

OFFICIAL ROLEX 6 HOURS
OF SÃO PAULO

PROGRAMME

**10 TO 12
JULY**

2026

WEC
FIA WORLD ENDURANCE
CHAMPIONSHIP



WATCH LIVE ON

FIAWEC+



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.



TotalEnergies

competition.totalenergies.com/en

TotalEnergies is a global integrated energy company that produces and markets energies (oil and biofuels, natural gas, biogas and low-carbon hydrogen, renewables and electricity) and is staying the course of its transition strategy. Learn more: <https://totalenergies.com/energy-transition>.



CONTENTS

FOREWORD	04
2026 CALENDAR	06
2026 FIA WEC STANDINGS	09
WHAT IS FIA WEC	11
MICHELIN, HYPERCAR TIRE SUPPLIER	16
HYPERCAR CATEGORY	18
#35 & #36 ALPINE ENDURANCE TEAM	20
#007 & #009 ASTON MARTIN THOR RACING	22
#15 & #20 BMW M TEAM WRT	24
#12 & #38 CADILLAC HERTZ TEAM JOTA	26
#50 & #51 FERRARI AF CORSE	28
#83 AF CORSE	30
#17 & #19 GENESIS MAGMA RACING	32
#93 & #94 PEUGEOT TOTALENERGIES	34
#7 & #8 TOYOTA RACING	36
GOODYEAR, LMGT3 TIRE SUPPLIER	38
LMGT3 CATEGORY	41
#23 & #27 HEART OF RACING TEAM	42
#32 & #69 TEAM WRT	44
#33 TF SPORT	46
#34 RACING TEAM TURKEY BY TF	47
#21 & #54 VISTA AF CORSE	48
#77 & #88 PROTON COMPETITION	50
#78 & #87 AKKODIS ASP TEAM	52
#10 & #58 GARAGE 59	54
#61 & #79 IRON LYNX	56
#91 MANTHEY DK ENGINEERING	58
#92 THE BEND MANTHEY	59
SÃO PAULO ENTRY LIST	60
EVENT MAP	67
TIMETABLE	69
SÃO PAULO TRACK DATA	70
2027 CALENDAR	72
FIA WEC NEWS	75

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 LMGTC 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.

LMGTC 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 LMGTC, 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 LMGTC 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 five global territories. Following the curtain-raising contest here at Imola, the field will call into fellow classic European tracks Spa-Francorchamps and Le Mans prior to heading overseas. Races in Brazil, the USA, Japan and Qatar will subsequently build up to the season finale in Bahrain, where the 2026 champions will be celebrated. We hope you enjoy!



RICARDO NUNES

MAYOR OF
SÃO PAULO

The city of São Paulo continues to stand as the “World Capital of Motorsports,” as it is the only city in the world to host the three official FIA (Fédération Internationale de l'Automobile) competitions. It is with great pride that we once again welcome a stage of the World Endurance Championship, the leading international sports car competition, with the “Rolex 6 Hours of São Paulo,” the only FIA WEC round in South America.

We have invested heavily in the Interlagos Circuit, which has gone from being a loss-making facility to becoming a modern, sustainable venue that delivers positive results for the city both financially and in terms of its image. Every real invested in Interlagos returns in the form of jobs, income, and opportunities. For this year's race, we carried out technical upgrades to the track, as well as a full revitalization of the kerbs and run-off areas, in compliance with FIA requirements.

With the WEC race, it is estimated that more than 5,000 jobs will be created and that the event will generate R\$ 250 million in economic activity for the city, attracting tourists and investors, further boosting São Paulo's economy and generating important revenue for Brazil. In addition, the event will be broadcast to 150 countries, promoting São Paulo's image positively around the world as one of the leading global hubs for entertainment, capable of hosting the biggest events on the international calendar.

São Paulo is definitively, today, the best international destination for motorsport enthusiasts, and we are very proud of that. The São Paulo round of the WEC the Rolex 6 Hours of São Paulo is here to stay and is already guaranteed in the city for at least five years.

At a time when we watch, with concern, so many cities and countries associated with wars and conflicts, it fills us with joy to see the city of São Paulo serving as the stage for major cultural and sporting events that bring only positive outcomes.

In the case of the WEC, the event will become a true cultural and sporting festival. With plenty of entertainment for all ages, it will be an occasion that goes beyond speed to become a celebration of Brazilian culture.

The experience will be enriched by several attractions beyond the race itself. All these elements will help ensure that the event offers an immersive and unforgettable experience for motorsport and culture enthusiasts alike.

For all these reasons, as Mayor of São Paulo, I welcome the Rolex 6 Hours of São Paulo, and we will spare no effort to ensure that it becomes a truly remarkable event.

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



QATAR
QATAR 1812KM

OCT 24

R8



BAHRAIN
BAPCO ENERGIES
8 HOURS OF BAHRAIN

NOV 7



CLASS OF 2026

HYPERCAR



LMGT3

Official Logistics Partner



Logistics that goes the distance.

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

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



500,000+
racing tyres



45,000+
tons of cargo



3,000+ ocean
container



1,500,000+ liter
racing fuel

2026 FIA WEC STANDINGS

HYPERCAR MANUFACTURERS

	TOYOTA	132 PTS
	BMW	96 PTS
	FERRARI	62 PTS

HYPERCAR DRIVERS

	#7	K. KOBAYASHI M. CONWAY N. DE VRIES	75 PTS
	#20	R. RAST R. FRIJNS	71 PTS
	#20	S. VAN DER LINDE	61 PTS

LMGT3 TEAMS

	#33 TF SPORT	72 PTS
	#21 VISTA AF CORSE	40 PTS
	#78 AKKODIS ASP TEAM	37 PTS

LMGT3 DRIVERS

	#33	J. EDGAR N. CATSBURG	72 PTS
	#33	B. KEATING	50 PTS
	#21	A. ROVERA F. HÉRIAU S. MANN	40 PTS

L^M LE MANS[®] ULTIMATE

THE OFFICIAL GAME OF THE FIA WORLD ENDURANCE CHAMPIONSHIP

AVAILABLE NOW ON STEAM!



STUDIO
391

WEC
FIA WORLD ENDURANCE
CHAMPIONSHIP

24h
LE MANS

/ LEMANSULTIMATE

WWW.LEMANSULTIMATE.COM

WHAT IS FIA WEC

WHAT YOU NEED TO KNOW TO UNDERSTAND FIA WEC IN 2026

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

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

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



GLOSSARY

FULL COURSE YELLOW

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

GRID WALK

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

OVERTAKE

The act of passing another car on the track.

PADDOCK

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

PIT-LANE

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

PIT-STOP

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

SAFETY CAR

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

SPLASH & DASH

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

STINT

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

TOE

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

VSC (VIRTUAL SAFETY CAR)

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

HYPERCAR

WEIGHT
1,030KG

**MAXIMUM
SPEED**
330KM/H

**OFFICIAL
TIRE
SUPPLIER**



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

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

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

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

TWO TITLES UP FOR GRABS

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

LMH (LE MANS HYPERCAR)

Where brands design and construct their own car

LMDH (LE MANS DAYTONA HYPERCAR)

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



WEIGHT
1,250KG

**MAXIMUM
SPEED**
300KM/H

**OFFICIAL
TIRE
SUPPLIER**

GOODYEAR

LMGT3



FIA ENDURANCE TROPHY FOR LMGT3 TEAMS & LMGT3 DRIVERS

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

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

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

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

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



THE DRIVERS



HYPERCAR

3 DRIVERS PER TEAM, BRONZE DRIVERS PROHIBITED

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

LMGT3

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

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

PLATINUM DRIVER

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

GOLD DRIVER

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

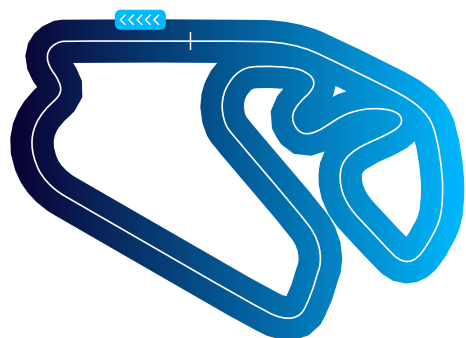
SILVER DRIVER

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

BRONZE DRIVER

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

RACE



FORMAT

FREE PRACTICE

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

QUALIFYING

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

POLE POSITION

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

RACE

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



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

MICHELIN DESIGNS A NEW TIRE FOR THE HYPERCAR CATEGORY



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

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

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



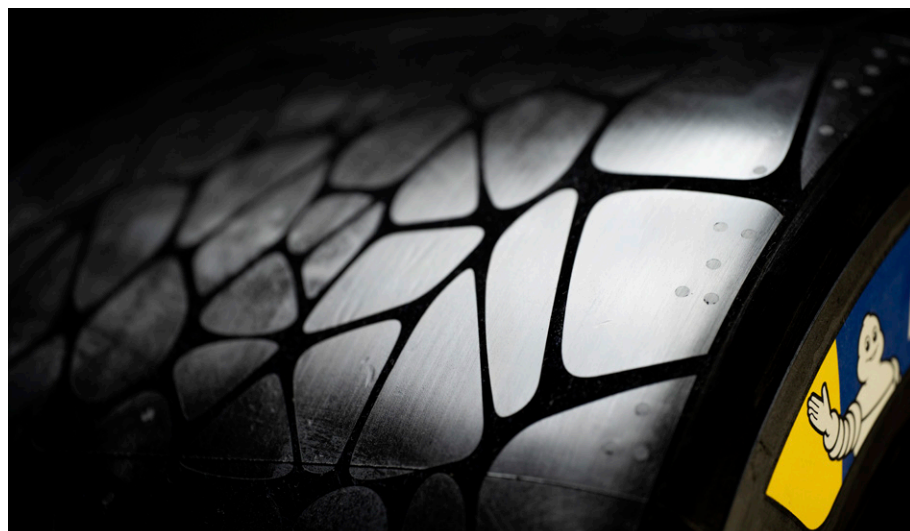
SLICK ALLOCATIONS

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

SIZE

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

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



SLICK TIRES



SOFT

(white sidewall marking):

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



MEDIUM

(yellow sidewall marking):

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



HARD

(red sidewall marking):

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

RAIN TIRES



WET

(blue sidewall marking):

- Soft compound
- Wet conditions
- Versatile





HYPERCAR





ALPINE

ENDURANCE TEAM

ALPINE A424
COMMITMENT | SINCE 2024

MANUFACTURER
ALPINE



TIRE SUPPLIER
MICHELIN



2026 RESULTS

**FIA WORLD ENDURANCE
MANUFACTURERS' CHAMPIONSHIP**

4TH

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

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

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

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



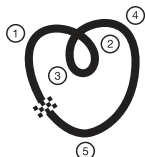
AUTOGRAPH

#35



AUTOGRAPH

#36



**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**

5TH

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

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

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



AUTOGRAPH

#12



AUTOGRAPH

#38


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



TRUST YOUR TIRES FOR LONGER*

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

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





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

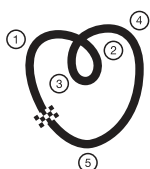




#23 Heart of Racing Team

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

6TH



AUTOGRAPH

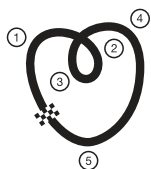
#23



#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**

10TH



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

9TH



D. LEUNG


DARREN LEUNG

S. GELAE


SEAN GELAE

A. F.


AUGUSTO FARFUS



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**

8TH



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**

13TH



AUTOGRAPH

#34



#21 VISTA AF Corse

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

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

VISTA
AF CORSE

FERRARI 296 LMGT3 EVO
COMMITMENT | SINCE 2024

MANUFACTURER
FERRARI



TIRE SUPPLIER
GOODYEAR



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

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**

17TH



AUTOGRAPH

#54



#77 Proton Competition Ford

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

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



Proton
Competition

FORD MUSTANG LMGT3
COMMITMENT | SINCE 2024

MANUFACTURER
FORD

TIRE SUPPLIER
GOODYEAR



2026 RESULTS

**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

15TH



AUTOGRAPH

#77



#88 Proton Competition Ford

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

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



Proton
Competition

FORD MUSTANG LMGT3
COMMITMENT | SINCE 2024

MANUFACTURER
FORD

TIRE SUPPLIER
GOODYEAR



2026 RESULTS

**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

14TH



AUTOGRAPH

#88



#78 Akkodis ASP Team

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

Corvette driver, Tom Van Rompuy.

AKKODIS
ASP TEAM

LEXUS RC F LMG3
COMMITMENT | SINCE 2024

MANUFACTURER
LEXUS



TIRE SUPPLIER
GOODYEAR



2026 RESULTS
FIA ENDURANCE TROPHY
FOR LMG3 TEAMS

3RD



AUTOGRAPH

#78



#87 Akkodis ASP Team

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

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

AKKODIS
ASP TEAM

LEXUS RC F LMGT3
COMMITMENT | SINCE 2024

MANUFACTURER
LEXUS



TIRE SUPPLIER
GOODYEAR



2026 RESULTS

**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

7TH



AUTOGRAPH

#87



#10 Garage 59

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

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

59 GARAGE 59

MCLAREN 720S LMGT3 EVO
COMMITMENT | SINCE 2024

MANUFACTURER
MCLAREN

McLaren

TIRE SUPPLIER
GOODYEAR

GOODYEAR

2026 RESULTS

**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

4TH



AUTOGRAPH

#10



LMGT3

MCLAREN



58

#58 Garage 59

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

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



MCLAREN 720S LMG3 EVO
COMMITMENT | SINCE 2024

MANUFACTURER
MCLAREN



TIRE SUPPLIER
GOODYEAR



2026 RESULTS

**FIA ENDURANCE TROPHY
FOR LMG3 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 LMG3
COMMITMENT | SINCE 2024

MANUFACTURER
MERCEDES

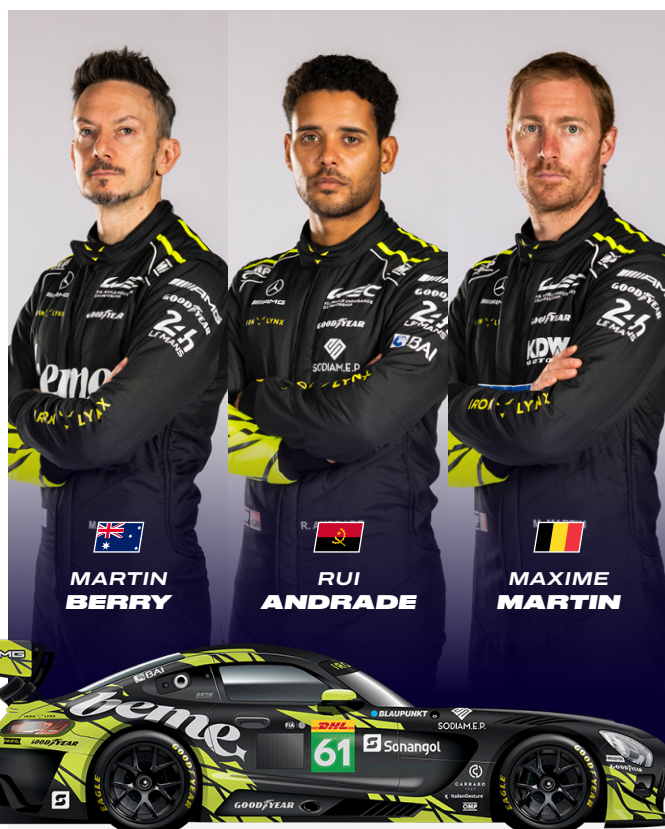


TIRE SUPPLIER
GOODYEAR



2026 RESULTS
FIA ENDURANCE TROPHY
FOR LMG3 TEAMS

16TH



AUTOGRAPH

#61



#79 Iron Lynx

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

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

IRON LYNX

MERCEDES-AMG LMGT3
COMMITMENT | SINCE 2024

MANUFACTURER
MERCEDES



TIRE SUPPLIER
GOODYEAR



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

18TH



AUTOGRAPH

#79



#91 Manthey DK Engineering

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

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

MANTHEY **DK** Engineering

PORSCHE 911 GT3 R LMGT3
COMMITMENT | SINCE 2024

MANUFACTURER
PORSCHE



TIRE SUPPLIER
GOODYEAR

GOODYEAR

2026 RESULTS

**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

11TH



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**

5TH



AUTOGRAPH

#92

ENTRY LIST



FIA WORLD ENDURANCE CHAMPIONSHIP
A PARTNERSHIP

PROVISIONAL ENTRY LIST (2026, JUNE 30)

ALPINE ENDU-
RANCE TEAM

#35

ANTÓNIO
FÉLIX DA COSTA
CHARLES
MILESI
FERDINAND
HABSBURG



ALPINE ENDU-
RANCE TEAM

#36

FRÉDÉRIC
MAKOWIECKI
JULES
GOUNON
VICTOR
MARTINS



ASTON MARTIN
THOR TEAM

#007

HARRY
TINCKNELL
TOM
GAMBLE



ASTON MARTIN
THOR TEAM

#009

ALEX
RIBERAS
MARCO
SØRENSEN



BMW M TEAM WRT

#15

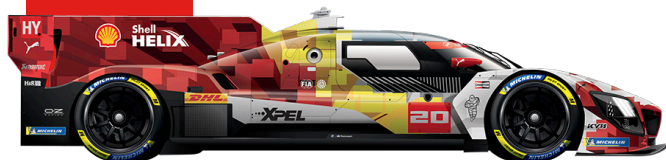
KEVIN
MAGNUSSSEN
RAFFAELE
MARCIELLO
DRIES
VANTHOOR



BMW M TEAM WRT

#20

ROBIN
FRIJNS
RENÉ
RAST
SHELDON
VAN DER LINDE



CADILLAC HERTZ
JOTA TEAM

#12

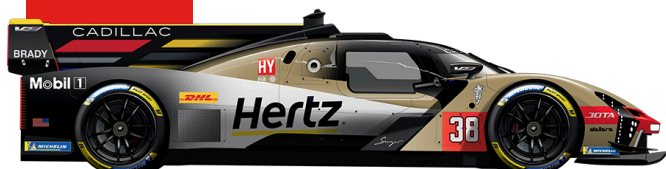
WILL
STEVENS
NORMAN
NATO

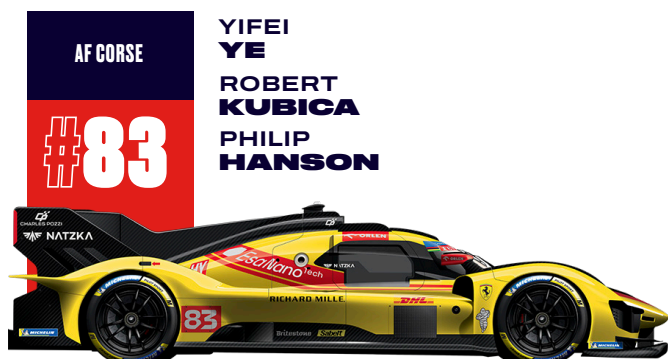


CADILLAC HERTZ
JOTA TEAM

#38

EARL
BAMBER
SÉBASTIEN
BOURDAIS
JACK
AITKEN





ENTRY LIST



FIA WORLD ENDURANCE CHAMPIONSHIP
A PARTNERSHIP

PROVISIONAL ENTRY LIST (2026, JUNE 30)

HEART OF RACING TEAM

#23

GRAY
NEWELL
KOBÉ
PAUWELS
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
NICOLÁS
VARONNE



RACING TEAM
TURKEY BY TF

#34

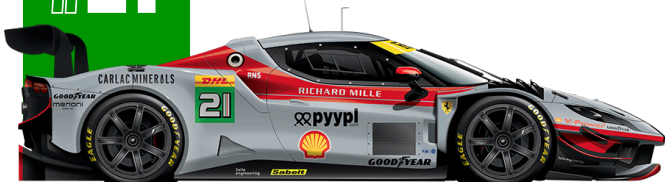
PETER
DEMPSEY
SALIH
YOLUÇ
CHARLIE
EASTWOOD



VISTA
AF CORSE

#21

FRANÇOIS
HÉRIAU
SIMON
MANN
ALESSIO
ROVERA



VISTA
AF CORSE

#54

THOMAS
FLOHR
FRANCESCO
CASTELLACCI
DAVIDE
RIGON





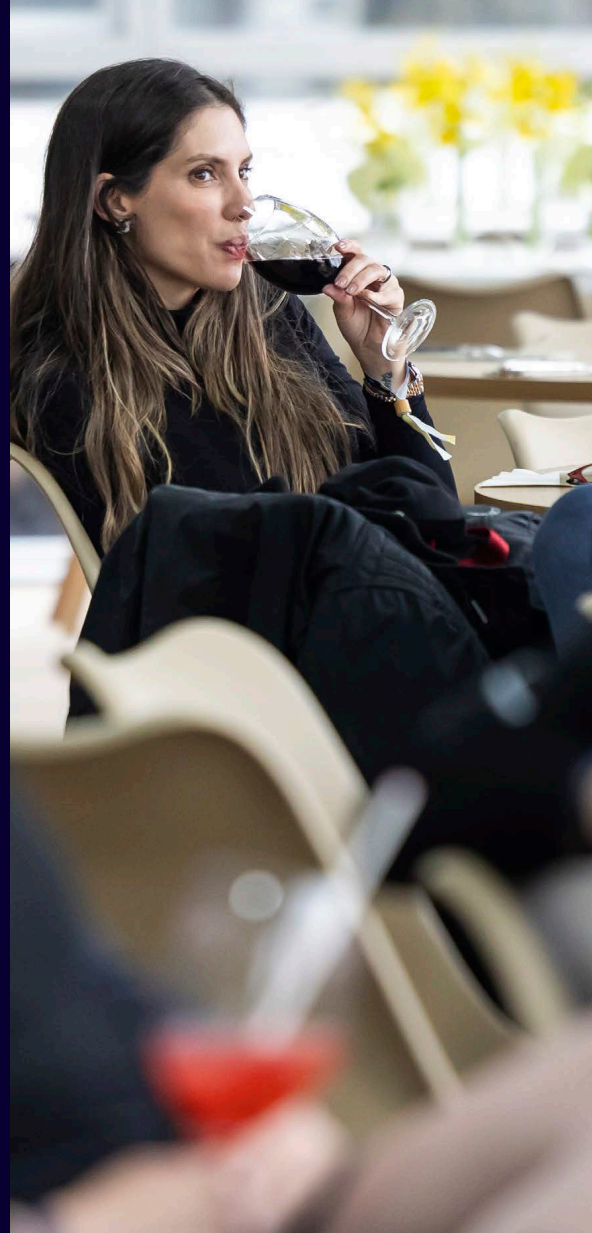
LE MANS SPIRIT CLUB.

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.

DISCOVER MORE ON FIAWEC.COM

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




ROLEX

WEC
FIA WORLD ENDURANCE
CHAMPIONSHIP

**6 HOURS OF
SÃO PAULO**

2027

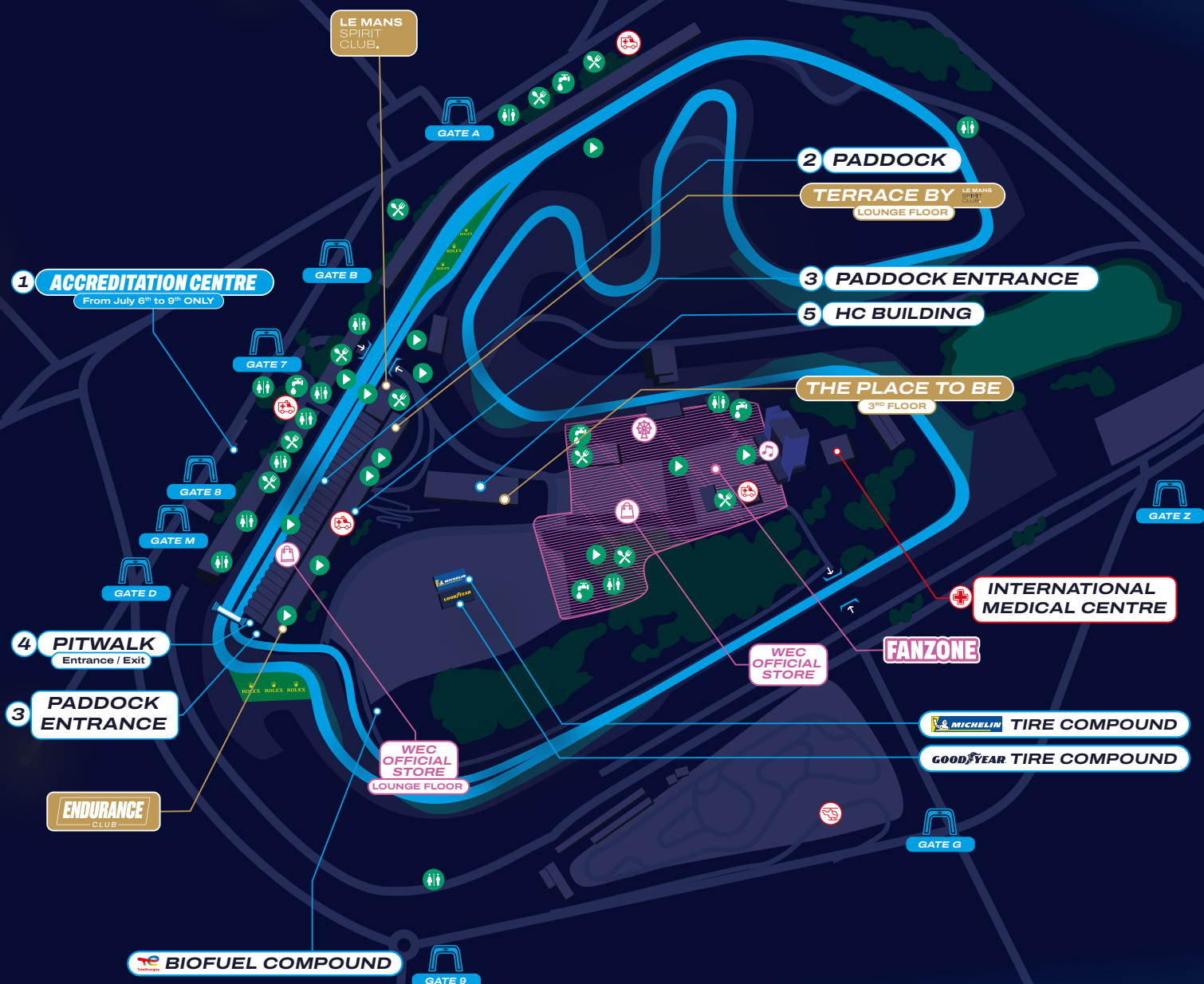
**9 TO 11
JULY**



PRESALE

**GET YOUR
TICKET**

FIAWEC [SAOPAULO.COM.BR](https://saopaulo.com.br)



ACCREDITATION CENTRE

OPENING HOURS

From July 6th to 9th ONLY

9:00 AM - 5:00 PM

Interlagos Circuit - Gate 7

Av. Senador Teotônio Vilela, 261
Cidade Dutra, São Paulo
SP, 04792-10



From July 10th
to 12th ONLY

July 10th 7:30 AM - 5:30 PM

July 11th 8:00 AM - 5:30 PM

July 12th 7:00 AM - 2:30 PM

Espaço Group Check in
Grand Hyatt Hotel

Av. das Nações Unidas, 13.301,
Vila Cordeiro, São Paulo, SP, 04578-000

GENERAL

- GIANT SCREEN
- FOOD & BEVERAGE
- WATER POINT
- TOILET
- INTERNATIONAL MEDICAL CENTRE
- HELIPAD CENTRE
- FIRST AID POINT

FANZONE

- WEC OFFICIAL STORE
- FERRIS WHEEL
- STAGE
- GATE
- TUNNEL
- FOOTBRIDGE

COMPETITORS

- 1 ACCREDITATION CENTRE
- 2 PADDOCK
- 3 PADDOCK ENTRANCE
- 4 PITWALK
- 5 HC BUILDING
- EXHIBITION AREA & GAME ZONE
- "THE PLACE TO BE"

POWERED BY PERFORMANCE

**MOTUL
GLASS CLEAN**



MOTUL 300V



**MOTUL
GEAR 300**



**MOTUL
EXPRESS CLEAN**



**MOTUL
AUTO COOL
EXPERT ULTRA**



**MOTUL
RBF 700**



**6 HOURS OF
SÃO PAULO**

2026

FRIDAY, JULY 10

11:00 | 12:30 FIA WEC - FREE PRACTICE 1
14:30 | 15:15 FIA WEC - PIT WALK
15:50 | 17:20 FIA WEC - FREE PRACTICE 2

SATURDAY, JULY 11

10:10 | 11:10 FIA WEC - FREE PRACTICE 3
12:00 | 13:15 FIA WEC - PIT WALK
12:05 | 12:35 FIA WEC - AUTOGRAPH SESSION
13:30 | 13:45 FIA WEC - CLASSIC CARS PARADE
14:30 | 14:42 FIA WEC - QUALIFYING - LMGT3
14:50 | 15:00 FIA WEC - QUALIFYING - HYPERPOLE LMGT3
15:10 | 15:22 FIA WEC - QUALIFYING - HYPERCAR
15:30 | 15:40 FIA WEC - QUALIFYING - HYPERPOLE HYPERCAR

SUNDAY, JULY 12

09:00 | 09:45 FIA WEC - PIT WALK
09:05 | 09:35 FIA WEC - AUTOGRAPH SESSION
10:04 | 10:10 FIA WEC - LAP OF HONOUR
10:35 FIA WEC - GRID WALK GATE OPENING
10:55 FIA WEC - GRID WALK GATE CLOSING
11:14 FIA WEC - GRID WALK END OF EVACUATION
11:30 | 17:30 FIA WEC - RACE - ROLLING START

FANZONE STAGE

FRIDAY

12:30 FABIO OSÓRIO + DJ FERK
13:45 DRIVERS TALK SHOW
14:30 SYON TRIO
15:30 FABIO OSÓRIO + DJ FERK
16:00 BLAYMORPHED
16:55 ROCK CONNECTION
17:40 DJ RONALDO GASPARIAN
19:00 BAILE DO ABRVA

SATURDAY

11:30 MISSION H 24 CONFERENCE
12:00 KIDS CONCERT - MUNDO BITA
13:00 DRIVERS TALKS SHOW
13:30 MAMONAS COVER
16:00 KASINO DJ SET
17:00 DJ RONALDINHO
17:50 BATERIA DA MOCIDADE ALEGRE
18:15 SPC

SUNDAY

12:00 FABIO OSÓRIO + DJ FERK
12:30 KIDS CONCERT - FERANENÉM
13:45 THE LORDS
15:00 NATHÁLIA CÔRTE
16:00 FABIO OSÓRIO + DJ FERK
16:30 GABRIEL O PENSADOR
18:00 DRONE SHOW
18:30 CLOSING SHOW (SURPRISE)
19:30 FIREWORKS SHOW

2025 FASTEST LAP

HYPERCAR

1:24.498

**12 CADILLAC
HERTZ
TEAM JOTA**

| W. Stevens

LMGT3

1:34.463

**10 RACING
SPIRIT
OF LÉMAN**

| E. Barrichello

ROUND 4

Inaugurated in 1940, Interlagos is Brazil's premier motorsport venue, with its flowing layout inspired by circuits such as Roosevelt Raceway in the USA, Brooklands in England and Montlhéry in France. Its name – reflective of its geographical location in the southern suburbs of São Paulo.

Hosting its first Formula 1 race in 1973, the track was rebaptised the Autódromo José Carlos Pace in 1985, in honour of the South American nation's late racing driver. Since 1990, it has been the exclusive home of the Brazilian Grand Prix (now known as the São Paulo Grand Prix). In 2010, Interlagos welcomed the FIA GT1 World Championship, before featuring on the FIA World Endurance Championship calendar in the series' first three campaigns from 2012 to 2014.

Rejoining the schedule following a ten-year absence, the 2024 edition of the 6 Hours of São Paulo drew a trackside crowd of more than 73,000 enthusiastic fans, who enjoyed an exhilarating spectacle of top-flight sportscar competition. They returned en masse 12 months later, witnessing breakthrough victories for Cadillac in Hypercar and Lexus in LMGT3, and celebrating a hugely popular podium finish for home hero Eduardo 'Dudu' Barrichello...

At just 4.309km, anti-clockwise Interlagos is the shortest circuit of the season. Hypercars reach speeds in the region of 305km/h, with approximately half of the lap spent at full throttle. Its gradient changes make it particularly demanding for drivers, while the long pit straight and 'Reta Oposta' back straight invariably generate plenty of overtaking action.

2025 POLE POSITION

HYPERCAR

1:22.570

**12 CADILLAC
HERTZ
TEAM JOTA**

| A. Lynn

LMGT3

1:33.849

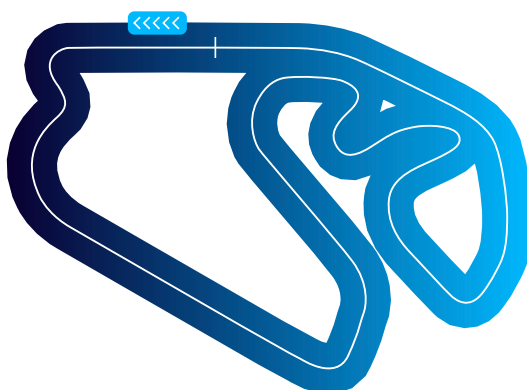
**10 RACING
SPIRIT
OF LÉMAN**

| E. Barrichello

2025 RACE DISTANCE COVERED

**1,042.38
KM**

**12 CADILLAC
HERTZ
TEAM JOTA**



LENGTH
4.309KM

LONGEST
STRAIGHT
1,393M

TURNES
15 | LEFT **10**
RIGHT **5**

2025 WINNERS

12

**CADILLAC HERTZ
TEAM JOTA**

| W. Stevens | N. Nato | A. Lynn

87

**AKKODIS ASP
TEAM**

| P. Umbrărescu | C. Schmid | J.M. López



STATS

The Hypercar podium in 2025 was the first of the season for all three of #12, #38 and #5

Eduardo Barrichello took a famous home pole position and home podium in 2025; and finished on the podium again last time out in Le Mans

Barrichello set both the fastest qualifying lap and the fastest race lap at home last year

Pedro Ebrahim became the 30th Brazilian driver to race in WEC, debuting at home last year

São Paulo 2025 staged the first overall win by an American constructor (Cadillac), and the first LMGT3 victory by a French team (Akkodis ASP); both return in 2026

Only Le Mans (26.9%) and Qatar (16.4%) have higher retirement percentages than São Paulo's 14.9%

Will Stevens became the first driver to win for two different Hypercar manufacturers (Porsche, Cadillac) at this race last year

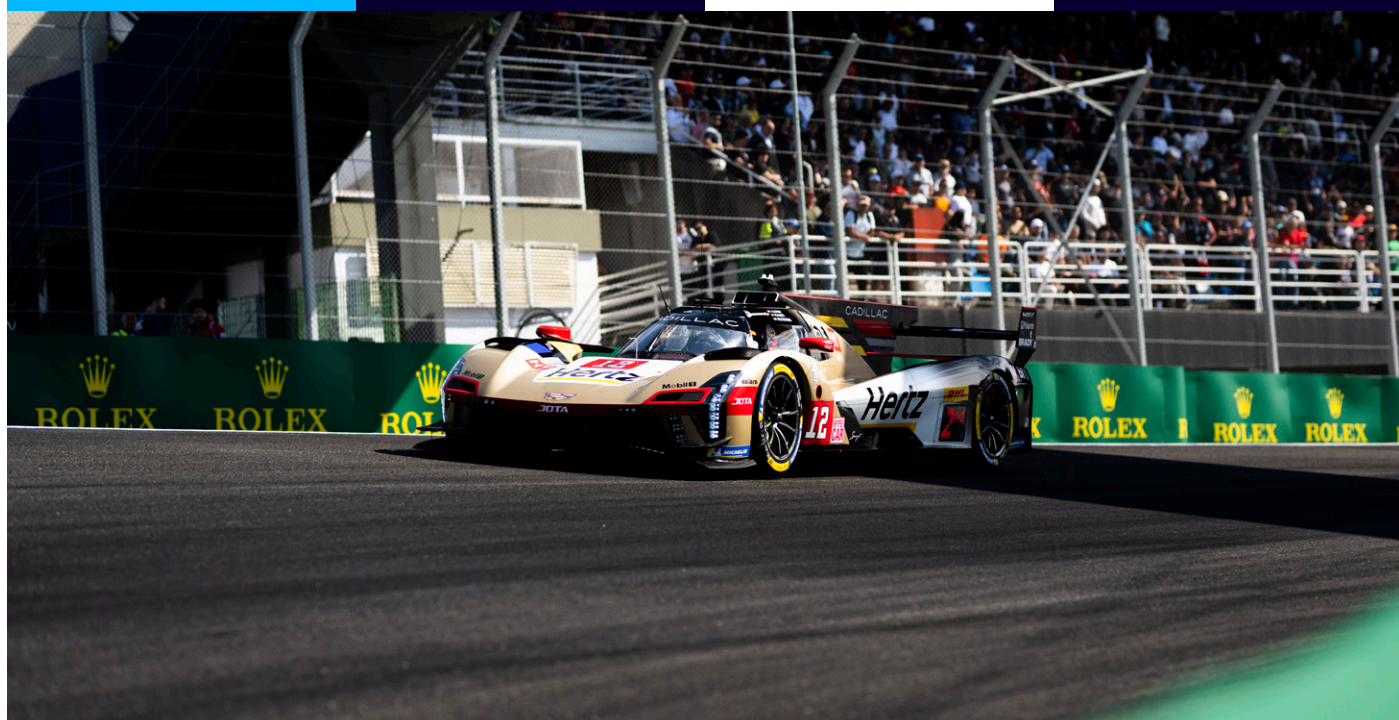
With three wins from pole position, and two from P2, no car has ever won overall at São Paulo from beyond the front-row of the grid

The last three races in Brazil have produced three different winners in the GT classes: Aston Martin, Porsche and Lexus

Jose Maria Lopez became the first driver to win in both current WEC classes at this race last year

Ferrari has never finished on either the Hypercar or LMGT3 podium at this race

The Le Mans-winning Hypercar and LMGT3 cars have never finished on the podium in Brazil





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

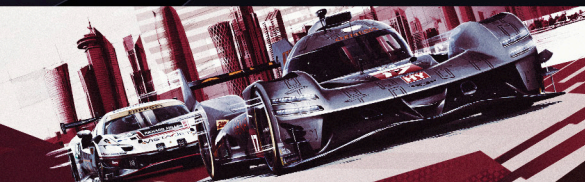
TAP THE DIFFERENCES

CAN YOU FIND ALL 7?



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

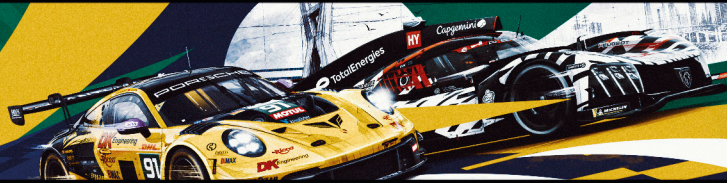
24 HOURS OF LE MANS



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

FIA WORLD ENDURANCE CHAMPIONSHIP CONFIRMS SILVERSTONE RETURN

The FIA World Endurance Championship (FIA WEC) will return to the UK for the first time in eight years next season, after Silverstone was confirmed on the series' 2027 schedule.

Reviving a partnership that has created some of endurance racing's most memorable moments, the 6 Hours of Silverstone will represent the third round of the campaign from 23-25 April, slotting into the gap between the 6 Hours of Imola and TotalEnergies 6 Hours of Spa-Francorchamps as the calendar expands to nine events.

The Northamptonshire venue's globally-renowned Grand Prix Circuit – the first iteration of which dates all the way back to 1948, with the modern-day, 5.891km layout in use since 2011 – features some of the sport's most famous corners. From Copse and Stowe to Maggots and Becketts, it poses one of motor racing's greatest tests.

FIA WEC has already staged eight events at the celebrated 'Home of British Motorsport' from 2012 to 2019, captivating fans with a succession of exhilarating encounters showcasing the very best of the long-distance discipline.

Prior to that, Silverstone's history of hosting top-tier international endurance races stretches back half-a-century, witnessing victories across various eras for heroes such as Riccardo Patrese, Michele Alboreto, Jochen Mass and Stefan Bellof, not to mention 24 Hours of Le Mans legends Tom Kristensen, Jacky Ickx and Derek Bell, who between them count an astonishing 20 wins in the twice-round-the-clock contest.

The current crop of Hypercar heavyweights – including reigning world champion Ferrari, homegrown marque Aston



Martin, 2027 arrivals Ford and McLaren plus Toyota, FIA WEC's most successful manufacturer – will all be eager to add their name to the record books in Britain, and the championship's headline act will be joined by a full field of LMGT3 cars.

The production-based category has proved an instant hit since its introduction two years ago, with triumphs for no fewer than seven different brands from 18 races to-date highlighting its fiercely-competitive nature. Both classes combined, no other series can lay claim to such a standout, high-calibre grid of true automotive titans.

Tickets for next year's 6 Hours of Silverstone on 23-25 April will go on sale shortly.

Frédéric Lequien, CEO, FIA World Endurance Championship, said:

"We are excited to be returning to Silverstone next season, and I would like to thank Stuart Pringle and the British Racing Drivers' Club for making this comeback possible. Silverstone is a venue steeped in motorsport history and boasts a long legacy of top-flight endurance racing, including eight hugely successful FIA WEC events from 2012 to 2019. It is a circuit beloved by competitors, and from a driving and engineering point-of-view, it presents a tremendous challenge."

"Not only that, but British fans are famously enthusiastic and knowledgeable about the sport, and we are delighted that they will once again be able to enjoy the indescribable thrill of a World Championship round up close on home soil."

Stuart Pringle OBE, Chief Executive Officer, Silverstone Circuit, said:

"Our history with the FIA World Endurance Championship and its forebears runs deep, with more than 50 years of some of the greatest endurance racing this sport has ever seen. FIA WEC is a unique and exciting championship, and we are proud to welcome it back to a circuit that demands everything from drivers and inspires an atmosphere that must be experienced to be believed."

"The spectacle of FIA WEC is like no other. We cannot wait to see it back at Silverstone in 2027, and neither can our fans."



TOYOTA TRIUMPHS IN EPIC 94TH EDITION OF 24 HOURS OF LE MANS

Toyota emerged on top of a titanic tussle for supremacy in the 94th running of the 24 Hours of Le Mans this weekend (13-14 June), as the Japanese marque defeated BMW and Cadillac to return to the top step of the rostrum at La Sarthe for the first time in four years.

A record-breaking crowd of 350,105 trackside fans were treated to the most competitive and compelling edition of the twice-round-the-clock contest in recent memory, with just 10.913 seconds separating the winner from second place – the closest outright finish in FIA World Endurance Championship history.

The foundations for Toyota's sixth success at Le Mans were laid in the opening half-hour, when – much like BMW on its way to its breakthrough victory at Spa-Francorchamps last month – the multiple world champion rolled the dice by going off-strategy to put its cars in clean air. From a lowly 14th and 15th on the grid in the headlining Hypercar category, that bold call catapulted them firmly into contention.

For the majority of the race, it was the #8 Toyota TR010 Hybrid – which prevailed in the 2026 FIA WEC curtain-raising contest at Imola in April – that looked most likely to scoop the spoils, as Brendon Hartley, Ryō Hirakawa and Sébastien Buemi produced a stellar performance to overhaul the #12 Cadillac and #20 BMW and put themselves in prime position to triumph.

The second of two safety car periods on Sunday morning, however – required to carry out barrier repairs following a hefty crash for Ayhan Can Güven in the Manthey DK Engineering LMGT3 class Porsche – brought the sister #7 Toyota piloted by Mike Conway, Kamui Kobayashi and Nyck de Vries back into contention, after picking up a slow puncture at the beginning of the fourth hour and having to rectify a driveshaft sensor issue that dropped it down the order.



From that moment, it was game on, sparking a spectacular four-way fight to the chequered flag between the two Toyotas, the #12 Cadillac and the #20 BMW. A combination of Kobayashi's scintillating raw speed, de Vries' incisive overtakes – including a bold pass on Norman Nato into Mulsanne Corner – and a slice of good fortune with regard to the timing of a late Full Course Yellow was in the end what made the difference for the #7 crew.

Kobayashi duly crossed the finish line first to secure Toyota's 51st FIA WEC victory in its 102nd start – reinstating its astonishing 50 per cent strike rate – and vault the brand to the top of both the Manufacturers' and Drivers' title tables.

"It's hard to put into words," reflected Conway. "To win here is always incredible because it's such a tough race, and our opposition was super-tough as well. There were moments where every competitor was strong. I think even until the last two or three hours, we didn't really know what was going to happen."

"Robin [Frijns] made it super-tense for the last 30 minutes and I think Nyck [de Vries] was closing his eyes for the last hour and hiding. I was pacing around in the drivers' room and had about 15 toilet breaks in the last 30 minutes! But we got through it, we did the job and we're here. It was an amazing effort, so huge credit to everybody involved."

The Spa-winning #20 BMW of Frijns, René Rast and Sheldon van der Linde – the early race leader thanks to an aggressive opening stint by the German – didn't ultimately have an answer to Toyota's pace, but the runner-up laurels nonetheless represented the Bavarian marque's first overall podium at La Sarthe since its famous win back in 1999.

The #8 Toyota drivers rounded out the rostrum positions ahead of the #12 Cadillac V-Series.R, shared by Nato, Will Stevens and Louis Delétraz, with the trio left to rue a drive-through penalty for a 'slow zone' infringement on Sunday morning and two emergency pit-stops that arguably denied the GM-owned marque a maiden La Sarthe success.

The sister #38 Cadillac – shared by local hero Sébastien Bourdais, Hyperpole pace-setter Jack Aitken and two-time Le Mans winner Earl Bamber – was firmly in the hunt for honours until it lost seven laps to a power steering issue at mid-distance and later retired.

There was to be no fairytale fourth consecutive victory, meanwhile, for defending race-winner Ferrari, with the three 499P Hypercars never truly in the mix. The #51 was the best of the Italian cars at the chequered flag, in fifth place, while the sister #50 entry was one of the category's four retirements.



CORVETTE CLAIMS HARD-FOUGHT LE MANS VICTORY IN LMGT3

Corvette prevailed in a multi-marque battle for LMGT3 class glory in this weekend's 24 Hours of Le Mans (13-14 June), as TF Sport saw off a sustained challenge from Akkodis ASP Team (Lexus) and Heart of Racing Team (Aston Martin) to register the American manufacturer's tenth triumph in the event.

Having begun just 17th on the 25-strong grid with its #33 entry, the British outfit – much like Hypercar winner Toyota – elected to take a gamble, by putting its Bronze-rated driver, Ben Keating, in the car for much of the early part of the race. Despite the event marking his first FIA WEC appearance of the year after recovering from an elbow injury, the Texan excelled to keep the Corvette in contention against higher-graded rivals in other cars.

After completing his mandatory minimum drive time, Keating made way for team-mates Nicky Catsburg and Jonny Edgar, who subsequently rose to the head of the order and remained there to the end.

"It's really special," acknowledged Keating, who is now a three-time winner of the prestigious event. *"We developed a plan for how we were going to execute, and we executed well. We had the perfect race, with no penalties and no mistakes, which is what it takes to do well at Le Mans. Jonny was unbelievable with his five stints at the end – that was maybe the drive of the race. I think this will be career-defining for Jonny Edgar."*

Second place went the way of the #78 Akkodis Lexus, with regular duo Hadrien David and Tom van Rompuy joined by 'super-sub' Jack Hawksworth, who set the pace early on. A fast and flawless performance by all three drivers – with the Frenchman and Brit setting the fastest two LMGT3 laps of the race – deservedly earned them the #78's best finish in FIA WEC competition to-date.



Heart of Racing Team's #23 Aston Martin piloted by 'Dudu' Barrichello, Jonny Adam and Gray Newell completed the podium-finishers in third, although the US-registered outfit saw the sister Vantage – the pole-winning #27 car – forced out by gearbox problems while in a top three position.

Inter Europol Competition maintained its stellar recent record in the LMP2 category, overcoming challenges from Forestier Racing by Panis and Duqueine Team to win for the third time in four years as the Polish outfit celebrated a commanding one-two finish.

The #43 Oreca-Gibson of Tom Dillmann, Nick Yelloly and Jakub Smiechowski took the flag ahead of the sister #343 entry of Nico Müller, Reshad de Gerus and Bijoy Garg. Forestier Racing by Panis rounded out the rostrum, while long-time leader Duqueine Team's Doriane Pin, Julien Andlauer and Richard Verschoor retired due to brake issues with less than four hours left to run – the only crew in the category that failed to finish.





FORD FINALISES 2027 HYPERCAR DRIVER LINE-UP

Ford has confirmed the identities of the final three factory drivers that will make up its two-car line-up in the FIA World Endurance Championship's top-tier next year, as the 'Blue Oval' returns to the discipline's highest level for the first time in almost six decades.

It was announced back in January that Logan Sargeant, Mike Rockenfeller and Sebastian Priaulx would all form part of Ford's nascent Hypercar project, and now, the American manufacturer has announced that they will be joined by Matt Campbell, Tom Blomqvist and Nick Yelloly.

The Hypercar programme is the flagship element of the newly-unified Ford Racing organisation, and Ford Racing Global Director, Mark Rushbrook, is confident that each of the new recruits will contribute significantly to the company's bid to reclaim its place at the pinnacle of international endurance racing.

"At Ford Racing, competition runs through our veins, and as America's Race Team, it is only right that we carry the banner ourselves," he explained. *"With the additions of Matt, Nick and Tom alongside Logan, Rocky and Seb, we have finalised a driver line-up capable of winning races. We aren't just returning to participate – we are returning to fight for overall victory, and this complete roster gives us the perfect foundation to achieve that goal."*

Campbell, Blomqvist and Yelloly all arrive with impressive career CVs and strong prior pedigree in the sport, bringing with them a combination of championship-winning experience, prototype expertise and raw speed.

"I'm extremely excited and proud to be joining Ford Racing's new Hypercar programme," enthused Australian ace Campbell, two times a title-holder in IMSA competition – once overall and once in-class – and a Hypercar winner in FIA WEC at COTA last September.

"Ford has a longstanding history of success at the top



levels of motorsport and at Le Mans, which is something I'm also chasing, and I believe this is the right place to achieve that goal together. We have a lot of laps to turn later this year, but the work has already started and I'm excited for what's ahead."

Indeed, Ford's comprehensive track testing schedule is set to begin this August at various circuits throughout Europe, focusing upon performance, reliability, hybrid system integration and aerodynamic validation in conditions aimed at simulating the rigours of FIA WEC and its biggest race, the 24 Hours of Le Mans.

Former IMSA champion Blomqvist – twice an outright winner of the Rolex 24 At Daytona and a multiple podium-finisher in-class in FIA WEC – is eager to get behind the wheel and begin leveraging his breadth of experience across prototypes, GTs and single-seaters.

"Joining Ford Racing at the start of such an ambitious programme is an incredibly exciting opportunity," the 32-year-old acknowledged. "To be part of the project from the outset, help shape its development and work towards the shared goal of bringing Ford back to the top step of the podium at the 24 Hours of Le Mans is very special. Ford's heritage in endurance racing speaks for itself, and I'm proud to represent the brand as we begin this exciting new chapter together."

Fellow Brit Yelloly boasts a stellar résumé in elite 24-hour endurance events, having prevailed in-class at both at Le Mans and Germany's Nürburgring, and overall at Spa-Francorchamps. The IMSA GTP race-winner's extensive background as a Formula 1 simulator and development driver will add invaluable technical depth to the project.

"I'm super-excited to be joining Ford Racing for its Hypercar programme," Yelloly commented. "Being part of the line-up bringing back the legendary 'Blue Oval' to Le Mans is a big honour and I'm very grateful for the opportunity. I'm itching to get going with the whole team and can't wait to get this show on the road!"

The Ford Hypercar features a chassis developed in partnership with ORECA and will be powered by a 5.4-litre, naturally-aspirated 'Coyote' V8 engine, designed and built in-house at the company's base in Michigan. This powerplant serves as a direct link to Ford's production performance vehicles, accelerating the transfer of technology between the racetrack and the road.

"The engine's development phase is already showing great promise on the dyno in Dearborn, where we've been pushing the limits of its performance and durability," revealed Ford Racing FIA WEC Hypercar Programme Manager, Dan Sayers. "Having Matt, Nick and Tom on-board early is a massive boost. Their combined feedback in the simulator and during our upcoming testing across Europe will be vital as we transition from the virtual world to the track."

"They all have a proven record of extracting performance from brand new platforms and providing the precise technical feedback needed to refine our in-house developed control systems."

Additional details regarding the final driver pairings and the car's official name will be released at a later date.



EVERY RACE LIVE, ONE APP.

WHEREVER YOU WANT, WHENEVER YOU WANT.

CREATE YOUR ACCOUNT & SUBSCRIBE NOW ON [PLUS.FIAWEC.COM](https://plus.fiaawec.com)



L^M LE MANS[®] ULTIMATE

THE OFFICIAL GAME OF THE FIA WORLD ENDURANCE CHAMPIONSHIP

AVAILABLE NOW ON STEAM!



STUDIO
391

WEC
FIA WORLD ENDURANCE
CHAMPIONSHIP

24h
LE MANS

YouTube Instagram Facebook Twitter / LEMANSULTIMATE

WWW.LEMANSULTIMATE.COM