HYPERCAR DEBUT

Ford Racing is stepping up preparations for its debut in the top category of the FIA World Endurance Championship (FIA WEC) in 2027, nearly six decades on from its last appearance at the long-distance discipline's highest level. With a two-car Hypercar team, the American manufacturer has confirmed its full driver line-up, developed an in-house engine and successfully completed its first comprehensive track test.

The factory roster combines youth and experience, bringing together Tom Blomqvist, Matt Campbell, Sebastian Priaulx, Mike Rockenfeller, Logan Sargeant and Nick Yelloly. The six drivers have been playing a key role in developing the new prototype, by pooling their championship-winning experience, technical expertise and extensive endurance racing knowledge.

At the heart of the project is a naturally-aspirated, 5.4-litre Coyote V8 engine, designed and built at Ford's HQ in Michigan with support from Red Bull Ford Powertrains. Paired with an ORECA-developed chassis and a standardised hybrid system, the unit reflects the Blue Oval's commitment to combining its motorsport heritage with in-house innovation and technology transfer to its road-going vehicles. The pioneering powerplant was fired up for the first time at ORECA's facility in France in July, marking a major milestone for the programme.

The yet-to-be-named prototype subsequently completed more than 1,000 kilometres during its first extended test at Paul Ricard in southern France, with Blomqvist, Campbell, Rockenfeller and Sargeant all taking to the wheel. The initial running was described as a very positive start, providing valuable data and confidence ahead of an intensive development schedule across Europe and the United States.

Ford's ambitions are firmly focused on overall victory at the 24 Hours of Le Mans and the FIA WEC title. Inspired by the legendary GT40, which secured four consecutive outright triumphs at the Circuit de La Sarthe between 1966 and 1969, the marque is determined to return to the top step of the podium. With its driver line-up finalised and testing underway, the US automotive giant is entering a decisive phase as it accelerates towards its highly-anticipated 2027 Hypercar bow.

HYPERCAR

ENTRY LIST

FIA WORLD ENDURANCE CHAMPIONSHIP
A PARTNERSHIP

PROVISIONAL ENTRY LIST (2026, OCTOBER 29)

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

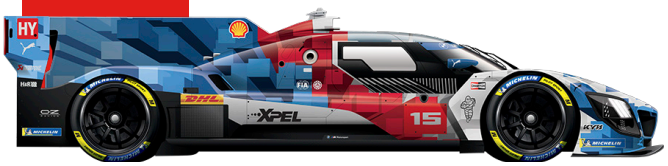
ALEX **RIBERAS**
MARCO **SØRENSEN**



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**



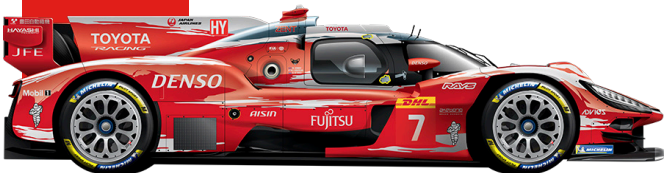
TOYOTA RACING

#7

MIKE **CONWAY**

KAMUI **KOBAYASHI**

NYCK **DE VRIES**



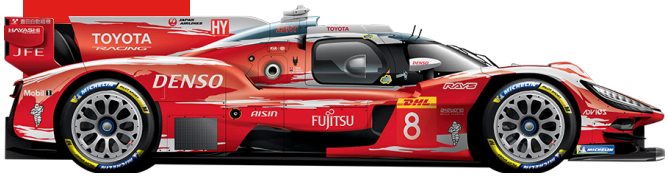
TOYOTA RACING

#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 29)

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**

RICHARD **LIETZ**





Logistics that goes the distance.

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

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

500,000+
racing tyres

45,000+
tons of cargo

3,000+ ocean
container

1,500,000+ liter
racing fuel

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.

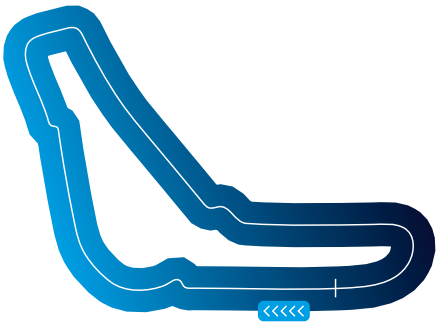
SILVER DRIVER

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


CATALUNYA
1046 mb 15:00:33
BARCELONA
ROLEX
ROLEX
CATALUNYA
Hertz
Hertz
GENESIS
19
ASTON MARTIN
THE HEART OF RACING
009
THE HEART OF RACING
94
elf
ALPINE
36
50
Ferrari
RICHARD MILLE
50
RICHARD MILLE
V-Power

HYPERCAR | ALPINE | 35 | 36



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



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

Provisional Entry List (2026, October 29)

HYPERCAR | BMW | 15 | 20



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

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



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



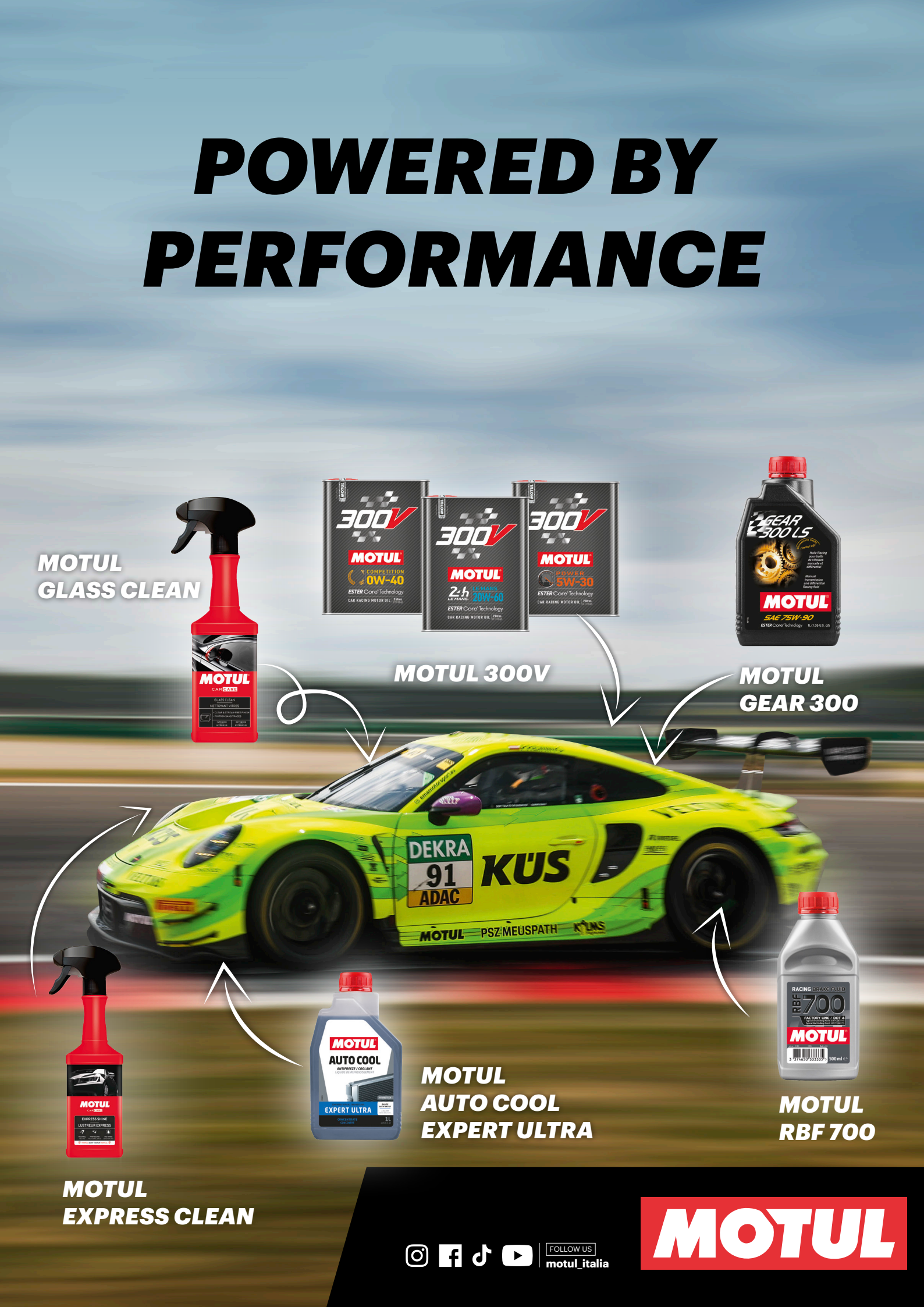
Robert Kubica, Yifei Ye and Phil Hanson similarly stay together in the yellow-liveried #83 car, with the Briton finding himself rewarded for his 2025 performances by way of factory driver promotion.



AUTOGRAPH

#83

POWERED BY PERFORMANCE



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MOTUL

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



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

HYPERCAR | TOYOTA | 7 | 8



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

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.

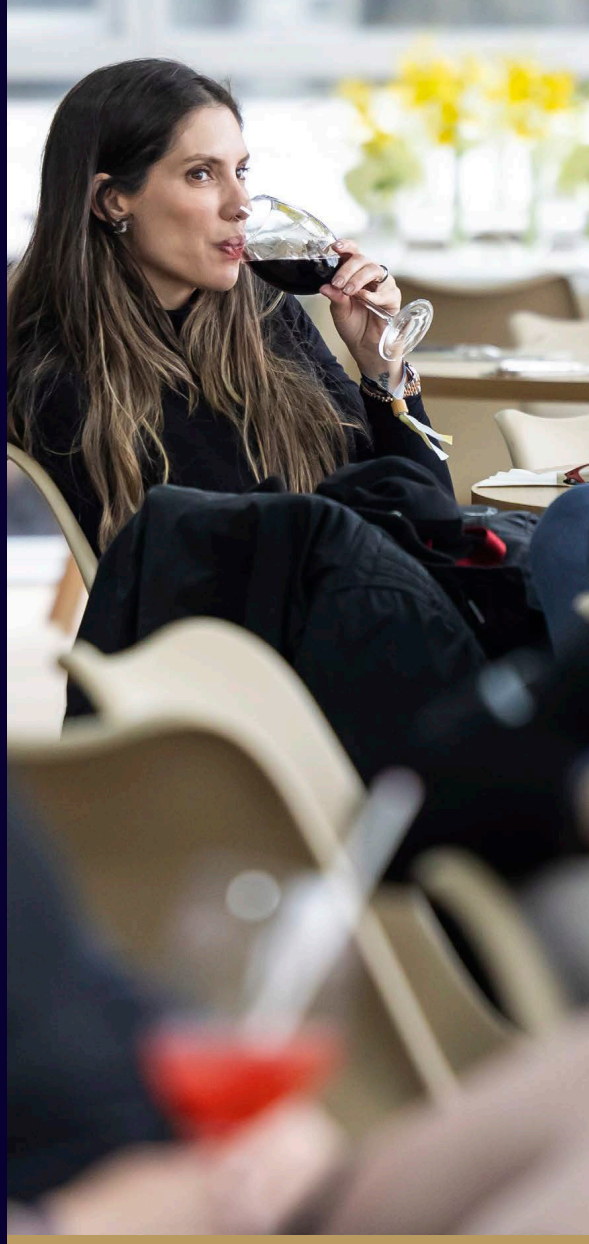
More competition. More innovation. Better fan engagement.
The 2026 season is here and Goodyear is setting the pace.

GOODYEAR





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.

FIA WORLD ENDURANCE CHAMPIONSHIP





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

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

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QATAR 
IMOLA  SPA

LE MANS 
SÃO PAULO 
AUSTIN  FUJI

BAHRAIN 

& OUR FAVORITE PLACE IS FIRST.

WEC
FIA WORLD ENDURANCE CHAMPIONSHIP

GOODYEAR

LMGT3


ROLEX
ROLEX
ROLEX
ROLEX
ROLEX
ROLEX
PORSCHE
92
MOTUL
McLaren
MOUNTSTREET



LMGT3 ASTON MARTIN 23

#23 Heart of Racing Team

Gray Newell, who created a positive impression during last November's Rookie Test in Bahrain, will make his FIA WEC debut this season in the #23 Aston Martin. He will do so alongside series sophomore 'Dudu' Barrichello – who impressed over the course of his maiden campaign in the championship – and two-time 24 Hours of Le Mans class-winner, Jonny Adam, who returns to the grid following an absence of five-and-a-half years.

THE HEART OF RACING

ASTON MARTIN VANTAGE AMR LMGT3

COMMITMENT / SINCE 2024

MANUFACTURER
ASTON MARTIN

TIRE SUPPLIER
GOODYEAR

2026 RESULTS

FIA ENDURANCE TROPHY FOR LMGT3 TEAMS

9TH



AUTOGRAPH

#23



#27 Heart of Racing Team

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

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

THE HEART OF RACING

ASTON MARTIN VANTAGE AMR LMGT3

COMMITMENT / SINCE 2024

MANUFACTURER
ASTON MARTIN

TIRE SUPPLIER
GOODYEAR

2026 RESULTS

FIA ENDURANCE TROPHY FOR LMGT3 TEAMS

6TH



AUTOGRAPH

#27

Provisional Entry List (2026, October 29)



#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

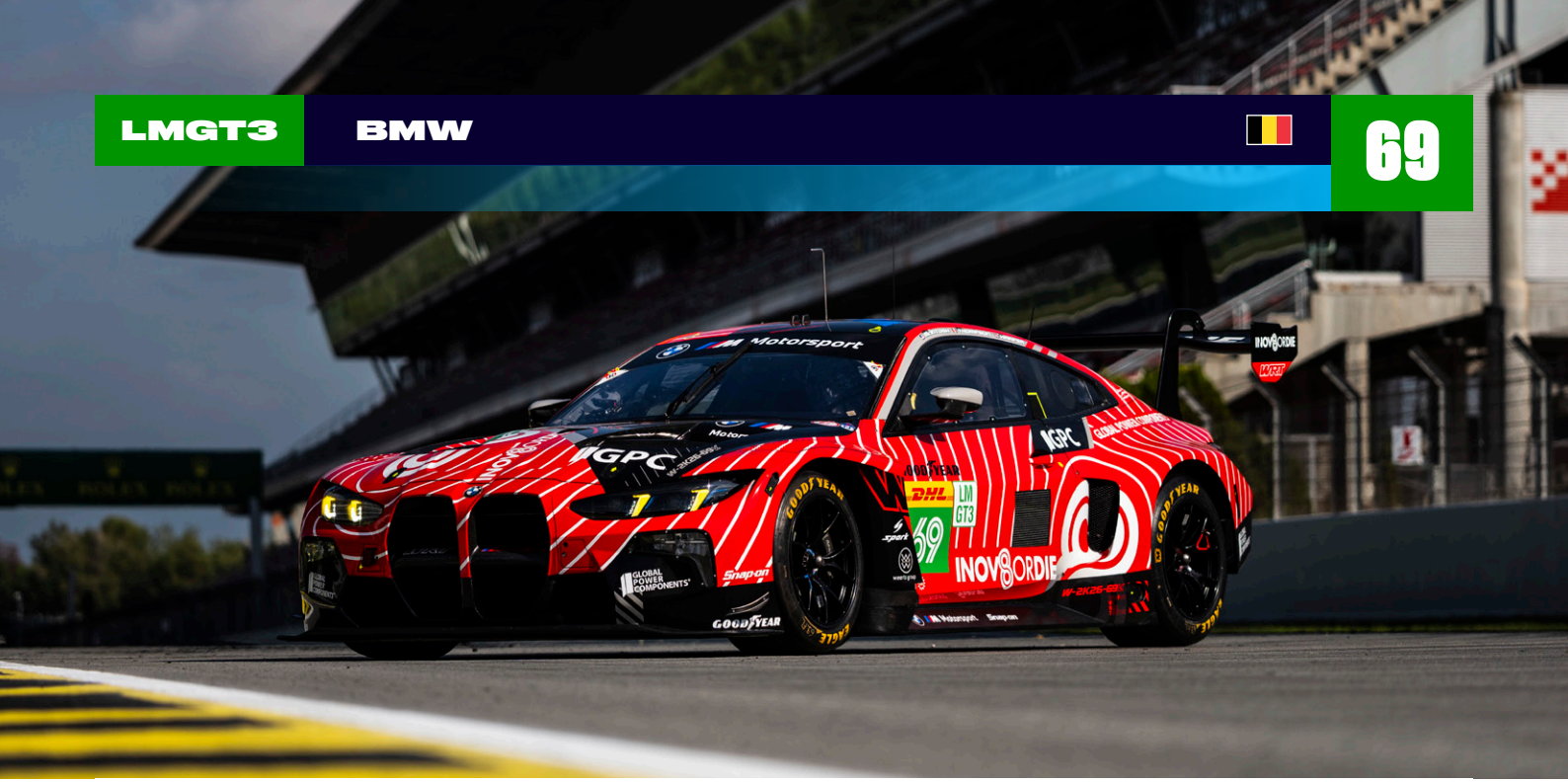
FIA ENDURANCE TROPHY FOR LMGT3 TEAMS

10TH



AUTOGRAPH

#32



LMGT3 BMW 69

#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

4TH



AUTOGRAPH

#69

Provisional Entry List (2026, October 29)



LMGT3 CORVETTE 33

#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



LMGT3 CORVETTE 34

#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

CORVETTE

TIRE SUPPLIER
GOODYEAR

GOODYEAR

2026 RESULTS

FIA ENDURANCE TROPHY FOR LMGT3 TEAMS

3RD



AUTOGRAPH

#34

Provisional Entry List (2026, October 29)



#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	TIRE SUPPLIER
FERRARI	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 29)

LMGT3 FORD 77



#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
FORD

TIRE SUPPLIER
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



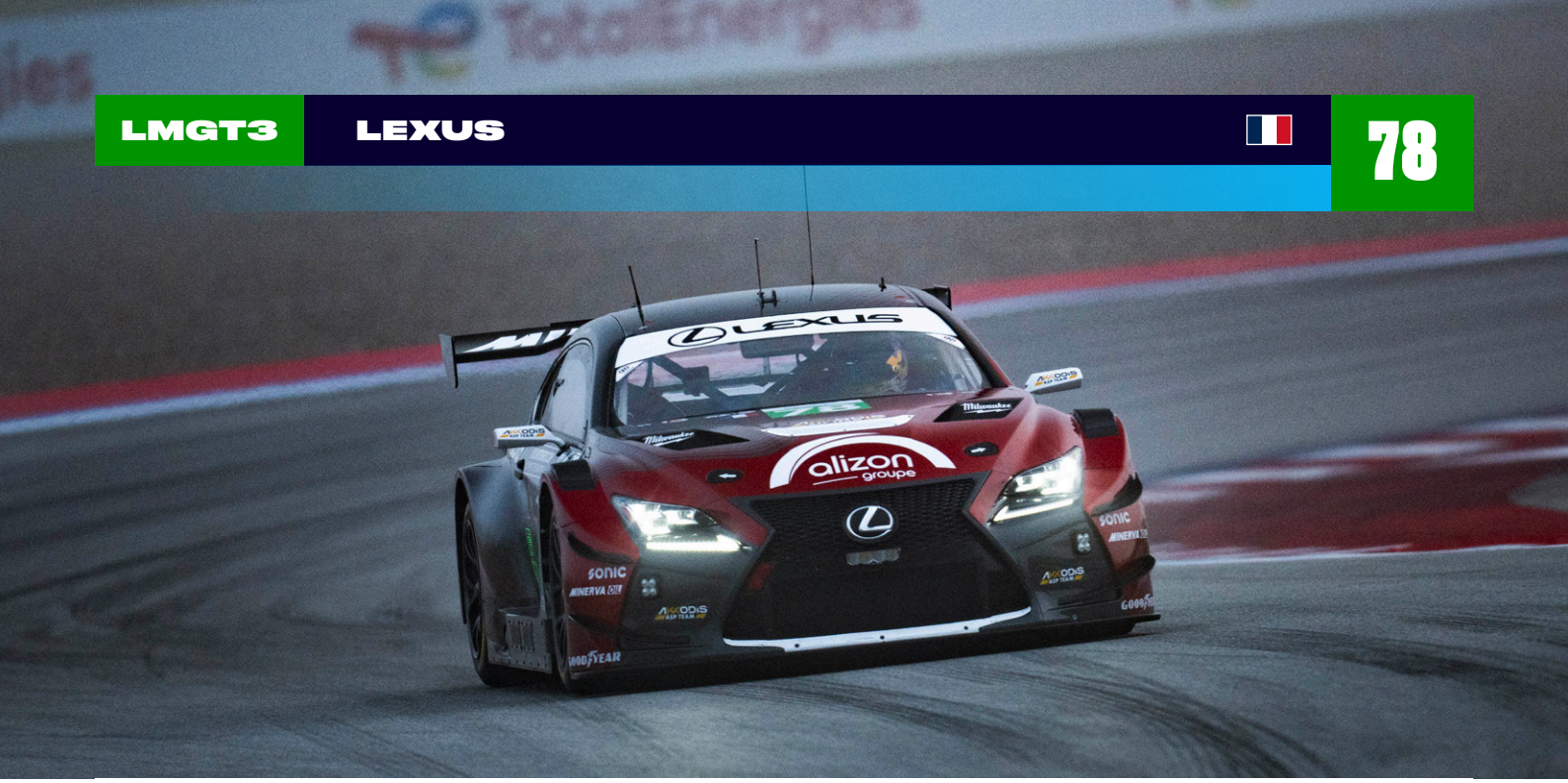


AUTOGRAPH

#88

Provisional Entry List (2026, October 29)

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

11TH



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

Provisional Entry List (2026, October 29)

LMGT3 MCLAREN 10



#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
MCLAREN

TIRE SUPPLIER
GOODYEAR

2026 RESULTS

FIA ENDURANCE TROPHY FOR LMGT3 TEAMS

7TH



AUTOGRAPH

#10



#58 Garage 59

The #58 entry sees former Akkodis ASP Team Lexus ace, Finn Gehrsitz, team up with Benjamin Goethe – a regular for Garage 59 across several series – and the experienced Alexander West, a long-time McLaren competitor in GT racing.

59 GARAGE 59

MCLAREN 720S LMGT3 EVO
COMMITMENT | SINCE 2024

MANUFACTURER
MCLAREN

TIRE SUPPLIER
GOODYEAR

2026 RESULTS

FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS

14TH



AUTOGRAPH

#58

Provisional Entry List (2026, October 29)



#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

13TH



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 29)



#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

8TH



AUTOGRAPH

#91

LMGT3 PORSCHE 92



#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	TIRE SUPPLIER
PORSCHE	GOODYEAR

2026 RESULTS

FIA ENDURANCE TROPHY FOR LMGT3 TEAMS

2ND



AUTOGRAPH

#92

FIA WORLD ENDURANCE CHAMPIONSHIP

6 HOURS OF MONZA 2026

FRIDAY, NOVEMBER 6

09:35 | 10:15	*LEGENDS OF LE MANS - FREE PRACTICE 1*
10:30 | 12:00	**FIA WEC** - FREE PRACTICE 1
12:30 | 13:10	*LEGENDS OF LE MANS - FREE PRACTICE 2*
14:30 | 16:00	**FIA WEC** - FREE PRACTICE 2
16:25 | 16:50	*LEGENDS OF LE MANS - QUALIFYING SESSION 1*

SATURDAY, NOVEMBER 7

09:50 | 10:15	*LEGENDS OF LE MANS - QUALIFYING SESSION 2*
10:30 | 11:30	**FIA WEC** - FREE PRACTICE 3
12:00 | 12:50	**FANZONE** - DRIVERS TALK SHOW
12:10 | 12:50	*LEGENDS OF LE MANS - RACE 1*
13:05 | 13:50	**FIA WEC** - PIT WALK
13:10 | 13:40	**FIA WEC** - AUTOGRAPH SESSION
14:20 | 14:32	**FIA WEC** - QUALIFYING - LMGT3
14:40 | 14:50	**FIA WEC** - QUALIFYING - HYPERPOLE LMGT3
15:00 | 15:12	**FIA WEC** - QUALIFYING - HYPERCAR
15:20 | 15:30	**FIA WEC** - QUALIFYING - HYPERPOLE HYPERCAR
16:20 | 17:00	*LEGENDS OF LE MANS - RACE 2*

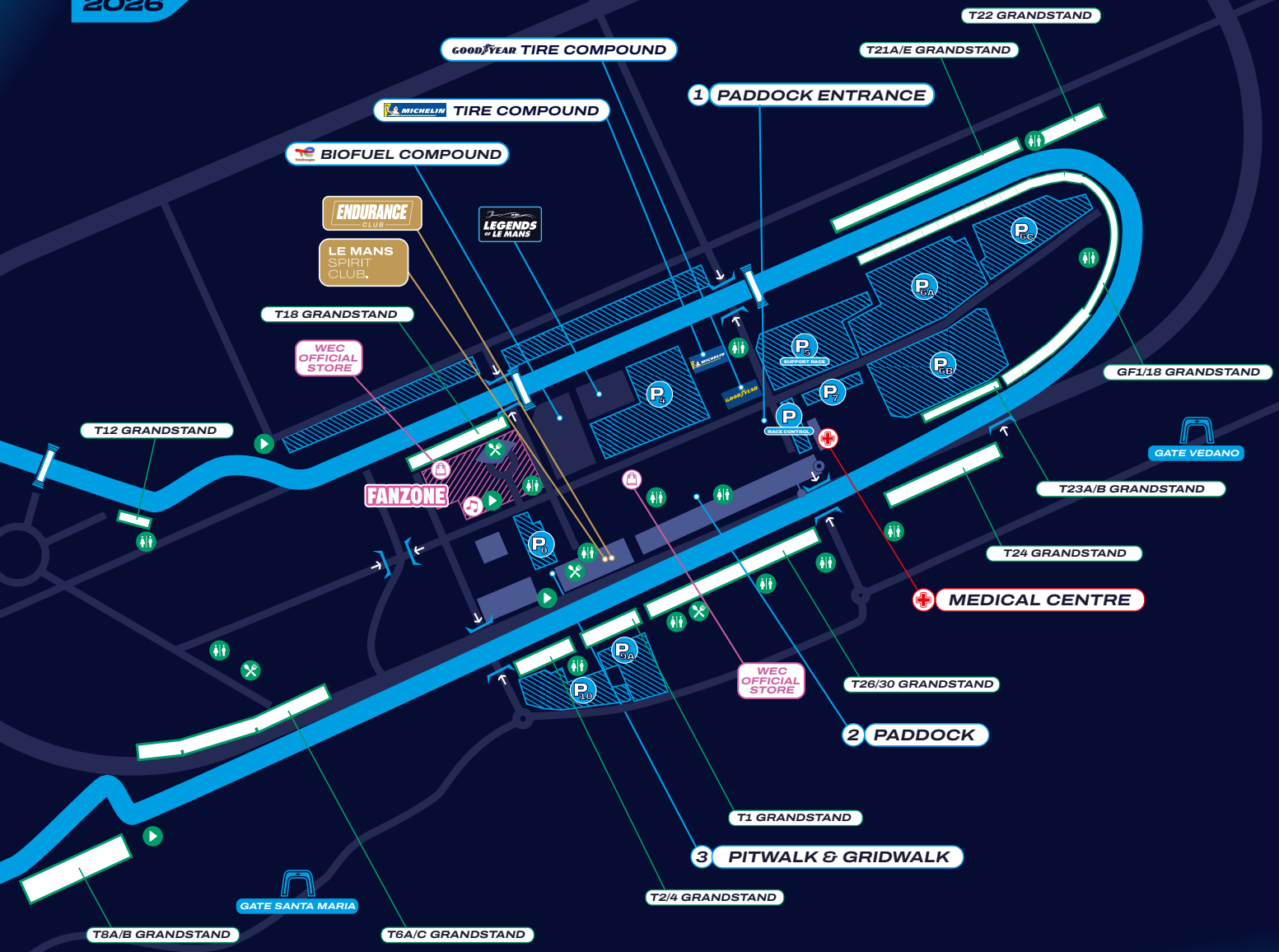
SUNDAY, NOVEMBER 8

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
10:30	**FIA WEC** - GRID WALK GATE CLOSING
10:45	**FIA WEC** - GRID WALK END OF EVACUATION
11:00 | 17:00	**FIA WEC** - RACE - ROLLING START

FIA WORLD ENDURANCE CHAMPIONSHIP

6 HOURS OF MONZA

2026



ACCREDITATION CENTRE

OPENING HOURS

Thursday November 5th
8:00 - 17:30

Friday November 6th
8:00 - 17:00

Saturday November 7th
8:00 - 17:00

Sunday November 8th
7:15 - 13:30

Via Carlo Cattaneo, 88/C
20851 LISSONE

COMPETITORS

1. PADDOCK ENTRANCE
2. PADDOCK
3. PITWALK & GRIDWALK

PARKING

P PARKING

GENERAL

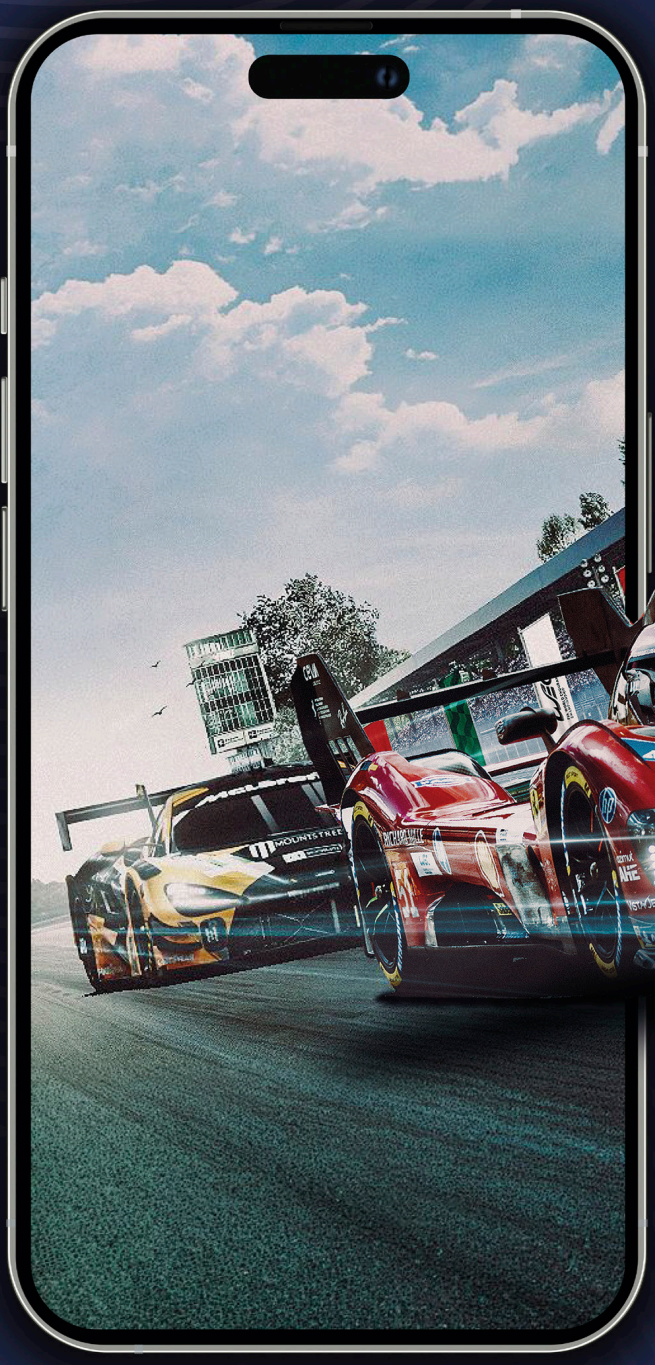
- GIANT SCREEN
- FOOD & BEVERAGE
- TOILET
- GRANDSTAND
- MEDICAL CENTRE
- GATE
- TUNNEL
- FOOTBRIDGE
- FANZONE
- WEC OFFICIAL STORE
- STAGE

MONZA

SCARICA L'APP MONZA CIRCUIT

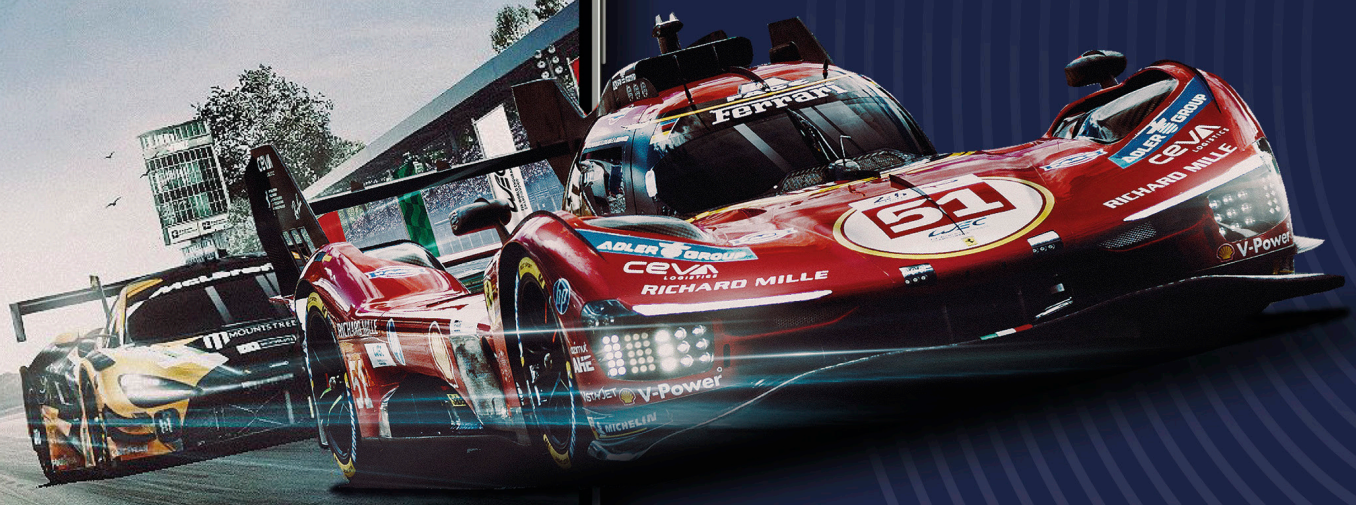
FIA WORLD ENDURANCE CHAMPIONSHIP

6 HOURS OF MONZA 2026



CONSULTA LA MAPPA E SCOPRI I PUNTI DI INTERESSE DEL CIRCUITO!

DOWNLOAD THE APP **MONZA CIRCUIT**, CHECK THE MAP AND DISCOVER THE CIRCUIT'S POINT OF INTEREST



DISPONIBILE SU Google Play

Scarica su App Store

AUTODROMO NAZIONALE MONZA

AUTODROMO_MONZA

AUTODROMO_MONZA

AUTODROMONAZIONALE_MONZA

AUTODROMONAZIONALE_MONZA

MONZANET.IT

FIA WORLD ENDURANCE CHAMPIONSHIP

6 HOURS OF MONZA

2026

ROUND 8

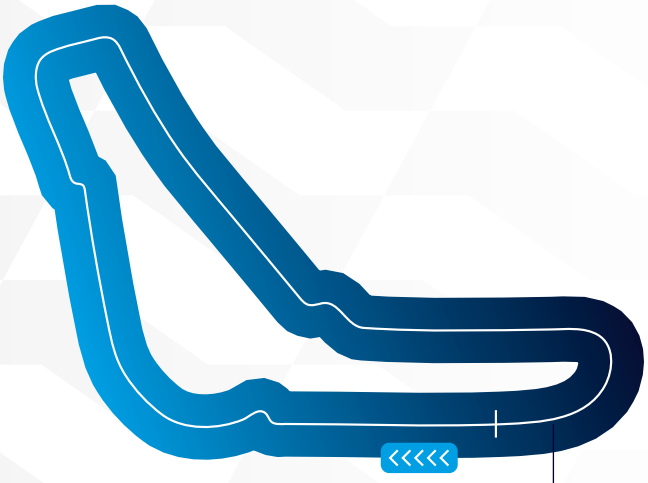
Built over a century ago back in 1922 in royal parkland just north of the Italian metropolis of Milan, the Autodromo Nazionale Monza is the world's third-oldest purpose-built motor racing circuit – after Brooklands in the UK and Indianapolis in the United States – and the oldest in mainland Europe.

The track was designed to host the Italian Grand Prix – an event it first held in the year it was opened, and which it has staged almost exclusively since the inception of the Formula 1 World Championship in 1950, missing only one edition in 1980 due to refurbishment work. It can additionally lay claim to the closest-ever F1 finish in 1971, when a single hundredth-of-a-second separated the winner from second place, and a mere 0.61 seconds blanketed the top five.

The 'Temple of Speed' also boasts a long association with the pinnacle of international endurance racing – stretching back more than 60 years – having welcomed the FIA World Sportscar Championship on multiple occasions, yielding victories for heroes of the sport such as John Surtees, Mario Andretti and Jacky Ickx. The 1969 running of the 1,000km of Monza marked the final major race on the 10km combined circuit, featuring the legendary high-speed oval with banked sopraelevata curves.

Indeed, the Autodromo has undergone several transformations over the years as safety in the sport has progressed, with its current configuration measuring 5.793km and incorporating 11 turns – many of whose names have gone down in motorsport folklore. Still ultra-fast, its blend of long straights and tight chicanes prioritises aerodynamic efficiency, traction and braking stability.

From 2021 to 2023, FIA WEC travelled to Monza for three consecutive seasons.



LENGTH
5.793KM

LONGEST STRAIGHT
1,194M

TURNS **11**

LEFT **4**
RIGHT **7**

ENDURANCE CLUB



THE FIA WEC ENTRY-LEVEL HOSPITALITY

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- PARKING (1 for groups of 4 purchased at the same time)
- PIT WALK ACCESS
- VIEW ABOVE THE BOXES
- COMPLIMENTARY BAR

FIA WORLD ENDURANCE CHAMPIONSHIP

DISCOVER MORE ON FIAWEC.COM

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

STATS

Italy is the first country ever to host both the first and last races of an FIA WEC campaign

The following titles will all be decided at Monza: Hypercar Drivers, LMGT3 Drivers and LMGT3 Teams

Just five Hypercars raced here in 2021, with 6 in 2022, 13 in 2023 and 17 this year

The #7 Toyota has already triumphed twice overall at Monza, in 2021 and 2023, and could clinch the 2026 Drivers' crown this weekend

This will be Mike Conway and Kamui Kobayashi's 75th and final race as team-mates

Monza will be Alpine's 80th and final race in FIA WEC; Les Bleus prevailed here in 2022

Fellow French manufacturer Peugeot made its series debut at Monza in 2022 and claimed its maiden podium finish at the track 12 months later

Corvette won the final LMGTE Am class title the last time FIA WEC raced at Monza; it returns leading the LMGT3 standings

Porsche locked out the LMGTE Am podium at Monza in 2023; Riccardo Pera – third that day – could become a two-time champion with the German marque on home soil

Richard Lietz, winner last time out in Barcelona, becomes the second driver to make 100 FIA WEC appearances

Alessio Rovera is the only Italian to have previously triumphed at Monza in FIA WEC, in 2021

The event will mark the Lexus RC F LMGT3's swansong





SUPPORT RACE

LEGENDS OF LE MANS

6 HOURS OF MONZA
LE MANS CLASSIC SERIES

Just a few months after its launch at Imola, Legends of Le Mans is already set to wrap up its inaugural season at a legendary motorsports circuit: Monza.

This finale marks much more than just the last race on the calendar. It celebrates an ambition that has become a reality. Race after race, this new series has carved out its place among the events of the FIA World Endurance Championship, bringing together cars that have written some of the most memorable chapters in the recent history of endurance racing.

LMP1, LMP2, and GTE cars from the 2000s and 2010s have returned to the track under the conditions that suit them best: in front of an enthusiastic crowd, on legendary tracks, and raced by drivers eager to bring their exceptional heritage back to life. It was only natural that this inaugural season would conclude at Monza, the “Temple of Speed”. The setting for some of motorsport’s greatest moments, offers the ideal backdrop to celebrate the journey we’ve taken since spring.

This finale is also a starting point. The success of this inaugural season confirms the potential of the Legends of Le Mans and only strengthens our determination to continue this adventure, so that these cars can continue to write their history and thrill enthusiasts, well beyond their era.

Pierre Fillon, President of the Automobile Club de l’Ouest
Marc Ouayoun, CEO of Peter Auto









ENTRY LIST (TBC)

5	**Michel FREY** - Race Performance	LOLA B07/18
007	**Werner D'ANSEMBOURG** - Front Row Racing	LOLA ASTON MARTIN DBR1-2
008	**Christian ALBRECHT** - Front Row Racing	LOLA ASTON MARTIN DBR1-2
8	**Kriton LENTOUDIS** - BBM Sport	PEUGEOT 908 HDI FAP
15	**Christophe D'ANSEMBOURG** - Front Row Racing	OAK-PESCAROLO 1
16	**Steve BROOKS** - OC Racing	PEUGEOT 90X
18	**Michael DOPPELMAYR** - Rinaldi Racing	LIGIER JS P2
25	**Franz WUNDERLICH** - Fanta Racing Legend by Code Classic	ASTON MARTIN Vantage AMR
26	**Jacques NICOLET** - Rinaldi Racing	LIGIER JS P2
37	**Marcel AEBI** - Race Performance	LOLA B06/10
39	**Mark DRAIN** - WA Motorsport	HONDA HPD ARX 04
41	**David CHENG** - Greaves Motorsport	GIBSON 015 S
46	**Evgeny KIREEV** - Front Row Racing	ORECA 05
51	**Keith FRIESER** - Scott Sport	ZYTEK 09S
67	**Patrice MILESI** - Schumacher IMSA	Porsche 997 GTE
83	**François PERRODO** - JMB Classic	PORSCHE RS Spyder
88	**Horst FELBERMAYR** - Proton Competiton	Porsche 911 RSR
116	**Alfie BRIGGS** - BBM Sport	LOLA B12/60
183	**Charles-Henri SAMANI** - JMB Classic	Ligier JS P2

LMP1 - LMP2 - GTE

FIA WEC WORLD

SPOT THE DIFFERENCE

SCAN TO PLAY

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?


FIA
WEC
WORLD
WEC
LE MANS
GO
WEC
WEC

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