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PROGRAMME

WEC
FIA WORLD ENDURANCE
CHAMPIONSHIP



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2026

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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 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!



MELCHIOR WATHELET

PRESIDENT OF
THE SPA-FRANCORCHAMPS CIRCUIT

C'est avec fierté et émotion que nous vous accueillons à nouveau sur le plus beau Circuit du monde : Spa-Francorchamps.

Au-delà du tracé et de la performance, ce lieu vit avant tout par celles et ceux qui le font vibrer.

Le Championnat du Monde d'Endurance FIA WEC y prend une dimension particulière. C'est d'abord la rencontre avec un public toujours plus nombreux, fidèle et passionné. Jamais le WEC à Spa-Francorchamps n'avait rassemblé autant de spectateurs — preuve de l'engouement croissant pour l'endurance et pour ce rendez-vous devenu incontournable.

C'est aussi la rencontre avec des pilotes parmi les meilleurs au monde, qui repoussent les limites sur l'un des circuits les plus exigeants qui soient, ainsi qu'avec les écuries, ingénieurs et mécaniciens dont l'exigence transforme chaque détail en performance. Et celle, enfin, des organisateurs — en particulier l'Automobile Club de l'Ouest (ACO) et LMEM—que nous souhaitons chaleureusement remercier et féliciter pour la qualité et la vision qui font du WEC un championnat unique.

Et puis, il y a toutes celles et ceux que l'on voit moins, mais sans qui rien ne serait possible : les commissaires et équipes du circuit, mobilisés tout au long de l'année, animés par la même passion et le même souci d'excellence. Leur travail, souvent dans l'ombre, est essentiel pour offrir à chacun — participants comme spectateurs — une expérience à la hauteur de ce lieu d'exception.

Spa-Francorchamps est un site en mouvement. Année après année, il évolue pour répondre aux exigences d'aujourd'hui et de demain — en matière d'infrastructures, d'accueil et de durabilité — tout en restant fidèle à son identité et à son histoire.

Mais au cœur de tout, l'essentiel demeure intact : l'émotion. Celle que procure le passage dans le Raidillon, le rugissement des moteurs dans la forêt ardennaise, ou encore le ballet des phares perçant la nuit tombante, signature unique des courses d'endurance. Cette émotion qui rassemble et qui fait de chaque édition un moment à part.

L'endurance à Spa-Francorchamps est une histoire qui se transmet, de génération en génération, portée par la passion et la fidélité de toutes celles et ceux qui la font vivre.

En 2026, nous sommes fiers de poursuivre cette dynamique et de renforcer la place de Spa-Francorchamps comme rendez-vous incontournable du Championnat du Monde d'Endurance.

Bienvenue à Spa-Francorchamps.
Là où l'endurance prend tout son sens.

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

2026 FIA WEC STANDINGS

HYPERCAR MANUFACTURERS

	TOYOTA	40 PTS
	FERRARI	27 PTS
	BMW	16 PTS

HYPERCAR DRIVERS

8	B. HARTLEY R. HIRAKAWA S. BUEMI	25 PTS
51	A. PIER GUIDI A. GIOVINAZZI J. CALADO	19 PTS
7	K. KOBAYASHI M. CONWAY N. DE VRIES	15 PTS

LMGT3 TEAMS

	#69 TEAM WRT	25 PTS
	#33 TF SPORT	18 PTS
	#92 THE BEND MANTHEY	15 PTS

LMGT3 DRIVERS

69	A. MCINTOSH D. HARPER P. THOMPSON	25 PTS
33	B. MCDONALD J. EDGAR N. CATSBURG	18 PTS
92	R. PERA R. LIETZ Y. SHAHIN	15 PTS



REACH FOR THE CROWN



LE COSMOGRAPH DAYTONA



WHAT IS FIA WEC

WHAT YOU NEED TO KNOW TO UNDERSTAND FIA WEC IN 2026

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

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

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



GLOSSARY

FULL COURSE YELLOW

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

GRID WALK

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

OVERTAKE

The act of passing another car on the track.

PADDOCK

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

PIT-LANE

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

PIT-STOP

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

SAFETY CAR

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

SPLASH & DASH

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

STINT

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

TOE

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

VSC (VIRTUAL SAFETY CAR)

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

HYPERCAR

WEIGHT
1,030KG

**MAXIMUM
SPEED**
330KM/H

**OFFICIAL
TIRE
SUPPLIER**



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

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

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

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

TWO TITLES UP FOR GRABS

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

LMH (LE MANS HYPERCAR)

Where brands design and construct their own car

LMDH (LE MANS DAYTONA HYPERCAR)

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



LMGT3

WEIGHT
1,250KG

**MAXIMUM
SPEED**
300KM/H

**OFFICIAL
TIRE
SUPPLIER**

GOODYEAR



FIA ENDURANCE TROPHY FOR LMGT3 TEAMS & LMGTE3 DRIVERS

Alongside their quest to clinch the two major LMGTE3 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, LMGTE3 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 LMGTE3 last year, with the spoils of victory shared between Corvette, Ferrari, Lexus, McLaren and Porsche while Aston Martin, BMW, Ford and Mercedes-AMG celebrated at least one podium finish apiece.

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





THE DRIVERS

HYPERCAR

3 DRIVERS PER TEAM, BRONZE DRIVERS PROHIBITED

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

LMGT3

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

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

PLATINUM DRIVER

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

GOLD DRIVER

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

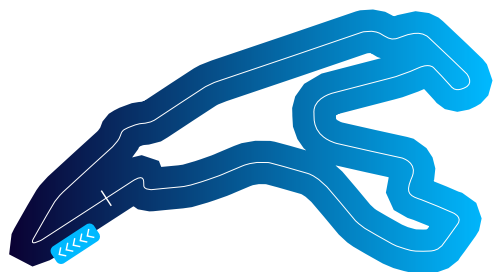
SILVER DRIVER

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

BRONZE DRIVER

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

RACE



FORMAT

FREE PRACTICE

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

QUALIFYING

Modified in 2024, the qualifying format is split into separate blocks for Hypercar and LMGT3 contenders. In each case, following a 12-minute initial session, the fastest ten competitors advance to a ten-minute 'Hyperpole' shootout to determine the leading positions on the starting grid, with pole position carrying an additional championship point.

POLE POSITION

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

RACE

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



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



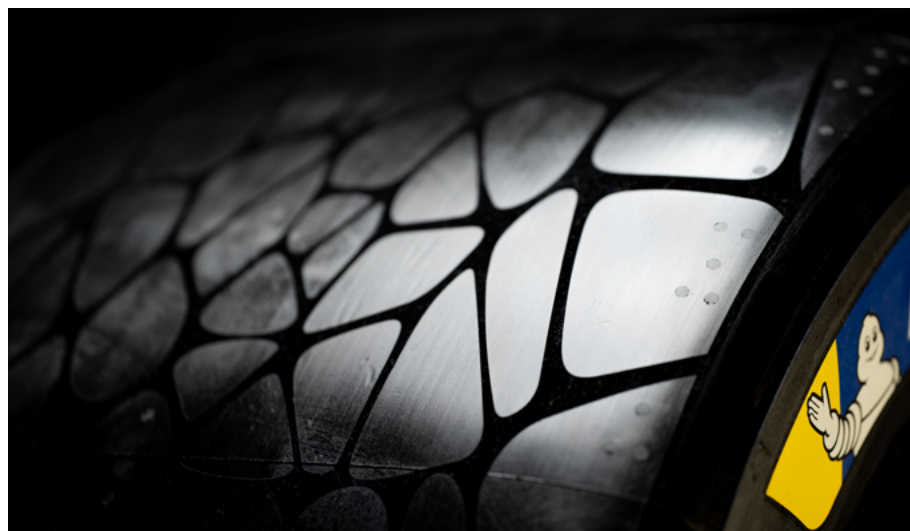
SLICK ALLOCATIONS

Free practice		12 tires
hyperpole		4 tires
Qualifying + Race	6-hours races	18 tires
	8-hours races	26 tires
	10-hours races or of 1812km	32 tires

SIZE

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

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



SLICK TIRES



SOFT

(white sidewall marking):

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



MEDIUM

(yellow sidewall marking):

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



HARD

(red sidewall marking):

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

RAIN TIRES



WET

(blue sidewall marking):

- Soft compound
- Wet conditions
- Versatile





TRUST YOUR TIRES FOR LONGER*

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

*Michelin most iconic tire ranges have increased their longevity vs. their previous generation. Results based on tests done by DEKRA, upon Michelin's request, for the following tirelines:
MICHELIN Pilot Sport³ (test 2021 on 225/40 R18), MICHELIN Pilot Alpin³ (test 2018 on 225/40 R18), MICHELIN Primacy³ (test 2024 on 235/45 R18),
MICHELIN CrossClimate³ (test 2025 on 205/55 R16), MICHELIN CrossClimate² (test 2020 on 225/45 R17) & MICHELIN CrossClimate² SUV (test 2021 on 235/60 R18).
Information correct at date of publication - 02/2026 - MFP Michelin 855 200 507 RCS CLERMONT-FERRAND. Share capital: 504 000 004€. Photo credit: © Michelin



HYPERCAR





ALPINE

ENDURANCE TEAM

ALPINE A424
COMMITMENT | SINCE 2024

MANUFACTURER
ALPINE



TIRE SUPPLIER
MICHELIN



2026 RESULTS

**FIA WORLD ENDURANCE
MANUFACTURERS' CHAMPIONSHIP**

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.



#35



**ANTÓNIO
FÉLIX DA
COSTA**



**CHARLES
MILESI**



**FERDINAND
HABSBURG**



#36



**FRÉDÉRIC
MAKOWIECKI**

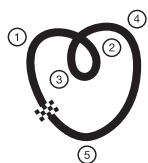


**JULES
GOUNON**



**VICTOR
MARTINS**





**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.



#007




**HARRY
TINCKNELL**




**TOM
GAMBLE**



#009




**ALEX
RIBERAS**




**MARCO
SØRENSEN**




M Team WRT

BMW M HYBRID V8
COMMITMENT | SINCE 2024

MANUFACTURER
BMW



TIRE SUPPLIER
MICHELIN



2026 RESULTS

**FIA WORLD ENDURANCE
MANUFACTURERS' CHAMPIONSHIP**

3RD

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.



#15



**KEVIN
MAGNUSSSEN**



**RAFFAELE
MARCIELLO**



**DRIES
VANTHOOR**



#20



**ROBIN
FRIJNS**



**RENÉ
RAST**



**SHELDON
VAN DER
LINDE**





CADILLAC V-SERIES.R
COMMITMENT | SINCE 2023

MANUFACTURER
CADILLAC



TIRE SUPPLIER
MICHELIN



2026 RESULTS

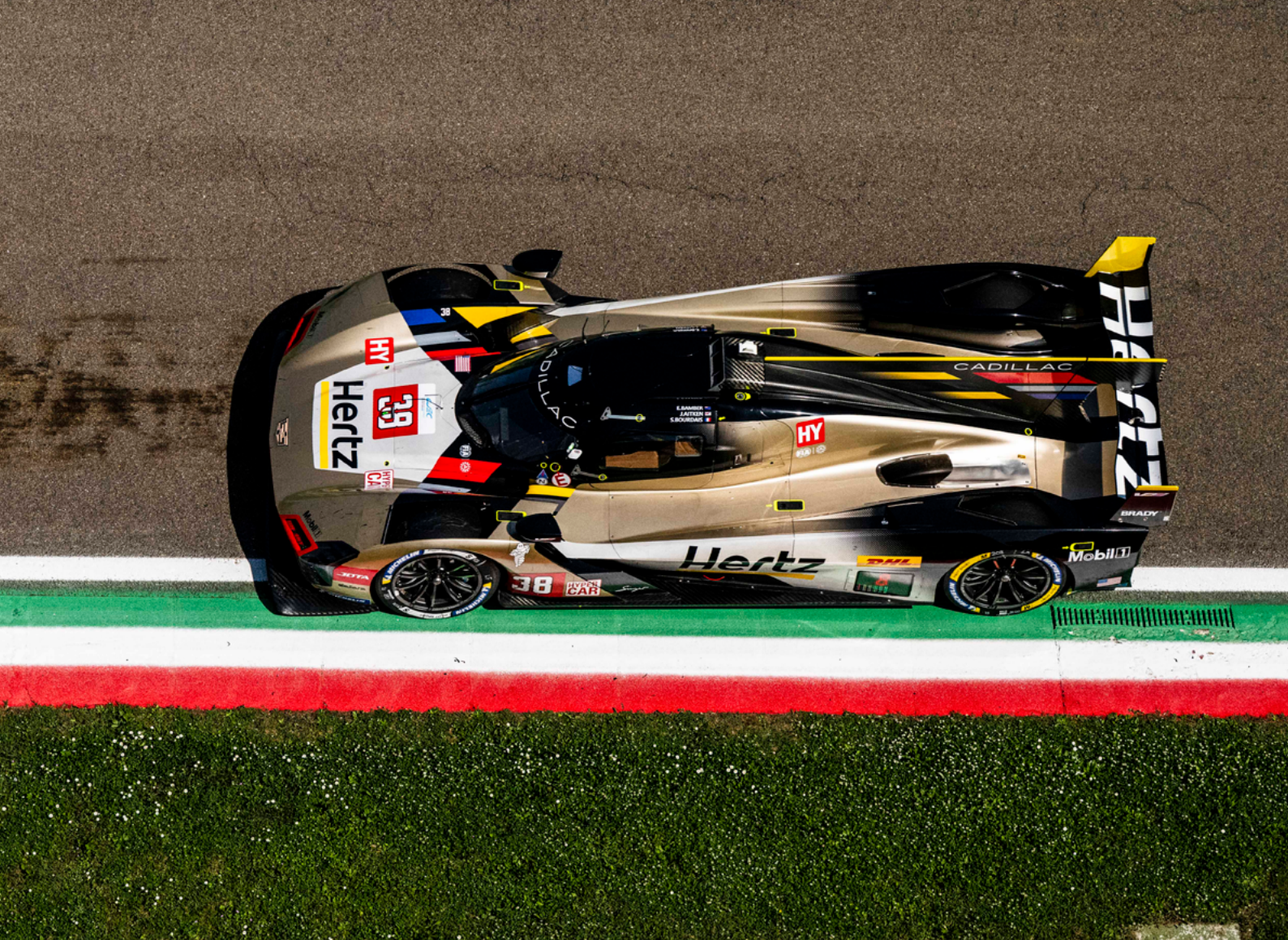
**FIA WORLD ENDURANCE
MANUFACTURERS' CHAMPIONSHIP**

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.



#12

WILL STEVENS **NORMAN NATO** **LOUIS DELÉTRAZ**

#38

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


AFcorse

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

TIRE SUPPLIER
MICHELIN

2026 RESULTS
**FIA WORLD ENDURANCE
MANUFACTURERS' CHAMPIONSHIP**
2ND

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.



#50



#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.







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.



#17

ANDRÉ LOTTERER

LUIS FELIPE DERANI

MATHYS JAUBERT

#19

MATHIEU JAMINET

PAUL-LOUP CHATIN

DANIEL JUNCADILLA



TEAM
PEUGEOT
TotalEnergies

PEUGEOT 9X8
COMMITMENT | SINCE 2022

MANUFACTURER
PEUGEOT



TIRE SUPPLIER
MICHELIN



2026 RESULTS

**FIA WORLD ENDURANCE
MANUFACTURERS' CHAMPIONSHIP**

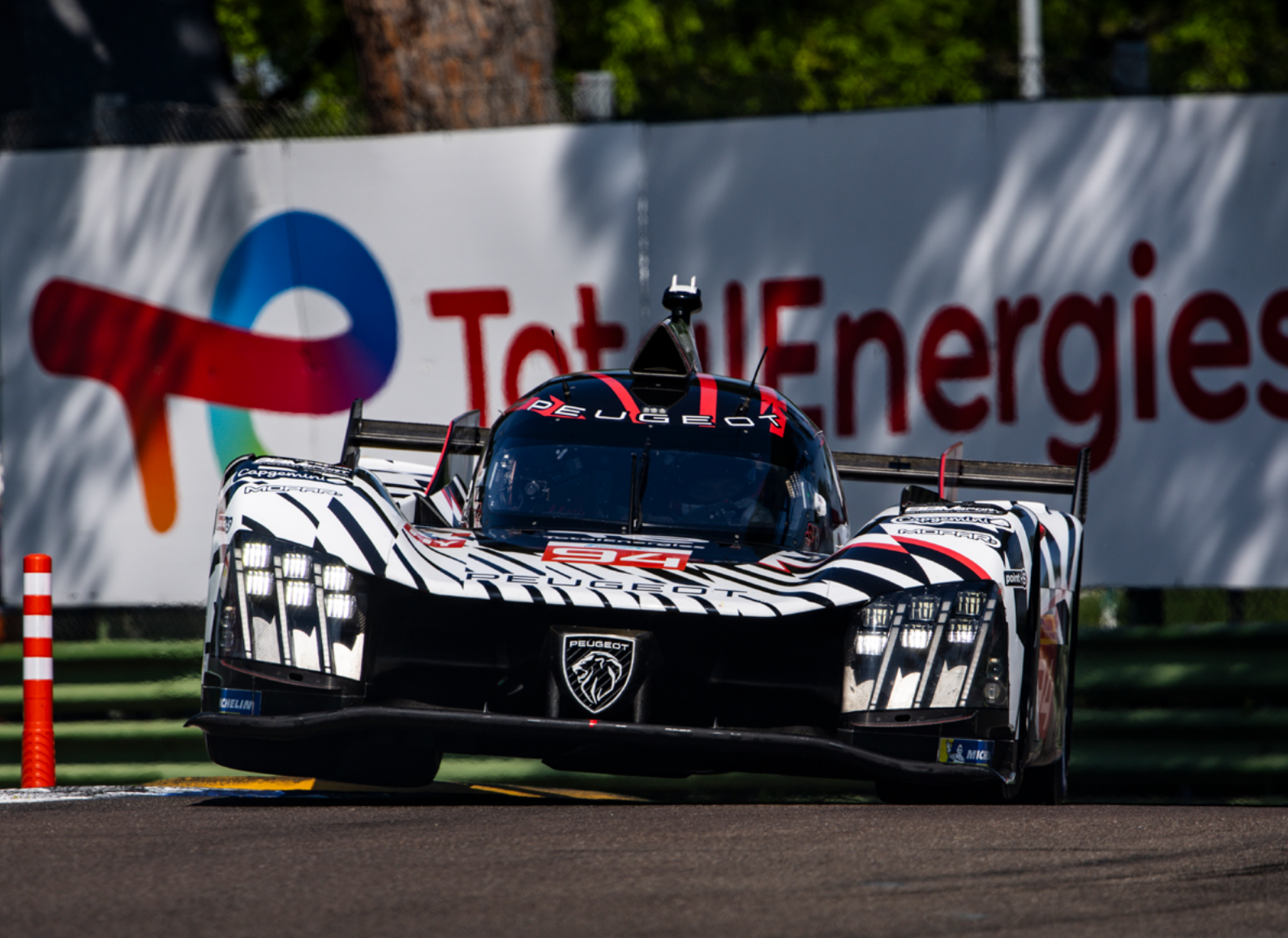
7TH

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.



#93



**PAUL
DI RESTA**



**STOFFEL
VANDOORNE**



**NICK
CASSIDY**



#94



**LOÏC
DUVAL**



**MALTHE
JAKOBSEN**



**THÉO
POURCHAIRE**





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.



#7



#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



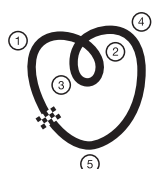


A pair of striking Aston Martin Vantage AMR LMGT3 cars will once again head into battle in FIA WEC in 2026, run by America's Heart of Racing Team.

#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



**GRAY
NEWELL**

**EDUARDO
BARRICHELO**

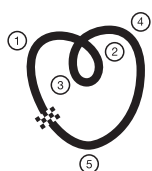
**JONNY
ADAM**



#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



SEASON 2026 RESULTS

**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

17TH





The famous Bavarian marque returns in 2026 with its distinctive M4 Evo model and a mix of familiar faces and rookie talent across its two entries, fielded by the renowned, Belgium-based Team WRT organisation.

#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**

5TH



**DARREN
LEUNG**

**SEAN
GELAE**

**AUGUSTO
FARFUS**



#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

GOODYEAR

2026 RESULTS

**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

1ST





The rumbling Corvette Z06 returns to LMGT3 action this year, as the slick TF Sport squad bids to build upon a promising 2025 campaign during which it registered wins in both Qatar and Japan.

#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 LMGT 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**

2ND



**BLAKE
MCDONALD**

**JONNY
EDGAR**

**NICKY
CATSBURG**



#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**

16TH



**PETER
DEMPSEY**

**SALIH
YOLUÇ**

**CHARLIE
EASTWOOD**



The Ferrari LMGT3 assault in FIA WEC in 2026 is unchanged from 2025, espousing continuity across the board with a pair of 296 LMGT3 Evo entries run by the world-renowned AF Corse stable.

#21 VISTA AF Corse

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

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

VISTA
AF CORSE

FERRARI 296 LMGT3 EVO
COMMITMENT | SINCE 2024

MANUFACTURER
FERRARI



TIRE SUPPLIER
GOODYEAR

GOODYEAR

2026 RESULTS

**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

6TH



**FRANÇOIS
HÉRIAUX**

**SIMON
MANN**

**ALESSIO
ROVERA**



#54 VISTA AF Corse

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

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

VISTA
AF CORSE

FERRARI 296 LMGT3 EVO
COMMITMENT | SINCE 2024

MANUFACTURER
FERRARI



TIRE SUPPLIER
GOODYEAR

GOODYEAR

2026 RESULTS

**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

12TH



**THOMAS
FLOHR**

**FRANCESCO
CASTELLACCI**

**DAVIDE
RIGON**



The muscular Mustang thundered into FIA WEC in 2024, and has been a firm fan-favourite ever since with its throaty, 5.4-litre V8 powerplant. Run by Proton Competition with engineering assistance from the renowned Multimatic company that led the design of the car with Ford Performance, two Mustangs will again be on the LMGT3 grid.

#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



GOODYEAR

2026 RESULTS

**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

10TH



ERIC POWELL

BEN TUCK

SEBASTIAN PRIAULX



#88 Proton Competition Ford

Flanking well-known Italian duo Stefano Gattuso and Giammarco Levorato in the #88 Ford Mustang is former Williams Formula 1 driver, Logan Sargeant. The American makes his FIA WEC debut in preparation for a full Hypercar season with the 'Blue Oval' in 2027.



Proton
Competition

FORD MUSTANG LMGT3
COMMITMENT | SINCE 2024

MANUFACTURER
FORD

TIRE SUPPLIER
GOODYEAR



GOODYEAR

2026 RESULTS

**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

8TH



**STEFANO
GATTUSO**

**GIAMMARCO
LEVORATO**

**LOGAN
SARGEANT**



The luxury arm of Japanese automotive giant Toyota enjoyed an upturn in results last season, as hard work on its GT machinery paid dividends with two wins. The Jérôme Policand-helmed Akkodis ASP Team runs the cars for a third consecutive campaign in FIA WEC.

#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**

14TH





#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**

18TH





It's all-change for McLaren in 2026, with the famous British brand shuffling its team operations as it prepares to enter the FIA World Endurance Championship's burgeoning Hypercar category with United Autosports in 2027. That shake-up resulted in successful sportscar squad Garage 59 being appointed the operational hub for the pair of McLaren 720S LMGT3 Evo cars this season.

#10 Garage 59

There are plenty of new faces in the cockpit, too, as established British GT and GT World Challenge ace Marvin Kirchhöfer makes his FIA WEC debut. He will race the #10

car alongside 2024/25 Asian Le Mans Series GT3 class champion, Antares Au from Hong Kong and International GT Open race-winner, Tom Fleming from the UK.



MCLAREN 720S LMGT3 EVO
COMMITMENT | SINCE 2024

MANUFACTURER
MCLAREN



TIRE SUPPLIER
GOODYEAR



2026 RESULTS

**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

11TH



ANTARES
AU

THOMAS
FLEMING

MARVIN
KIRCHHÖFER



#58 Garage 59

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

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

59 GARAGE 59

MCLAREN 720S LMGT3 EVO
COMMITMENT | SINCE 2024

MANUFACTURER
MCLAREN

McLaren

TIRE SUPPLIER
GOODYEAR

GOODYEAR

2026 RESULTS

**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

7TH





The famous three-pointed star brand returned to global endurance competition last season with the Iron Lynx outfit, learning a huge amount with its AMG GT3 model. In 2026, the Stuttgart-based marque is aiming to capitalise upon its impressive finish to 2025 – highlighted by an excellent run to second place in the Bahrain finale.

#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

GOODYEAR

2026 RESULTS

**FIA ENDURANCE TROPHY
FOR LMG3 TEAMS**

15TH



M. BERRY
MARTIN BERRY

R. ANDRADE
RUI ANDRADE

M. MARTIN
MAXIME MARTIN



#79 Iron Lynx

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

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

IRON LYNX

MERCEDES-AMG LMGT3
COMMITMENT | SINCE 2024

MANUFACTURER
MERCEDES



TIRE SUPPLIER
GOODYEAR

GOODYEAR

2026 RESULTS

**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

13TH




**JOHANNES
ZELGER**


**MATTEO
CRESSONI**


**LIN
HODENIUS**



Porsche is unbeaten in the LMGT3 category, having claimed both titles to-date with Manthey PureRxcing in 2024 and then last season with the Manthey 1st Phorm-entered 911 GT3 R.

#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. Ayhançan 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**

4TH



JAMES
COTTINGHAM



TIMUR
BOGUSLAVSKIY



AYHANÇAN
GÜVEN



#92 The Bend Manthey

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

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

THE **BEND** // MANTHEY

PORSCHE 911 GT3 R LMGT3
COMMITMENT | SINCE 2024

MANUFACTURER
PORSCHE



TIRE SUPPLIER
GOODYEAR

GOODYEAR

2026 RESULTS

**FIA ENDURANCE TROPHY
FOR LMGT3 TEAMS**

3RD



ENTRY LIST



FIA WORLD ENDURANCE CHAMPIONSHIP
A PARTNERSHIP

PROVISIONAL ENTRY LIST (2026, APRIL 27)

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
LOUIS
DELÉTRAZ

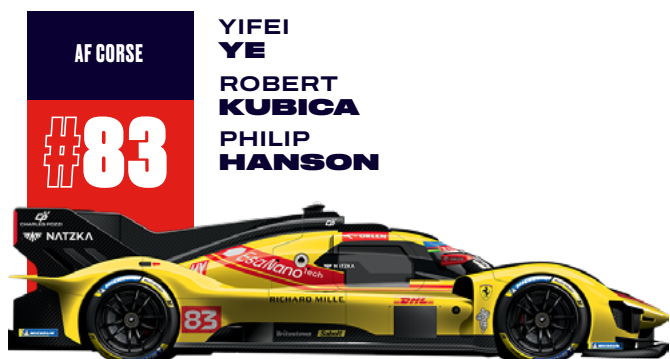


CADILLAC HERTZ
JOTA TEAM

#38

EARL
BAMBER
SÉBASTIEN
BOURDAIS
JACK
AITKEN





ENTRY LIST



FIA WORLD ENDURANCE
CHAMPIONSHIP
A PARTNERSHIP

PROVISIONAL ENTRY LIST (2026, APRIL 27)

HEART OF
RACING TEAM

#23

GRAY
NEWELL
EDUARDO
BARRICHELLO
JONNY
ADAM



HEART OF
RACING TEAM

#27

IAN
JAMES
ZACHARIE
ROBICHON
MATTIA
DRUDI



TEAM WRT

#32

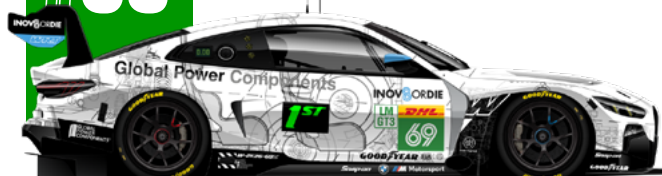
DAREN
LEUNG
SEAN
GELAE
AUGUSTO
FARFUS



TEAM WRT

#69

ANTHONY
MCINTOSH
PARKER
THOMPSON
DANIEL
HARPER



TF SPORT

#33

BLAKE
MCDONALD
JONNY
EDGAR
NICKY
CATSBURG



RACING TEAM
TURKEY BY TF

#34

PETER
DEMPSEY
SALIH
YOLUÇ
CHARLIE
EASTWOOD



VISTA
AF CORSE

#21

FRANÇOIS
HÉRIAU
SIMON
MANN
ALESSIO
ROVERA



VISTA
AF CORSE

#54

THOMAS
FLOHR
FRANCESCO
CASTELLACCI
DAVIDE
RIGON



PROTON
COMPETITION

#77

ERIC
POWELL
BEN
TUCK
SEBASTIAN
PRIAULX



PROTON
COMPETITION

#88

STEFANO
GATTUSO
GIAMMARCO
LEVORATO
LOGAN
SARGEANT



AKKODIS
ASP TEAM

#78

TOM
VAN ROMPUY
HADRIEN
DAVID
ESTEBAN
MASSON



AKKODIS
ASP TEAM

#87

PETRU
UMBRĂRESCU
CLEMENS
SCHMID
JOSÉ MARÍA
LÓPEZ



GARAGE 59

#10

ANTARES
AU
THOMAS
FLEMING
MARVIN
KIRCHHÖFER



GARAGE 59

#58

ALEXANDER
WEST
FINN
GEHRSTZ
BENJAMIN
GOETHE



IRON LYNX

#61

MARTIN
BERRY
RUI
ANDRADE
MAXIME
MARTIN



IRON LYNX

#79

JOHANNES
ZELGER
MATTEO
CRESSONI
LIN
HODENIUS



MANTHEY DK
ENGINEERING

#91

JAMES
COTTINGHAM
TIMUR
BOGUSLAVSKIY
AYHANCAN
GÜVEN



THE BEND
MANTHEY

#92

YASSER
SHAHIN
RICCARDO
PERA
RICHARD
LIETZ



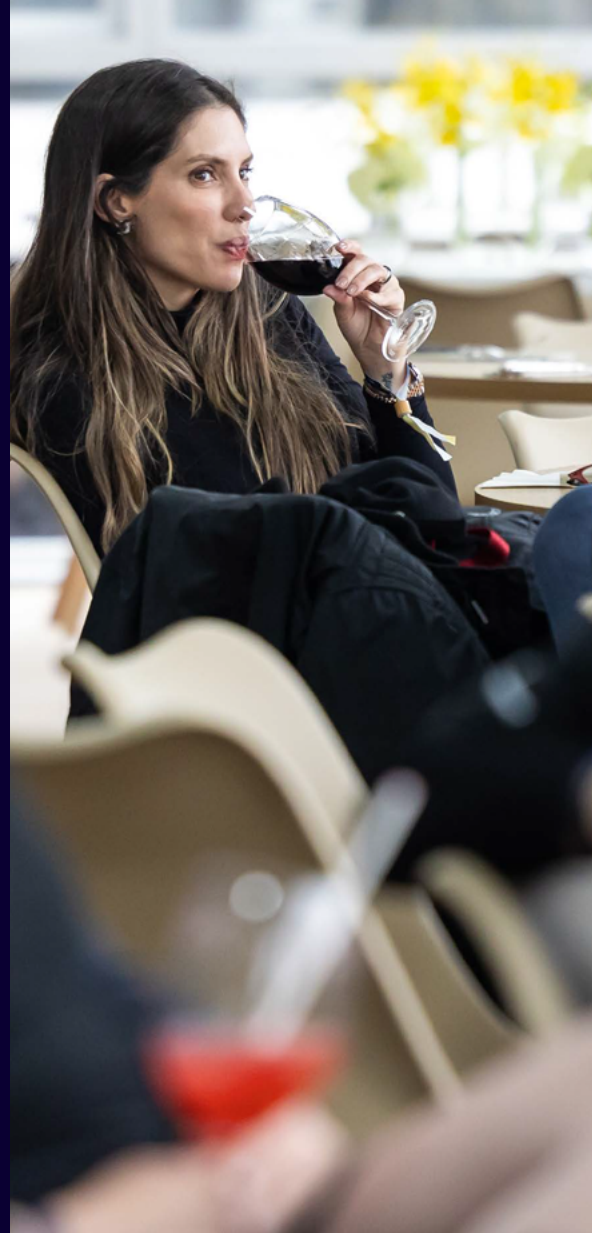
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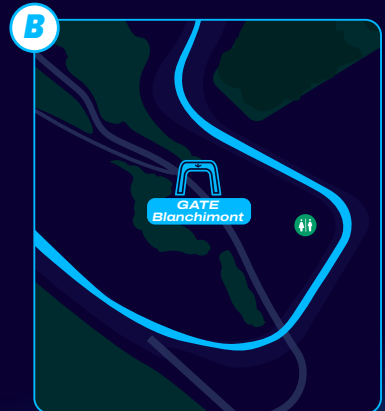
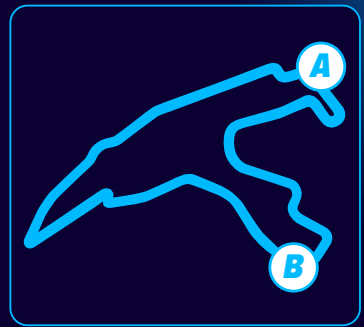
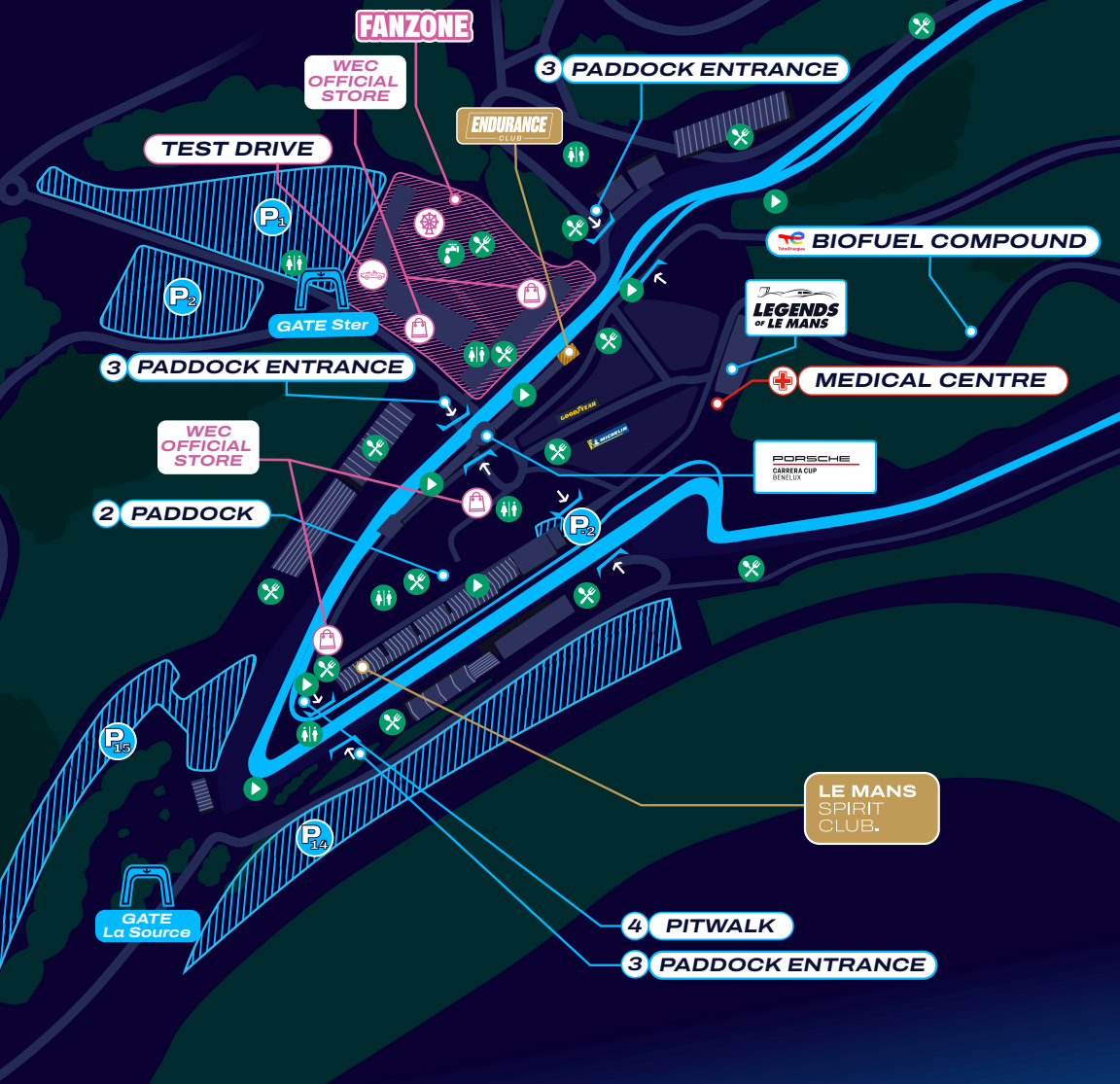
CLICK HERE



TOTALENERGIES 6 HOURS OF SPA-FRANCORCHAMPS



2026



ACCREDITATION CENTRE

OPENING HOURS

Wednesday May 6th

8:00 - 18:00

Thursday May 7th

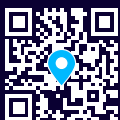
8:00 - 18:00

Friday May 8th

8:00 - 18:30

Saturday May 9th

8:00 - 17:00



Tero Lodge,
Route de Hockai 25,
Jalhay

FIND THE ACCREDITATION CENTRE

COMPETITORS

- 1 ACCREDITATION CENTRE
- 2 PADDOCK
- 3 PADDOCK ENTRANCE
- 4 PITWALK

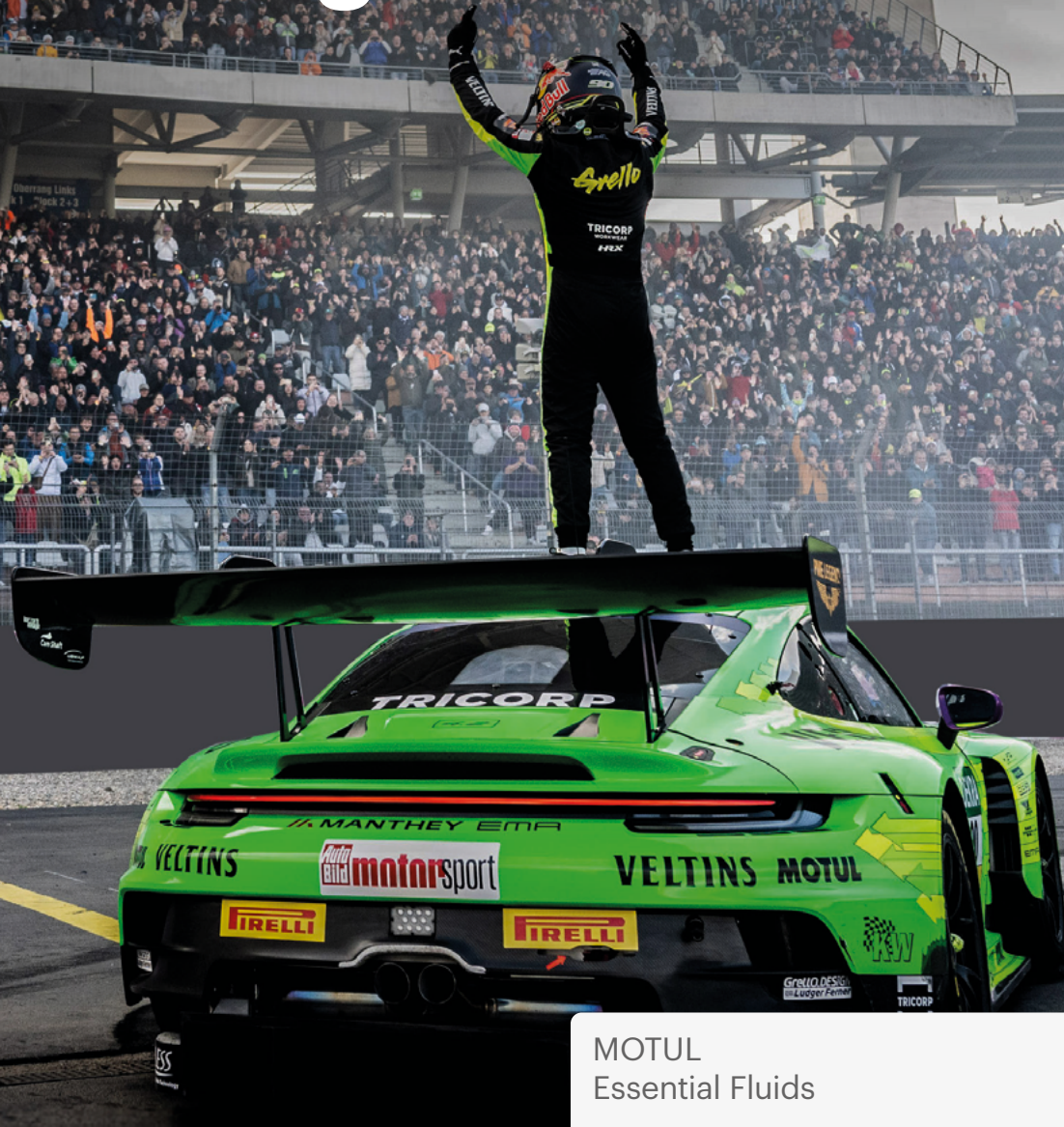
GENERAL

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- ✂ FOOD & BEVERAGE
- 💧 WATER POINT
- 🚻 TOILET
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TOTAL ENERGIES 6 HOURS OF SPA-FRANCORCHAMPS



TotalEnergies

2026

THURSDAY, MAY 07

09:20	09:50	Legends of Le Mans - FREE PRACTICE 1
10:05	10:45	Porsche Carrera Cup Benelux - FREE PRACTICE 1
11:00	12:30	FIA WEC - FREE PRACTICE 1
14:00	14:30	Legends of Le Mans - FREE PRACTICE 2
14:45	15:25	Porsche Carrera Cup Benelux - FREE PRACTICE 2
15:40	17:10	FIA WEC - FREE PRACTICE 2
17:25	17:55	Legends of Le Mans - QUALIFYING 1
18:15	19:00	FIA WEC - PITWALK

FRIDAY, MAY 08

09:25	09:55	Legends of Le Mans - QUALIFYING 2
10:10	11:10	FIA WEC - FREE PRACTICE 3
12:05	12:40	Porsche Carrera Cup Benelux - QUALIFYING
13:10	13:55	FIA WEC - PITWALK
13:15	13:45	FIA WEC - AUTOGRAPH SESSION
14:30	14:45	FIA WEC - QUALIFYING - LMGT3
14:55	15:07	FIA WEC - QUALIFYING - HYPERPOLE LMGT3
15:20	15:35	FIA WEC - QUALIFYING - HYPERCAR
15:45	15:57	FIA WEC - QUALIFYING - HYPERPOLE HYPERCAR
16:50	17:30	Legends of Le Mans - RACE 1
18:00	18:35	Porsche Carrera Cup Benelux - RACE 1

SATURDAY, MAY 09

09:30	10:10	Legends of Le Mans - RACE 2
10:40	11:15	Porsche Carrera Cup Benelux - RACE 2
11:30	12:15	FIA WEC - PITWALK
11:35	12:05	FIA WEC - AUTOGRAPH SESSION
12:10	12:25	FIA WEC - H2 PARADE LAPS
12:34	12:40	FIA WEC - LAP OF HONOUR
13:05		FIA WEC - GRID WALK OPENING
13:25		FIA WEC - GRID WALK GATE CLOSING
13:43		FIA WEC - GRID WALK END OF EVACUATION
14:00	20:00	FIA WEC - RACE - ROLLING START
17:00		FANZONE - SYNAPSON DJ SET

TOTAL ENERGIES 6 HOURS OF SPA FRANCORCHAMPS



2026

ROUND 2

2025 FASTEST LAP

HYPERCAR

2:03.799

51 FERRARI AF CORSE

| A. Pier Guidi

LMGT3

2:18.721

21 VISTA AF CORSE

| A. Rovera

2025 RACE DISTANCE COVERED

1,050.12 KM

51 FERRARI AF CORSE

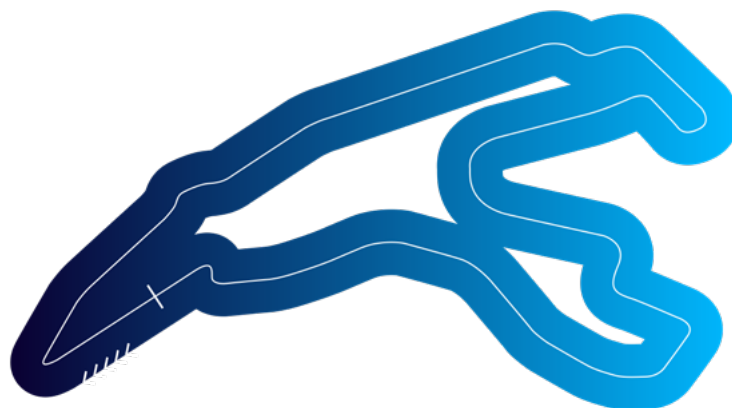
One of motorsport's most iconic venues, the Circuit of Spa-Francorchamps – nestled deep in Belgium's Ardennes forest, making it famous for its unpredictable weather – held its first car race in 1922, using fast public roads. Two years later, the maiden edition of the Spa 24 Hours took place, going on to form part of the inaugural FIA World Sportscar Championship campaign in 1953.

Similarly a fixture on the first FIA Formula 1 World Championship calendar in 1950, the track was subsequently shortened in 1979, turning it into a permanent circuit that has hosted F1 on all but two occasions over the past four decades.

After welcoming the Sports Racing World Cup, FIA Sportscar Championship, Le Mans Series and Intercontinental Le Mans Cup, Spa has been a staple on the FIA World Endurance Championship schedule since the series' inception in 2012.

A firm favourite amongst drivers and fans, its undulating, technical and demanding 7.004km layout invariably generates exciting and spectacular action, with the sight of a full field thundering into Eau Rouge never to be forgotten. During each tour, Hypercar drivers shift gears 44 times, reach top speeds of approximately 315km/h and travel with a fully open throttle for 58% of the lap

The 2024 running of the 6 Hours of Spa went down in the history books, as Hertz Team JOTA became the first independent outfit to win a race outright in FIA WEC's Hypercar era.



2025 POLE POSITION

HYPERCAR

1:59.617

50 FERRARI AF CORSE

| A. Fuoco

LMGT3

2:17.732

78 AKKODIS ASP TEAM

| F. Gehrsitz

LENGTH
7.004KM

LONGEST STRAIGHT
2,015M

TURNES **20** | LEFT **9** RIGHT **11**

2025 WINNERS

51 FERRARI AF CORSE

| A. Pier Guidi | J. Colado | A. Giovinazzi

21 VISTA AF CORSE

| F. Hériau | S. Mann | A. Rovera



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tons of cargo



3,000+ ocean
container



1,500,000+ liter
racing fuel

STATS

The TotalEnergies 6 Hours of **Spa-Francorchamps** is one of only two races to have featured in all 14 **FIA WEC** seasons to-date, alongside the 24 Hours of Le Mans

Spa-Francorchamps becomes **the first circuit in the series to host 15 races**

Four Belgian drivers compete at home in 2026: BMW's **Dries Vanthoor** and Peugeot's **Stoffel Vandoorne** in Hypercar, plus **Maxime Martin** (Iron Lynx) and **Tom Van Rompuy** (Akkodis ASP Team) in LMGT3

This weekend's race marks **the fifth anniversary of the debut of the Hypercar category**

13 Hypercars finished on the lead lap at Spa-Francorchamps last year

Ten different LMGT3 cars took turns leading this race in 2025

None of the four class-winners at Spa in 2024 or 2025 qualified on the front row of the grid

This is Cadillac's 25th FIA WEC race, and **JOTA's 80th**; the British outfit achieved its maiden LMP2 and maiden Hypercar win at Spa

Ferrari swept both the Hypercar and LMGT3 classes at Spa for the first time in 2025, improving to 12 total victories at the venue across all categories

Only once has the Hypercar winner at Spa gone on to win the world championship in the same season – this time last year

The **#51 Ferrari AF Corse** Hypercar became the first 499P to win consecutive races at Spa-Francorchamps in 2025

To-date, **477 entrants at Spa** have completed a combined total of **63,934 racing laps** – equivalent to **447,794km**, or more than the average distance from **Earth to the Moon**



ENDURANCE

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CATERING**



**LIVE
BROADCAST**



PARKING
(1 for groups of 4
purchased at the
same time)



**PIT WALK
ACCESS**



**VIEW ABOVE
THE BOXES**



**COMPLIMENTARY
BAR**



SUPPORT RACES



LEGENDS OF LE MANS

6 HOURS OF SPA-FRANCORCHAMPS LE MANS CLASSIC SERIES

Spa Francorchamps is one of the most storied racing circuits on the planet and sportscar racing has written many outstanding chapters in the history of a very special place in the sport.

The list of winners of the circuit's major sportscar endurance race, which has run over 500km, 1000km and 6 hour lengths since its inception in 1953 and has an alumni of marques and drivers to admire.

Ferrari, Jaguar, Aston Martin, Lister and Porsche won in the 1950s with Mirage and Ford added to the top step roll of honour in the following decade. Matra and Alfa Romeo took wins before the golden age of Group C arrived.

Fast forward to the LMP1 era and Peugeot's 908 turbo diesels dominated, taking five consecutive wins from 2007- 2011.

In the WEC era it has become the home of one of the most important races of the season, the effective 'warm-up' event before the 24 Hours of Le Mans.

It's where the teams and drivers get to assess the form book before the 'big one' but all too often it has served up a classic race in its own right.

And now some of the cars that contested those classic races are set to return, Spa is an ideal showcase for the mixed class racing of the WEC and now the new Legends of Le Mans series from Peter Auto gives fans the opportunity to experience the recent past as well as the present with the historic LMP1, LMP2 and GTE cars on the support bill for the Hypercar and LMGTE3 races of the present day.

Legends of Le Mans shows off the diversity in looks, and

sounds, of the sport's recent history with iconic LMP1 cars fuelled by both petrol and diesel, a look back at LMP2 when the class welcomed multiple chassis builders, multiple engine makers and even both closed and open topped cars in the same class.

And then there is GTE - the pinnacle of GT racing for a decade and a half with some of the biggest brands in the world going head to head in the racing versions of road going dream cars.

Add all of those ingredients together and you come up with a cocktail of nostalgia





ENTRY LIST (TBC)

4	LYNN Shaun - BBM Sport	PEUGEOT 908 HDI FAP
5	FREY Michel - Race Performance	LOLA B07/18
6	WILTSHIRE Stuart - BBM Sport	PEUGEOT 908
8	LENTOUDIS Kriton - BBM Sport	PEUGEOT 908 HDI FAP
008	ALBRECHT Christian - Front Row Racing	LOLA ASTON MARTIN DBR1-2
16	BROOKS Steve - OC Racing	PEUGEOT 90X
37	AEBI Marcel - Race Performance	LOLA B06/10
98	DE DONCKER Eric - Motorsport 98	OAK-PESCAROLO 1
18	DOPPELMAYR Michael - Rinaldi Racing	LIGIER JS P2
21	LAHAYE Jean-Baptiste - JMB Classic	PESCAROLO 01
26	NICOLET Jacques - Rinaldi Racing	LIGIER JS P2
28	LEROY Alexandre - IDEC SPORT	LIGIER JS P2
33	ADCOCK Nicholas - BBM Sport	LOLA B11/83
35	EHRET Pierre - Rinaldi Racing	LIGIER JS P2
39	DRAIN Mark - WA Motorsport	HONDA HPD ARX 04
41	CHENG David - Greaves Motorsport	GIBSON 015 S
46	KIREEV Evgeny - Front Row Racing	ORECA 05
47	CUMMINGS Andy - JWA Motorsport	MORGAN Nissan
83	PERRODO François - JMB Classic	PORSCHE RS Spyder
25	WUNDERLICH Franz - Fanta Racing Legend by Code Classic	ASTON MARTIN Vantage AMR
72	MC GARRITY Alan - BBM Sport	FERRARI 488 GTE AM
13	HENSELER Professor Wolfgang - Komo-Tec	LOTUS Evora GTE

LMP1 - LMP2 - GTE

Written by Graham GOODWIN
Photos by Alberto Vimercati / DPPI

SUPPORT RACES

PORSCHE

**CARRERA CUP
BENELUX**

PORSCHE CARRERA CUP BENELUX

Porsche Carrera Cup Benelux 2026 kicks off 14th season at Spa-Francorchamps

The fourteenth edition of the Porsche Carrera Cup Benelux once again begins its season during the Belgian round of the FIA World Endurance Championship. The strong and established partnership between the FIA WEC and the fastest one-make series in the Benelux once again guarantees top-level racing action this weekend, with races scheduled on Friday 8 and Saturday 9 May.

Over the past thirteen seasons, the Porsche Carrera Cup Benelux has firmly established itself as the pinnacle of the motorsport pyramid in the Low Countries. The championship has grown into an increasingly professional platform, reflected in an impressive roll of honour. Among its standout names is Ayhan Güven, champion in 2018 and now a DTM title winner with Porsche. At the same time, the series continues to serve as a key breeding ground for talent, notably through its Talent Pool, where young drivers are guided and developed at every stage of their careers.

The sporting format for 2026 remains unchanged compared to previous seasons. The programme includes two free practice sessions—both on Thursday—each lasting forty minutes, followed by a 35-minute qualifying session on Friday morning. The two races each run over thirty minutes plus one lap. The opening race at Spa-

Francorchamps takes place on Friday at 18:00, with the second race scheduled for Saturday at 10:40. As always, these are pure sprint races, without pit stops, featuring 26 drivers competing in identical Porsche 992 GT3 Cup cars. The field is once again divided into PRO, PRO-AM and Rookie categories.

A key step towards a professional career

The Porsche Carrera Cup Benelux has become a fixture of the Belgian FIA WEC round and continues to contribute to the sporting success of one of the most important motorsport weekends of the season in Belgium. This year, the overall level of the field is particularly high, with a strong international presence and a clear influx of young drivers who see the championship as an essential step in building their professional careers.

“Our new season promises to be particularly intense and spectacular, with a strong international grid and a significant influx of young talent. We are very proud, with the Porsche Carrera Cup Benelux, to once again be part of this outstanding event,” explains Series Manager Olivier Aerts. “Two key elements stand out this season. First, reigning champion Jaap van Lagen (Team RaceArt) returns to defend his title, becoming the first driver to do so since Dylan Derdaele in 2022. Secondly, the grid features no fewer than ten rookies from across Europe.”



At Spa, Jaap van Lagen will face strong competition from a dozen PRO drivers, including guest entries Bertrand Baguette (NGT Racing) and Robin Knutsson (NGT Racing). Also competing at the front are last season's top three rookies: champion Milan Marczak (Ajith RedAnt Racing) and runner-ups Frank Porté Ruiz (NGT Racing) and Mees Muller (PG Motorsport).

The Rookie field itself is highly international, with drivers from the Netherlands, Poland, the United States and Belgium. Arthur Peters (Team RaceArt) makes his debut at Spa-Francorchamps, marking his first race weekend on home soil. Meanwhile, the PRO-AM category is also expected to deliver close and competitive racing.

Following Spa, the championship continues at Circuit Zandvoort (22–24 May), before heading to Imola (3–5 July) as part of the European Le Mans Series weekend. The second half of the season begins at Circuit Assen (31 July – 2 August), followed by Hockenheim (11–13 September) and the traditional season finale at Circuit Zolder (16–18 October).

All races are broadcast live on the official Porsche Carrera Cup Benelux YouTube channel, with professional English commentary.

ENTRY LIST (TBC)

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





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TOYOTA TAKES 50TH WIN IN MILESTONE 100TH START

Toyota celebrated its 100th FIA World Endurance Championship appearance with an incredible 50th victory in the 2026 curtain-raising contest at Imola today (19 April), following an enthralling nip-and-tuck duel with home favourite Ferrari.

The two automotive titans began the six-hour contest from the front row of the grid around the Autodromo Internazionale Enzo e Dino Ferrari, following the closest overall qualifying session in FIA WEC history.

In front of a record Imola attendance of 92,175 enthusiastic fans, the start was given by Formula 1 World Championship leader, Kimi Antonelli, and Ferrari delighted the ever-devoted tifosi thronging the circuit grandstands and banking by running first and second early on, with James Calado in the #51 499P leading team-mate Miguel Molina in the sister #50 Hypercar.

Having conceded a spot at lights-out, the #8 Toyota piloted by Brendon Hartley regained second place during the opening round of pit-stops. The next time the heavily-revised TR010 Hybrid pulled into its box – just before the two-hour mark – Toyota elected not to change tires in order to seize track position, catapulting Ryō Hidakawa past the #51 Ferrari into the lead.

Alessandro Pier Guidi subsequently did his utmost to reclaim the initiative in a memorable face-off between the reigning world championship-winning marque and the most successful brand in the series' history – but the latter had an ace up its sleeve.

While the #50 Ferrari fell down the order after picking up a drive-through penalty for a yellow flag infringement, the #7 Toyota came increasingly into play, with the team



repeating its earlier strategic masterstroke to enable Kamui Kobayashi to leapfrog Antonio Giovinazzi into second just past the four-hour mark.

With the Japanese driver frustrating his Italian rival's every effort to redress the balance, the sister #8 Toyota – now in the hands of Sébastien Buemi – was able to edge increasingly away. The Ferrari moved back ahead of the second of the Toyotas during the final round of stops by employing a similar tactic, but by then, the leading TR010 Hybrid was out of reach, going on to take the chequered flag just over 13 seconds ahead.

"This feels so good," enthused Hartley, whose last win came in the final race of 2024 in Bahrain. *"The big, crucial thing happened yesterday with Ryō putting it on the front row in qualifying, which came out of nowhere – we weren't expecting that and it gave us a tailwind going into the race."*

"I lost a place to the #50 into Turn One, but we kept our heads down, managed the tires well and the team played the strategy to perfection. Then at the end, there was the big team effort with Kamui [Kobayashi] staying out and jumping the #51, and it's nice to have a race play out with no faults or mistakes from anyone in the team. A lot of work has gone into this new car, so to take its first victory feels really special. What a start to the season!"

Defending title-holders Giovinazzi, Calado and Pier Guidi secured the runner-up spoils, with Kobayashi, Mike Conway and Nyck de Vries rounding out the rostrum in third. Behind the podium-finishers, Alpine took fourth place with its #35 A424 Hypercar crewed by António Félix da Costa, Charles Milesi and Ferdinand Habsburg.

Not much further back, a fierce fight for fifth was ultimately resolved in favour of the #20 BMW ahead of the recovering #50 Ferrari, the #15 BMW and the #38 Cadillac – the quartet blanketed by less than a second-and-a-half. The #12 Cadillac looked to be in the mix for a top three finish early on, until Will Stevens fell foul of the same yellow flag indiscretion as Molina in the #50 Ferrari.

In LMGT3, Team WRT extended BMW's excellent record at Imola, as the Belgian squad benefitted from late-race heartbreak for series newcomer Garage 59 to triumph for the second time in three years in Italy ahead of TF Sport. The #69 BMW crossed the finish line barely a quarter-of-a-second in front of the #33 Corvette, while the pole-sitting #10 McLaren suffered alternator failure while on-course for victory just half-an-hour from the end.



TEAM WRT BMW PULLS OFF TIGHT LMGT3 VICTORY

The final hour of the LMGT3 battle witnessed heartbreak for the #10 Garage 59 McLaren squad but immense joy for the #69 Team WRT BMW M4 GT3 EVO in a dramatic end to a riveting first race of the 2026 FIA World Endurance Championship season at Imola.

Anthony McIntosh, Parker Thompson and Dan Harper took the chequered flag just 0.265 seconds ahead of the #33 TF Sport Corvette crew, in what proved to be the fifth closest WEC finish of all-time.

After a typically competitive LMGT3 contest between multiple manufacturers the class honours had appeared to boil down to a fight between the #69 BMW crew and the Garage 59 McLaren 720S GT3 Evo of Antares Au, Tom Fleming and Marvin Kirchhoefer that had started on pole after Fleming's sensational debut top-spot achievement on Saturday afternoon.

The Garage 59 squad chose to employ a creative strategy by putting in Kirchhoefer for a single stint in the middle of the six hour race before the German then took over from Fleming for the final stint. The strategy worked as the McLaren held a small lead over the Dan Harper driven BMW as the race looked set for a thrilling finale.

But Kirchhoefer's McLaren suffered a sudden loss of power on the start/finish straight and it allowed Harper to surge through into the lead. But it was far from a cruise for Harper, who like teammate Parker Thompson, was taking part in his first ever WEC race.

With the Nicky Catsburg driven TF Sport Chevrolet Corvette Z06 GT3.R posing as a major threat in the closing stages, Harper had to concentrate, although he was almost wrong-footed by after a small miscommunication



by his team occurred and some confusion reigned on which was the final lap!

But in the end, Catsburg crossed the finishing line a mere 0.265 seconds shy in the car he shared with Jonny Edgar and Blake McDonald, who stood in for the injured Ben Keating.

"Unbelievable," was Parker Thompson's reaction to his debut win in the WEC.

"I can't thank Tony McIntosh enough for getting me over here. The World Endurance Championship is incredible. The fans here at Imola up are second to none and what I got to experience today is truly something that was out of a bucket list."

"It's not many drivers can say that they won the first FIA WEC race. Team WRT is just second to none. What they do behind the strategy, behind the preparation of the cars, it's just unbelievable. I couldn't be prouder to be a part of this."

Team WRT's win was its second in three seasons at Imola, a happy hunting ground for the Vincent Vosse led squad.

Completing the top three was the #92 The Bend Manthey Porsche 911 GT3 R Evo of Richard Lietz, Yasser Shahin and Riccardo Pera, which recovered well after an early race spin by Shahin. The reigning champion Manthey team were typically on point with strategy as they opened up their defence of the LMGTC title in solid style.





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