MEDIA GUIDE

2025 SEASON

FIA WORLD ENDURANCE CHAMPIONSHIP

WELCOME

Mohammed BEN SULAYEM,
FIA President

Dear Friends,

The growth of the FIA World Endurance Championship over the last couple of seasons, particularly since the introduction of the Hypercar class, has been truly remarkable.

The championship is in a strong position, enjoying the superb presence of manufacturers, with some of the world's most iconic automotive names on the grid, and featuring a sustainable and consistent calendar formed by world-class circuits across the globe, with the 24 Hours of Le Mans as the focal point. This year, we will see Aston Martin stepping up to the Hypercar class and Mercedes-AMG joining the GT ranks, while the likes of Genesis and Ford are committed to further bolstering the top class in the years to come.

This success is the result of a well-thought-out regulatory approach, and a long-term vision developed through a productive collaboration between the FIA, the series promoter, and the ACO, with which we co-govern the FIA WEC.

The Hypercar class is now in its fifth year, but the work on improving the series never stops. Last year marked the first season of a revamped class structure and the arrival of GT3 cars to the championship.

Since its inception nearly two decades ago, GT3 has become one of the most successful customer racing platforms worldwide. Its inclusion in the world's premier endurance racing series was a major milestone, opening the grid to a variety of GT cars previously unseen in the WEC.

I also want to acknowledge the diversity and inclusivity of the FIA WEC. The number of countries represented on the entry list each year tends to be significant. At the same time, the series has a history of female competitors' success, and we will surely see more of that this season.

I'd like to conclude by wishing everyone involved a successful and safe year, and all the fans an exciting season of endurance racing.

With best wishes,

Pierre FILLON,
President of the Automobile Club de l'Ouest

Endurance racing headed for new heights

Last season was outstanding and 2025 is set to incite the same enthusiasm we have witnessed in the past few years.

No less than 13 constructors are lining up in our two classes. The Aston Martin entry in Hypercar and Mercedes-AMG in LMGT3 further emphasise the prestige of our championship. The WEC attracts an incredible range of carmakers. Few competitions can boast such diversity.

Our enticing grid of loyal competitors proves how important endurance racing is in automotive circles.

Racing enthusiasts around the world are going to be riveted again this season, with eight races staged on four continents, at beloved circuits such as Imola, Spa-Francorchamps, Fuji and, of course, Le Mans. The 93rd running of the 24 Hours of Le Mans will be one of the season's highlights. Spectators will be treated to an even better experience this year, thanks to the many improvements currently being made to the grounds.

This is a golden age for our discipline. The exciting grid is attracting a wide audience and attendance is increasing all the time. This season is a new chapter in our history and I know you are as impatient as I am for it to begin. I wish you all the best for 2025!

WELCOME

Richard MILLE,
FIA Endurance Commission President

Dear Friends,

I am delighted to welcome you to the 2025 FIA World Endurance Championship season, which promises to be an exciting journey.

Over the past few years, the WEC has grown into one of the most prestigious motorsport championships. Each of the last few seasons has felt like a new chapter in a captivating novel, and 2025 should be no exception. We have much to look forward to as the story of the golden era of endurance racing continues to unfold.

The Hypercar class, now entering its fifth year, has firmly established itself as the pinnacle of endurance racing, as evidenced by the increasing number of manufacturers committed. In this context, it is fantastic to see Aston Martin, an iconic brand with a rich history in racing and in the WEC, increasing its involvement by adding a Hypercar program to its existing LMGT3 entries.

This season also marks the second year for GT3-spec cars in the world's premier endurance racing series. The unprecedented variety of manufacturers in the LMGT3 class made it an instant hit last year. The arrival of Mercedes-AMG in the LMGT3 category is another exciting development, not only enhancing the class itself but also further strengthening WEC.

As in previous seasons, the eight-round calendar offers a dynamic blend of world-class circuits spanning four continents. This schedule provides the championship with much-needed stability while enabling it to reach diverse markets and achieve truly global exposure.

Finally, I would like to extend my best wishes for a successful, safe, and thrilling season-opener. See you in Qatar!

Frédéric LEQUIEN,
WEC CEO

Endurance racing is in the midst of a truly golden age – and as the international pinnacle of the discipline, FIA WEC is unquestionably leading the way, with last year delivering a captivating campaign of top-drawer competition between some of the world's most iconic brands and fastest drivers.

Wherever you looked in 2024, there were breathtaking battles and dramatic duels around some of the finest circuits on the planet, with the biggest prizes going right down to the wire and Porsche, Toyota and Ferrari claiming a major trophy apiece.

Not only that, but crowd figures reached an all-time high, as we welcomed an incredible 755,000 spectators on-site over the course of the campaign and celebrated a new FIA WEC attendance record at Spa – underscoring the series' burgeoning appeal and growth. And 2025 is shaping up to be even better!

An unchanged eight-round calendar – including the championship's milestone 100th race – will take competitors on a journey around the world, tackling legendary tracks from Losail to Le Mans as FIA WEC visits five global territories once more, with every event bringing its own unique flavour and challenges.

Amongst the 13 top-tier carmakers on the 36-strong grid in 2025, we are excited to see Mercedes-AMG make its series debut – marking the three-pointed star's return to the 24 Hours of Le Mans for the first time in over a quarter-of-a-century – and Aston Martin's graduation to the headlining Hypercar category with its stunning looking and sounding new Valkyrie.

As we continue to build upon last year's spectacular success story, I would like to sign off by wishing everybody a safe and successful season. We hope you enjoy the ride!

2025 CALENDAR

PR	**QATAR**	FEB 21-22
R1	**QATAR** *QATAR 1812 KM*	FEB 28
R2	**ITALY** *6 HOURS OF IMOLA*	APRIL 20
R3	**BELGIUM** *TOTALENERGIES 6 HOURS OF SPA-FRANCORCHAMPS*	MAY 10
R4	**FRANCE** *24 HOURS OF LE MANS*	JUNE 14-15
R5	**BRAZIL** *ROLEX 6 HOURS OF SÃO PAULO*	JULY 13
R6	**USA** *LONE STAR LE MANS (COTA)*	SEPT 7
R7	**JAPAN** *6 HOURS OF FUJI*	SEPT 28
R8	**BAHRAIN** *BAPCO ENERGIES 8 HOURS OF BAHRAIN*	NOV 8

WHAT YOU NEED TO KNOW TO UNDERSTAND FIA WEC IN 2025

2025 marks the 13th consecutive FIA World Endurance Championship campaign – and all the signs suggest it will be the most competitive and compelling to-date.

No fewer than eight major automotive brands will contest the headlining Hypercar category, with nine manufacturers battling for glory at LMGT3 level.

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

HYPERCAR CLASS

After honours were shared evenly between Ferrari, Porsche and Toyota in 2024, another scintillating scrap for supremacy is on the cards in the 18-strong Hypercar division.

In addition to last year's title-winning and Le Mans-conquering marques, Alpine, BMW and Peugeot are eager to build upon their promising progress by challenging for victory, Cadillac has doubled up to a two-car effort by joining forces with Hertz Team JOTA and Aston Martin enters the fray with a pair of striking Valkyries.

LMGT3 CLASS

A category that debuted in FIA WEC in 2024 – with eight different brands celebrating podium finishes over the course of the campaign – looks set to go from strength-to-strength in 2025.

Aston Martin, BMW, Corvette, Ferrari, Ford, Lexus, McLaren and Porsche are all back for more, joined in the 18-car field by Mercedes-AMG. The German manufacturer is making its series debut and will return to the 24 Hours of Le Mans – a race it won outright in both 1952 and 1989 – for the first time in more than two-and-a-half decades...

VENUES

If it ain't broke, don't fix it, they say, and that is the logic FIA WEC has applied to its 2025 calendar, which mirrors the successful schedule from 2024 featuring eight races varying in duration from six hours to 24.

The opening two rounds – the Qatar 1812km and 6 Hours of Imola – both popularly debuted in the championship last year, while Spa-Francorchamps is a staple and Le Mans needs no introduction.

Interlagos in Brazil and Austin's Circuit of The Americas (COTA) in Texas add an American flavour to proceedings mid-season, before the action concludes with outings at Fuji in Japan – in the shadow of the famous mountain that lends the circuit its name – and Bahrain in the Middle East, taking competitors to five global regions once again.

QUALIFYING

Introduced last season, a revised format comprises two sessions each for Hypercar and LMGT3 contenders. Following a 12-minute initial qualifying, the fastest ten competitors then advance to a ten-minute 'Hyperpole' shootout, to determine the top ten positions on the starting grid in each category and pole position in-class, which carries with it one championship point.

SAFETY CAR PROCEDURE

Similarly new in 2024, the Race Director can declare a Virtual Safety Car (VSC) period if deemed necessary. Each VSC period will be systematically followed by a Safety Car procedure.

The VSC is a tool intended to secure interventions around the track in the event of an incident and can be used for approximately two laps before deployment of the Safety Car (SC).

Once 'VSC' is displayed on the monitors, the cars must slow down to 80km/h, in a single line, and maintain the distance separating them from the car in front and behind. Access to the pit-lane will remain open throughout the VSC. When the Race Director judges it appropriate, the VSC procedure will be terminated by deploying the SC procedure

Read the full 2025 FIA World Endurance Championship Sporting Regulations HERE >>

CATEGORIES

HYPERCAR

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 category features closed-cockpit cars built to one of the following sets of technical regulations:

- LMH (Le Mans Hypercar), where brands design and construct their own car
- LMDh (Le Mans Daytona h), where the chassis is supplied by one of four manufacturers: Dallara, Ligier, Multimatic or ORECA

The regulations are focused on controlling performance, allowing participants to choose cost-effective solutions since significant expenditure does not translate to performance gains – a strategy that ensures a level playing field across the grid.

Accordingly, a variety of technical approaches are permitted, including either hybrid or non-hybrid power units and rear or four-wheel-drive. Furthermore, comparatively low aerodynamic restrictions enable manufacturers to incorporate in their designs stylistic elements expressive of the spirit and identity of their brand, making every car distinctive and easy to recognise

Each Hypercar has a maximum total power output of 520kW, must adhere to a minimum weight of 1,030kg and runs on Michelin tyres.

Three titles are up for grabs. Competitors do battle for the FIA Hypercar World Endurance Drivers' Championship and FIA Hypercar World Endurance Manufacturers' Championship, with privately-entered outfits contesting the FIA World Cup for Hypercar Teams.

LMH

- Hybrid or non-hybrid
- Front hybrid (if installed)
- 4WD (if hybrid)
- Manufacturer-specific hybrid and battery

LMDh

- Hybrid only
- Rear hybrid only
- Rear-wheel-drive
- Common hybrid system

KEY FIGURES

MAX SPEED
330KM/H

«HYPERCAR»
RED ON WHITE

WEIGHT
1,030KG

MICHELIN

18
HYPERCARS

8
MANUFACTURERS

LMGT3

See the 2025 entry list >>

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

Based around the FIA's global GT3 technical platform, the focus is on private teams and Pro-Am driver line-ups, represented by a blend of emerging young talents and gentlemen drivers inside the cockpit. 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 tyres.

The grid is composed of 18 entries, with nine globally-recognised brands fielding two cars apiece, in the shape of Aston Martin, BMW, Corvette, Ferrari, Ford, Lexus, McLaren, Mercedes-AMG and Porsche.

The crowns that they are all chasing are the FIA Endurance Trophy for LMGT3 Drivers and FIA Endurance Trophy for LMGT3 Teams, while drivers in this category also do battle for the Goodyear Wingfoot Award, recognising the fastest average lap times during the course of their stints behind the wheel in each race – with an overall champion come season's end.

KEY FIGURES

MAX SPEED
300KM/H

«GT3»
GREEN ON WHITE

WEIGHT
1,250KG

18
LMGT3

9
MANUFACTURERS

VALUES

ACCESSIBILITY

- Affordable entertainment for everyone
- Open paddock policy for racegoers
- Spreading the spirit of Le Mans across 4 continents

INNOVATION

- Development of transferable hybrid and hydrogen technologies
- A living laboratory for advances in the automotive industry
- First global championship to use 100% renewable biofuel, reducing CO_2 emissions by at least 65% over its life cycle

TEAM SPIRIT

- Multi-class racing, with 2-3 drivers per car
- Engineers, mechanics and strategists all key to success
- Competitors united by pure motorsport passion

SUSTAINABILITY

AN INNOVATIVE OUTLOOK

Through FIA WEC's Sporting and Technical Regulations, the FIA and the Automobile Club de l'Ouest (ACO) encourage car manufacturers and teams to find energy solutions for the future: biofuels, bio-methane, hydrogen, zero-emissions.

It took 40 years (1960-2000) to reduce fuel consumption at the 24 Hours of Le Mans by 50%. Underscoring subsequent advances in technology and approach, the same level of economy was accomplished again in just six years from 2010 to 2016.

Motorsport has always pushed manufacturers to innovate. It has also allowed them to test the validity of these innovations. As such, FIA WEC and the 24 Hours of Le Mans play a crucial role, in a discipline that places an equal emphasis on performance and durability...

FIA Environmental Accreditation
STAR RATING ★★

From viticulture...

FINAL PRODUCTS FROM MARCS AND LEES

Food
Grape seed oil

Cosmetics
Tartaric acid

Natural fertilizers

NOTHING IS CREATED WHICH DOESN'T ALREADY EXIST!

1. WASHING
of the marcs and lees to recover the residual ethanol they contain

2. DISTILLATION
to obtain a pure ethanol raw material

3. DEHYDRATION
to get a compatible quality with fuel use

4. TRANSFORMATION
from ethanol to biogasoline

...to the track

100% CERTIFIED SUSTAINABLE FUEL

excellium Racing 100

24h LE MANS | TotalEnergies MULTI-ENERGY PARTNER | WEC FIA WORLD ENDURANCE CHAMPIONSHIP A PARTNERSHIP

TotalEnergies

Excellium Racing 100

TotalEnergies is the official supplier of 100% certified* sustainable fuel for the FIA World Endurance Championship, including the 24 Hours of Le Mans and the European Le Mans Series since 2022. Excellium Racing 100 fuel reduces CO_2 emissions by at least 65%**.

*Excellium Racing 100 is a certified 100% sustainable product according to the mass balance system applied by a voluntary certification organisation approved by the European Union.

**In line with the methodology provided by the European RED II directive (2018/2001), Excellium Racing 100 can reduce greenhouse gas emissions by at least 65% compared to its fossil equivalent.

INNOVATION IN LOGISTICS FOR ENDURANCE AND THE PLANET.

Each season, the FIA World Endurance Championship (WEC) travels the globe, connecting legendary circuits and elite teams. Behind this journey is **DHL**, ensuring seamless, efficient, and sustainable transportation.

DHL tailors transport solutions to meet WEC's needs, ensuring race cars and team infrastructure arrive on time while minimizing environmental impact.

- **Chartered ships:** A greener alternative to air freight.
- **Biofuel-powered trucks in Europe:** Cleaner land transport where feasible.
- **Optimized routes & loads:** Less waste, more efficiency.
- Carbon-neutral **initiatives:** Investing in sustainability.

As a logistics leader, DHL blends **performance and sustainability**, supporting WEC's excellence while driving a greener future.

The Official Logistics Partner of WEC

FIA WORLD ENDURANCE CHAMPIONSHIP

MICHELIN, OFFICIAL HYPERCAR TIRE SUPPLIER UNTIL 2029

Michelin has been the technical partner of the FIA WEC since its foundation in 2012. Endurance racing aligns perfectly with the Michelin Group's 'all-sustainable' vision and reflects the values of 'long-lasting performance' embodied by the Michelin tires designed every day. Michelin sees motorsport in general, and endurance racing, as a means to accelerate innovation.

The technological relevance of the current regulations has attracted numerous manufacturers. Thus, FIA WEC provides a unique platform to strengthen Michelin's partnerships with the world's leading automotive brands and to accelerate the transfer of Michelin's innovations to road-going vehicles and tires, while the strong growth in the number of fans allows Michelin to showcase those innovations to an ever-growing audience.

0-15°C ground

SLICKS

Soft (white sidewall marking): soft compound / dry or slightly damp conditions / low temperatures (nighttime racing/early morning)

15-25°C ground

Medium (yellow sidewall marking): medium compound / dry conditions / the most versatile option

>25°C ground

Hard (red sidewall marking): hard compound / dry conditions / high track temperatures / big constraints

SLICK ALLOCATIONS

Free Practice		12 tires
Hyperpole		4 tires
Qualifying + Race	6-hour races	18 tires
	8-hour races	26 tires
	10-hour races or of 1812km	32 tires

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

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

RAIN TIRES

Wet (blue): soft compound / wet conditions / versatile

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GOODYEAR ACCELERATING INTO THE 2025 SEASON

Goodyear played a defining role in the 2024 season, a year that introduced fresh regulations, thrilling new circuits, and the launch of the LMGT3 category.

As the exclusive tyre supplier for LMGT3, Goodyear set the foundation for this new chapter in endurance racing, developing tyres that balanced durability and performance across an intensely competitive grid and ever-changing race conditions.

The competitiveness of the LMGT3 class was on full display, with five different teams emerging victorious throughout the season. The jewel in the crown came at the legendary 24 Hours of Le Mans, where LMGT3 cars graced the iconic Circuit de la Sarthe for the very first time. In its debut season, Goodyear developed a tyre that met the demands of peak driver performance at Le Mans. Some drivers completed up to five consecutive stints on a single Goodyear compound, demonstrating the tyre's impressive durability and performance in a season to remember. In 2024, Goodyear also received for the first time the highest environmental accreditation by FIA: it is the first supplier in WEC history to be awarded with 3 stars underlining the tire manufacturer's commitment to sustainability in both its car and truck racing activities.

Meanwhile, a full grid of 16 LMP2 cars, also exclusively fitted with Goodyear tyres, made their sole 2024 WEC appearance at Le Mans, adding to the spectacle of motorsport's most famous endurance race. Out of 62 starters, 39 cars were equipped with Goodyear tyres.

In the end, the triumphant trio of Klaus Bachler, Alex Malykhin and Joel Sturm etched their names into history, clinching the first-ever LMGT3 championship title for Manthey PureRxcing.

2025: Bigger, Faster, Stronger

The 2025 season will see Goodyear supporting an impressive lineup of nine manufacturers in the LMGT3 class. Familiar names such as Aston Martin, BMW, Corvette, Ferrari, Ford, Lexus, McLaren, and Porsche will return, joined by an exciting new addition: Mercedes-AMG, partnering with podium-finishing Italian LMGT3 outfit Iron Lynx. On the 24 Hours of Le Mans, LMP2 will return to the WEC grid. Goodyear is prepared to support the ELMS class as the exclusive supplier in this highly anticipated endurance race of the year.

Goodyear hasn't slowed down during the winter break: 2025 will mark the introduction of a brand-new slick tyre compound, designed to further increase durability and longevity for drivers. The new 'Compound C', shown by its red lettering on the sidewall, provides more longevity than the yellow 'Compound B' used last year. The new tyre will make its debut at the newly refurbished Sao Paulo track, known for its punishing left-hand corner bias and high temperatures, before also facing the heat at the Circuit of The Americas in the peak of the Texan summer, and returning for the Bahrain season finale.

For all other rounds, teams will run Goodyear's proven 'B' compound from 2024, along with its wet tyre, ensuring maximum performance in all conditions.

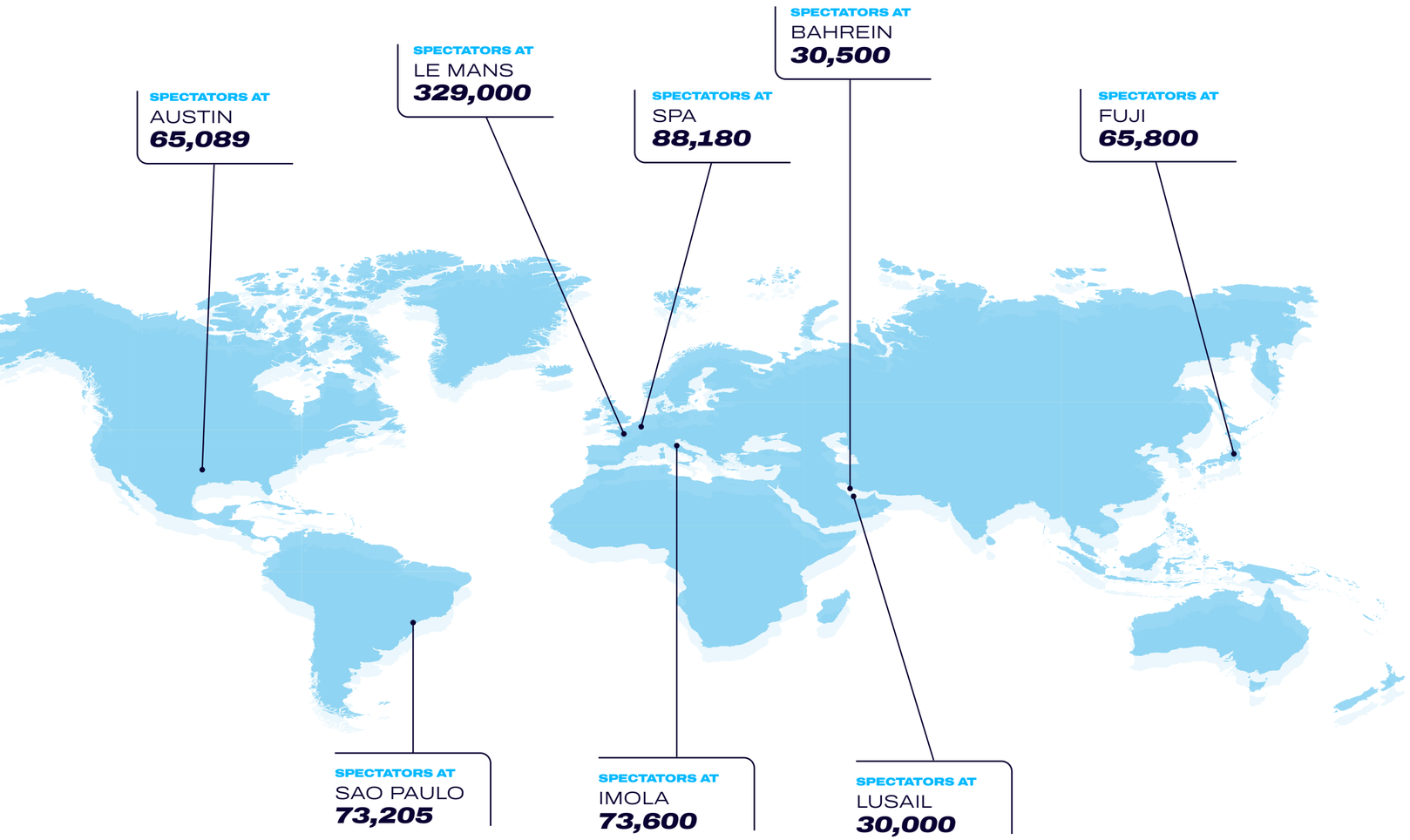
With front, mid and rear-engined cars all racing in the same category, balance is everything. No single setup should have an advantage, so Goodyear's tyres play a vital role in providing a fair platform to go racing. And, as always, Goodyear's innovations on the track continue to shape its Goodyear Eagle range of ultra-high-performance tyres for the road. With LMGT3 cars closely mirroring their road-legal counterparts, the technology homed in endurance racing continues to drive Goodyear forward; both on, and off the track.

Goodyear Wingfoot Award: fans take the wheel

2025 also brings a fresh twist to the Goodyear Wingfoot Award, as fans will now play a crucial role in choosing the award winner at the end of each race. Votes from both trackside attendees and viewers at home will decide the winner at each round. This new 'driver of the weekend' format puts fans at the heart of the action, celebrating the very performances that makes endurance racing at the highest level so thrilling.

More competition. More innovation. Better fan engagement. The 2025 season is here; and Goodyear is setting the pace.

FAN ATTENDANCE



755,374 FANS
ALL OVER THE WORLD

MEDIAS

4,500 MEDIA

+28% VS 2023

Source : Internal source

FROM 60 COUNTRIES

+67% VS 2023

SOCIAL MEDIA

6,8M+	*FOLLOWERS*	*+18% VS 2023*
1M+	*NEW FOLLOWERS*	*+67% VS 2023*
47M+	*ENGAGEMENT*	*+38% VS 2023*
299M+	*VIDEO VIEWS*	*+65% VS 2023*
1,3B+	*IMPRESSIONS*	*+25% VS 2023*

Source: Data from the 1st of January until the 15th of November : Hookit / Meltwater

CIRCUITS

18 QATAR 12

21-22 FEBRUARY / 28 FEBRUARY

Built in under a year, Lusail International Circuit (LIC) – a state-of-the-art, world-class FIA Grade 1 and FIM Grade A venue, located 30km north of the Qatari capital, Doha – opened in 2004, when it welcomed its first event, the Qatar Motorcycle Grand Prix.

The track has staged the only Middle Eastern round of the MotoGP World Championship ever since – won on four occasions by current FIA World Endurance Championship LMGT3 driver, Valentino Rossi. In 2007, permanent outdoor lighting was installed to enable LIC to host night races and steadily grow its portfolio of major international motorsport events, subsequently receiving visits from World Superbikes and the FIA World Touring Car Championship.

In 2021, Formula 1 debuted in Lusail, and in 2024, the Qatar 1812km – named in honour of the country's national day – staged the FIA WEC 'Prologue' pre-season test and curtain-raising contest for the first time, in an agreement due to continue until at least 2029.

Surrounded by desert, LIC's smooth, high-speed 5.419km layout poses a number of unique challenges, and pushes drivers, cars and tyres right to the limit as they race from day into night...

POLE POSITION BY CATEGORY 2024

HYPERCAR

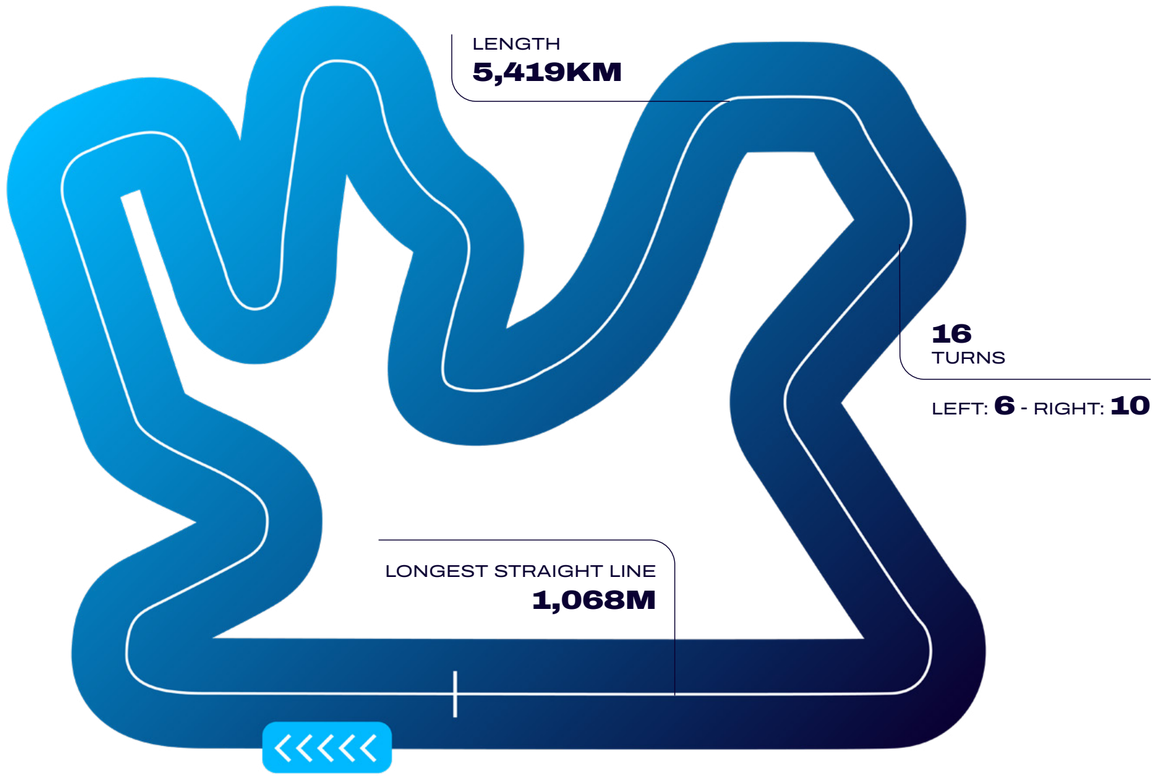
CAMPBELL
CHRISTENSEN
MAKOWIECKI

NO. 5
PORSCHE PENSKE MOTORSPORT

LMGT3

VAN ROMPUY
ANDRADE
EASTWOOD

NO. 81
TF SPORT



FASTEST LAP 2024

MATT CAMPBELL
1:39.748
NO. 5 PORSCHE PENSKE MOTORSPORT

ALESSIO ROVERA
1:53.529
NO. 55 VISTA AF CORSE

RACE DISTANCE COVERED 2024

1814,87KM
(335 LAPS)
NO. 6
PORSCHE PENSKE MOTORSPORT

HIGHLIGHTS 2024

WINNERS 2024

HYPERCAR

ESTRE
LOTTERER
VANTHOOR

NO. 6
PORSCHE PENSKE MOTORSPORT

LMGT3

MALYKHIN
STURM
BACHLER

NO. 92
MANTHEY PURERXCING

Find the complete results of the previous seasons **HERE** >>

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Building number 114

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Media contact
Media &
Communications Team
media@lcsc.qa

TRAVEL INFO

Timezone GMT +3

Convenient Airport:
Hamad International Airport

Language: Arabic

Currency: Qatari Riyal

Average Temperature:
27°/ 18°C

Average Rainfall: 15 mm

FIA WORLD ENDURANCE CHAMPIONSHIP

6 HOURS OF IMOLA

2025

20 APRIL 2025

Built in 1953 and named after Ferrari's founder and his first-born son, Italy's Autodromo Internazionale Enzo e Dino Ferrari was initially associated with two-wheeled motorsport, hosting top-flight motorcycle grands prix on multiple occasions between 1969 and 1999. The FIA Grade 1 venue simultaneously staged Formula 1's San Marino Grand Prix every year from 1981 to 2006, with the race returning as the Emilia Romagna Grand Prix in 2020.

The track similarly has a proud history in endurance racing. In 1965, 1974 and 1984, the Autodromo was the scene of a round of the FIA World Sportscar Championship, while the 6 Hours of Imola was contested in both the Le Mans Series and Intercontinental Le Mans Cup – precursor to the FIA World Endurance Championship – in 2011.

Imola was visited by the European Le Mans Series from 2013 to 2016, rejoining the calendar in 2022 before welcoming FIA WEC for the first time in 2024, when locally-based Ferrari thrilled the *tifosi* by claiming a top three lockout in qualifying.

One of the few major international circuits to run in an anti-clockwise direction and characterised by a unique 'old-school' feel, its 4.909km layout sees Hypercar drivers reach top speeds in the region of 312km/h and travel with a fully open throttle for 50% of the lap.

POLE POSITION BY CATEGORY 2024

HYPERCAR

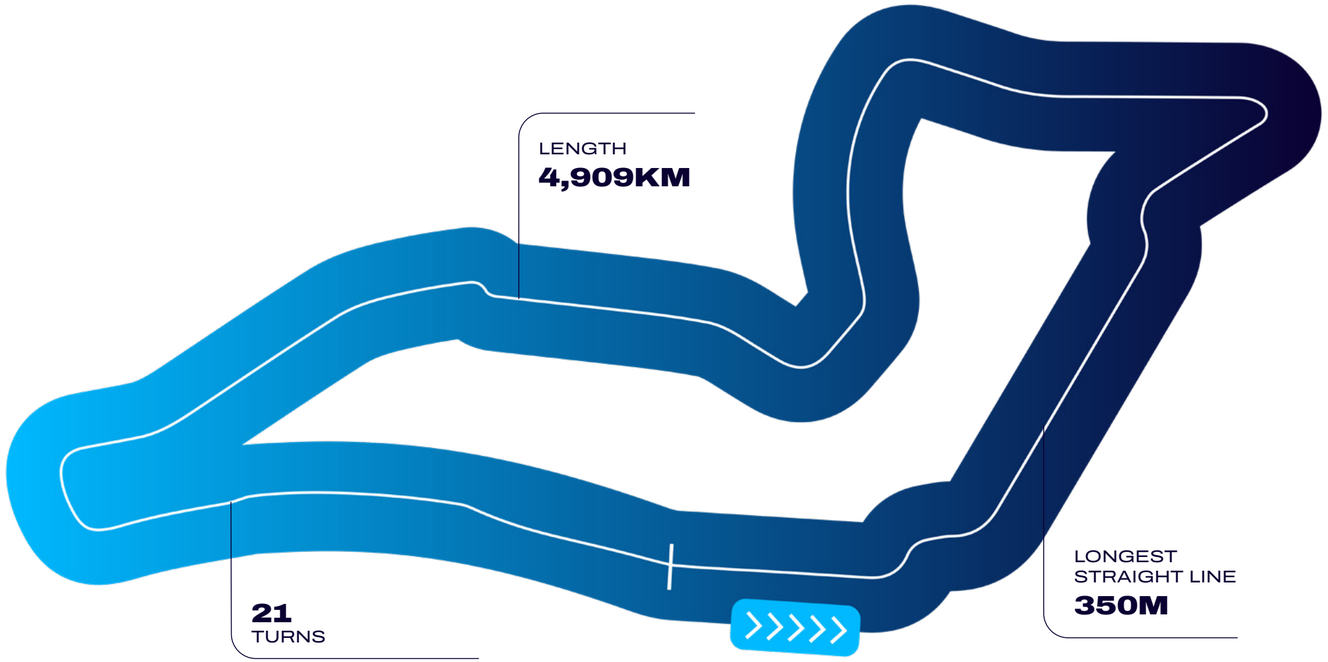
FUOCO
MOLINA
NIELSEN

NO. 50
FERRARI AF CORSE

LMGT3

MALYKHIN
STURM
BACHLER

NO. 92
MANTHEY PURERXCING



FASTEST LAP 2024

ANTONIO FUOCO
1:31.794
NO. 50 FERRARI AF CORSE

ALESSIO ROVERA
1:42.257
NO. 55 VISTA AF CORSE

RACE DISTANCE COVERED 2024

1006,09KM
(205 LAPS)
NO. 7
TOYOTA GAZOO RACING

HIGHLIGHTS 2024

WINNERS 2024

HYPERCAR

CONWAY
KOBAYASHI
DE VRIES

NO. 7
TOYOTA GAZOO RACING

LMGT3

LEUNG
GELAEL
FARFUS

NO. 31
TEAM WRT

Find the complete results of the previous seasons **HERE** >>

CONTACT

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TRAVEL INFO

Timezone GMT +1

Convenient Airport:
Bologna Airport (BLQ), 50km

Language: Italian

Currency: Euros

FIA WORLD ENDURANCE CHAMPIONSHIP

TOTALENERGIES 6 HOURS OF SPA-FRANCORCHAMPS

2025

TotalEnergies

10 MAY 2025

One of motorsport's most iconic venues, the Circuit de 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 bar 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.

POLE POSITION BY CATEGORY 2024

HYPERCAR

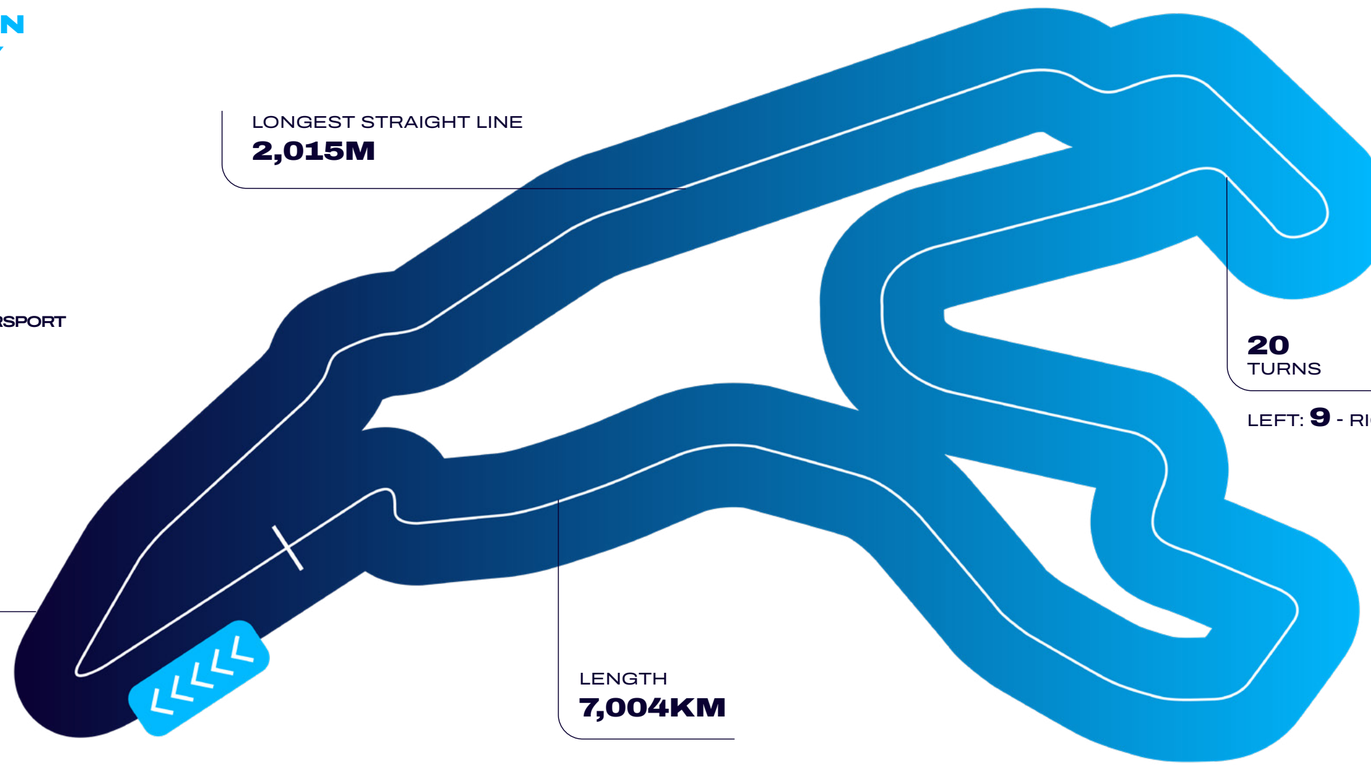
CAMPBELL
CHRISTENSEN
MAKOWIECKI

NO. 5
PORSCHE PENSKE MOTORSPORT

LMGT3

BOVY
FREY
GATTING

NO. 85
IRON DAMES



LONGEST STRAIGHT LINE
2,015M

20
TURNS

LEFT: **9** - RIGHT: **11**

LENGTH
7,004KM

FASTEST LAP 2024

JULIEN ANDLAUER
2:06.459
NO. 99 PROTON COMPETITION

SÉBASTIEN BAUD
2:21.525
NO. 82 TF SPORT

RACE DISTANCE COVERED 2024

987,19KM
(141 LAPS)
NO. 12
HERTZ TEAM JOTA

HIGHLIGHTS 2024

WINNERS 2024

HYPERCAR

STEVENS
ILOTT

NO. 12
HERTZ TEAM JOTA

LMGT3

SHAHIN
SCHURING
LIETZ

NO. 91
MANTHEY EMA

Find the complete results of the previous seasons HERE >>

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TRAVEL INFO

Timezone GMT +1

Convenient Airport:
Brussels Zaventum (BRU) 134 km
Liege Bierset (LGG) 56 km
Charleroi Brussels (CRL) 132 km
Dusseldorf (DUS) 144 km
Maastricht (MST) 71 km

Language: Dutch (Flemish), French (Wallon), German

Currency: Euro

Average Temperature: 14°/7°C

Average Rainfall: 90 mm

24h LE MANS®

14 - 15 JUNE 2025

Widely regarded as one-third of international motorsport's 'Triple Crown' – alongside Formula 1's Monaco Grand Prix and the Indianapolis 500 in the United States – the 24 Hours of Le Mans is the undisputed centrepiece of the FIA World Endurance Championship schedule.

First run in 1923 by the Automobile Club de l'Ouest, the race – the longest and most challenging on the FIA WEC calendar – has attained legendary status, delivering happiness and heartbreak in equal measure.

With Hypercars reaching eye-watering speeds of 340km/h around the 13.626km Circuit de la Sarthe – made up of closed public roads and dedicated racetrack sections – and an estimated 78 gearshifts per lap, 70% of which is spent at full throttle, every component of the car is subjected to immense stress, and the slightest lapse in concentration instantly punished.

In recent years, the race has become something of a 24-hour sprint, such is the level of competition in the FIA WEC Hypercar field. In front of a record-breaking 329,000 on-site fans and TV audiences in more than 130 countries, the 2024 event saw a winning margin of just 14 seconds – the second-closest timed finish in history – and no fewer than nine cars still on the lead lap when the chequered flag fell.

Not only that, but as a double-scoring round with 50 points on offer for the winning crew in both the Hypercar and LMGT3 categories, Le Mans often proves pivotal in the chase for world championship glory. As Ferrari targets a third consecutive triumph at La Sarthe, the race's 93rd edition in 2025 promises to be another nail-biting affair...

POLE POSITION BY CATEGORY 2024

HYPERCAR

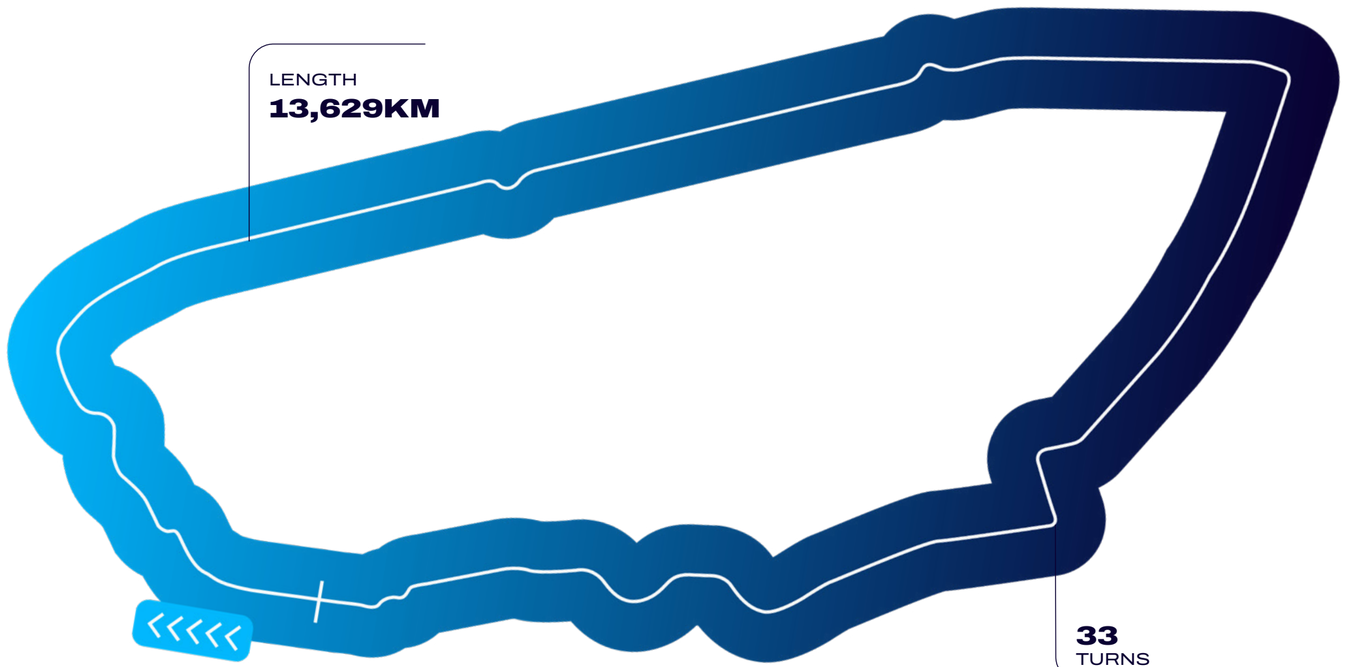
ESTRE
LOTTERER
VANTHOOR

NO. 6
PORSCHE PENSKE MOTORSPORT

LMGT3

IRIBE
MILLROY
SCHANDORFF

NO. 70
INCEPTION RACING



LENGTH
13,629KM

33
TURNS

LEFT: **13** - RIGHT: **20**

FASTEST LAP 2024

KAMUI KOBAYASHI
3:28.756
NO. 7 TOYOTA GAZOO RACING

CONRAD LAURSEN
3:57.429
NO. 155 SPIRIT OF RACE

RACE DISTANCE COVERED 2024

4237,07KM
(311 LAPS)
NO. 50
FERRARI AF CORSE

HIGHLIGHTS 2024

WINNERS 2024

HYPERCAR

FUOCO
MOLINA
NIELSEN

NO. 50
FERRARI AF CORSE

LMGT3

SHAHIN
SCHURING
LIETZ

NO. 91
MANTHEY EMA

Find the complete results of the previous seasons **HERE** >>

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TRAVEL INFO

Timezone GMT +1

Convenient Airport:
Paris Charles de Gaulle (CDG)/
Paris Orly (ORY) 205 km
Tours (TUF) 102 km
Le Mans Arnage Airport (LME)
opposite circuit entrance

Currency: Euro

Average Temperature: 25°/13°

Average Rainfall: 49 mm

FIA WORLD ENDURANCE CHAMPIONSHIP

ROLEX 6 HOURS OF SÃO PAULO

2025

13 JULY 2025

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 the country's capital, São Paulo – means 'between lakes'.

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. 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.

Returning to 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.

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.

POLE POSITION BY CATEGORY 2024

HYPERCAR

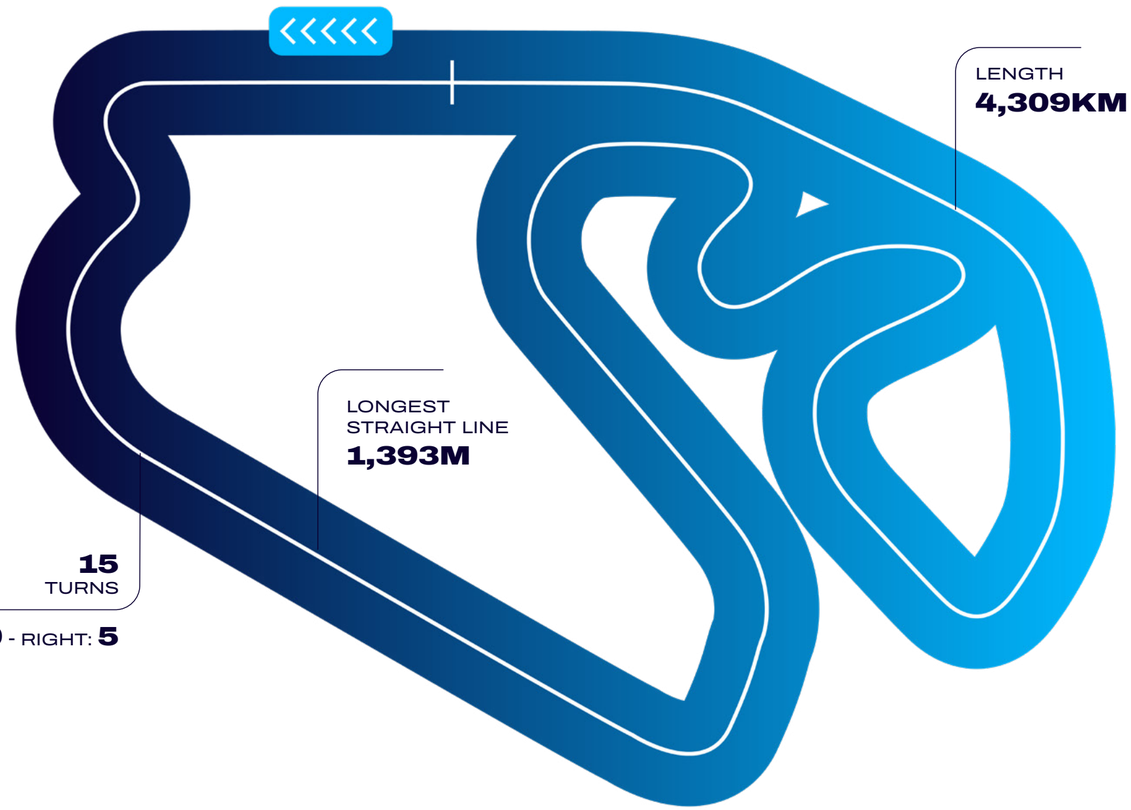
CONWAY
KOBAYASH
DE VRIES

NO. 7
TOYOTA GAZOO RACING

LMGT3

BOVY
FREY
GATTING

NO. 85
IRON DAMES



LENGTH
4,309KM

LONGEST STRAIGHT LINE
1,393M

15
TURNS

LEFT: **10** - RIGHT: **5**

FASTEST LAP 2024

MIKE CONWAY
1:24.801
NO. 7 TOYOTA GAZOO RACING

SARAH BOVY
1:35.777
NO. 85 IRON DAMES

RACE DISTANCE COVERED 2024

1016,58KM
(236 LAPS)
NO. 8
TOYOTA GAZOO RACING

HIGHLIGHTS 2024

WINNERS 2024

HYPERCAR

BUEMI
HARTLEY
HIRAKAWA

NO. 8
TOYOTA GAZOO RACING

LMGT3

MALYKHIN
STURM
BACHLER

NO. 92
MANTHEY PURERXCING

Find the complete results of the previous seasons **HERE** >>

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Timezone GMT -3

Convenient Airport:

Congonhas-São Paulo Airport, CGH
About 9 km SSW of São Paulo

São Paulo-Guarulhos International Airport, GRU
About 21 km NE of São Paulo

Viracopos-Campinas International Airport, VCP
About 79 km NW of São Paulo

Language: Portuguese

Currency: Real (BRL)

FIA WORLD ENDURANCE CHAMPIONSHIP

LONE STAR LE MANS

2025

7 SEPTEMBER 2025

Designed with the input of former motorcycling world champion Kevin Schwantz and built to bring Formula 1 back to the US, the Circuit of The Americas (COTA) staged its first race – the United States Grand Prix – in 2012, going on to welcome the FIA World Endurance Championship ten months later with the inaugural edition of the Lone Star Le Mans. The track similarly plays host to the IMSA WeatherTech SportsCar Championship, MotoGP and NASCAR.

Nestled in the heart of Texas, COTA is renowned for its state-of-the-art facilities and challenging layout, rapidly establishing itself as a favourite amongst drivers and fans alike due to its dramatic elevation changes, sweeping high-speed corners, slow technical sections, notorious bumps, a signature uphill run into Turn 1 – known as 'Big Red' – and the triple-apex right-hander that forms Turns 16, 17 and 18.

The most modern venue on the FIA WEC calendar, COTA invariably generates memorable action, with the local weather also capable of playing its part. Following a four-year hiatus, the track returned to the series' schedule in 2024, when a 1.780s margin of outright victory was the second-closest in history.

Run in an anti-clockwise direction and extremely hard on both brakes and tyres, approximately 44% of the 5.513km lap is spent at full throttle, with Hypercars reaching speeds in the region of 305km/h. The prime overtaking spots are Turns 1 and 12, and during each tour, drivers shift gears an estimated 54 times.

POLE POSITION BY CATEGORY 2024

HYPERCAR

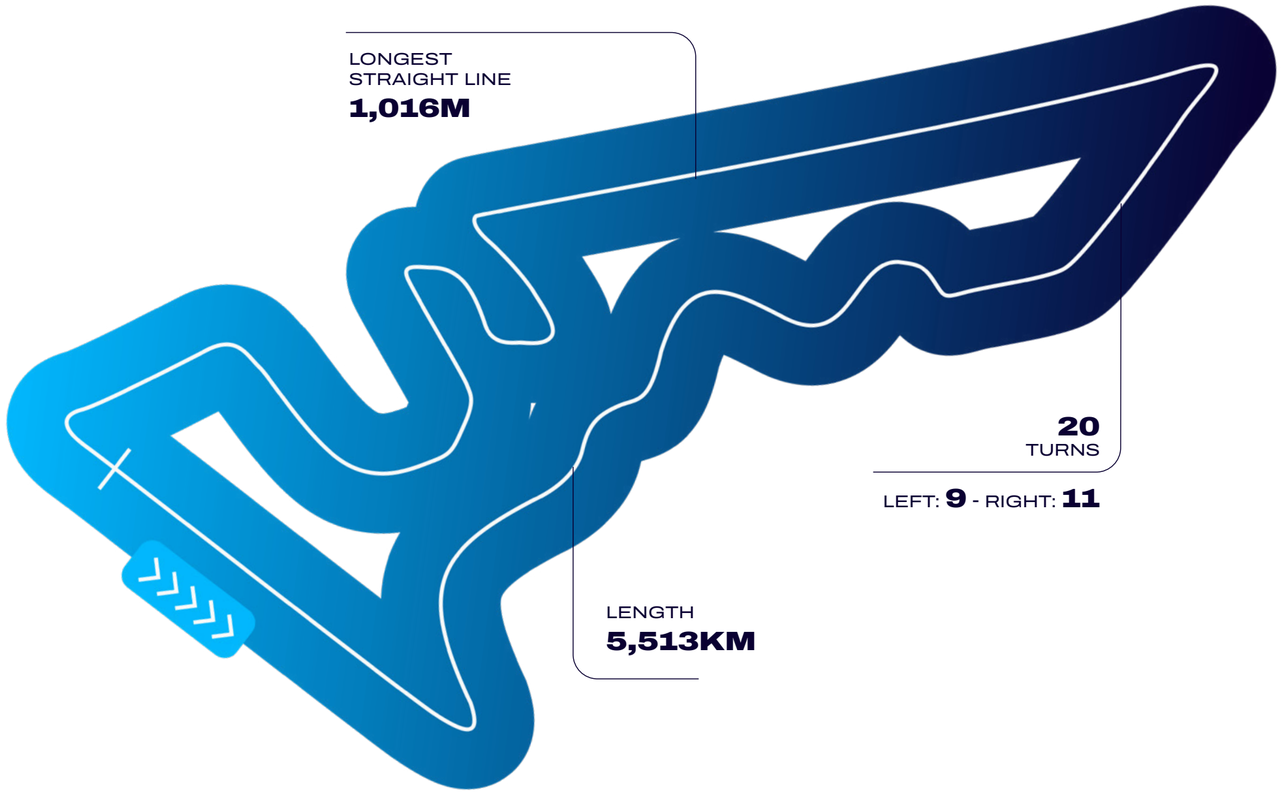
PIER GUIDI
CALADO
GIOVINAZZI

NO. 51
FERRARI AF CORSE

LMGT3

JAMES
MANCINELLI
RIBERAS

NO. 27
HEART OF RACING TEAM



LONGEST STRAIGHT LINE
1,016M

20
TURNS

LEFT: **9** - RIGHT: **11**

LENGTH
5,513KM

FASTEST LAP 2024

KAMUI KOBAYASHI
1:52.564
NO. 7 TOYOTA GAZOO RACING

AUGUSTO FARFUS
2:04.707
NO. 31 TEAM WRT

RACE DISTANCE COVERED 2024

1008,28KM
(183 LAPS)
NO. 83
AF CORSE

HIGHLIGHTS 2024

WINNERS 2024

HYPERCAR

KUBICA
SHWARTZMAN
YE

NO. 83
AF CORSE

LMGT3

JAMES
MANCINELLI
RIBERAS

NO. 27
HEART OF RACING TEAM

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TRAVEL INFO

Timezone GMT -6

Convenient Airport:

Austin-Bergstrom International (AUS) 9.6 miles/15.6 km

George Bush Intercontinental Houston (IAH) 160 miles/257 km

Dallas Ft Worth International (DFW) 223 miles/359 km

Language: English

Currency: US Dollar

Average Temperature: 19°/7°C

Average Rainfall: 50 mm

FIA WORLD ENDURANCE CHAMPIONSHIP

6 HOURS OF FUJI

2025

28 SEPTEMBER 2025

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

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

In the meantime, super-fast Fuji welcomed the FIA World Sportscar Championship from 1982 to 1988, prior to featuring on the inaugural FIA World Endurance Championship schedule in 2012. Japanese carmaker Toyota – owner of the venue since 2000 – has won nine of the 11 rounds there to-date, to the delight of the tens of thousands of passionate home fans who regularly turn out in support.

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

POLE POSITION BY CATEGORY 2024

HYPERCAR

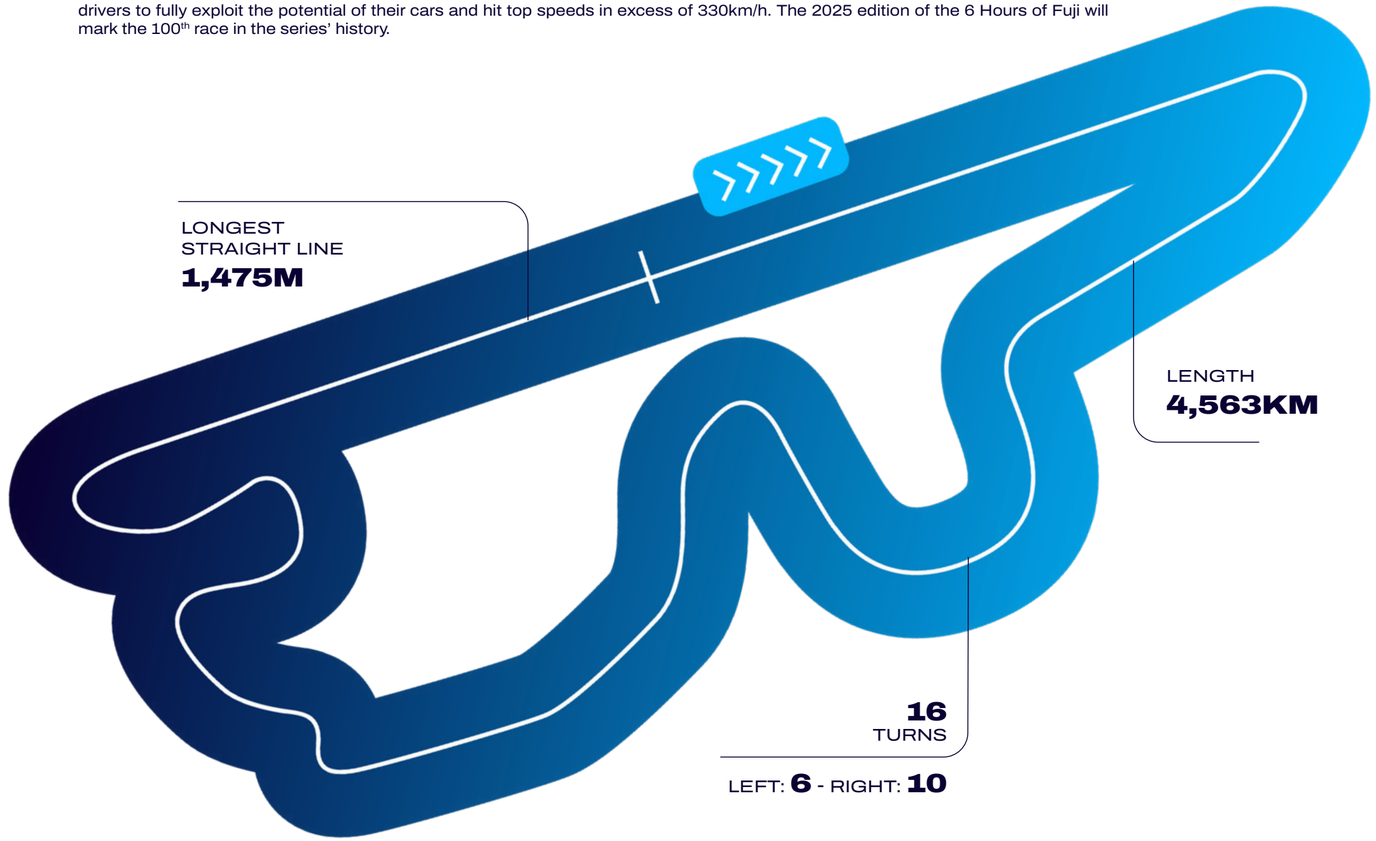
BAMBER
LYNN

NO. 2
CADILLAC RACING

LMGT3

HERIAU
MANN
ROVERA

NO. 55
VISTA AF CORSE



LONGEST STRAIGHT LINE
1,475M

LENGTH
4,563KM

16
TURNS

LEFT: **6** - RIGHT: **10**

FASTEST LAP 2024

CHARLES MILESI
1:30.943
NO. 35 ALPINE ENDURANCE TEAM

ALEX RIBERAS
1:40.987
NO. 27 HEART OF RACING TEAM

RACE DISTANCE COVERED 2024

971,65KM
(213 LAPS)
NO. 6
PORSCHE PENSKE MOTORSPORT

HIGHLIGHTS 2024

WINNERS 2024

HYPERCAR

ESTRE
LOTTERER
VANTHOOR

NO. 6
PORSCHE PENSKE MOTORSPORT

LMGT3

FLOHR
CASTELLACCI
RIGON

NO. 54
VISTA AF CORSE

Find the complete results of the previous seasons **HERE** >>

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TRAVEL INFO

Timezone GMT +9

Convenient Airport:
Tokyo Narita (NRT) 170 km
Tokyo Haneda (HND) 105 km

Language: Japanese

Currency: Japanese Yen

Average Temperature: 20°/16°C

Average Rainfall: 152 mm

FIA WORLD ENDURANCE CHAMPIONSHIP

BAPCO ENERGIES 8 HOURS OF BAHRAIN

2025

Bapco energies

8 NOVEMBER 2025

As has become tradition in the FIA World Endurance Championship, the 2025 campaign will conclude in Bahrain, where champions will be crowned.

Home to the Middle East region's maiden grand prix, since opening in 2004, Bahrain International Circuit (BIC) has hosted Formula 1 on an almost annual basis. In 2007, it became the first F1 circuit to receive the prestigious 'FIA Institute Centre of Excellence Award', in recognition of the safety and quality of its infrastructure.

BIC similarly featured on the inaugural FIA WEC calendar in 2012, and has welcomed the series on no fewer than 13 occasions to-date – ten of which have been won by Toyota. The track is renowned for delivering breathtaking battles and memorable moments against the backdrop of a dramatic desert landscape – with the added challenges of a sandy and sometimes slippery surface, racing into the night and high temperatures inside the cockpit.

Its demanding 5.412km layout asks a lot of drivers and cars, with up to 54 gear changes per lap and top speeds approaching 300km/h down the four long straights. As much as 60% of the lap is spent at full throttle, with its wide nature encouraging audacious overtaking manoeuvres. Careful preservation of tyres and brakes can often be the key to success.

POLE POSITION BY CATEGORY 2024

HYPERCAR

BUEMI
HARTLEY
HIRAKAWA

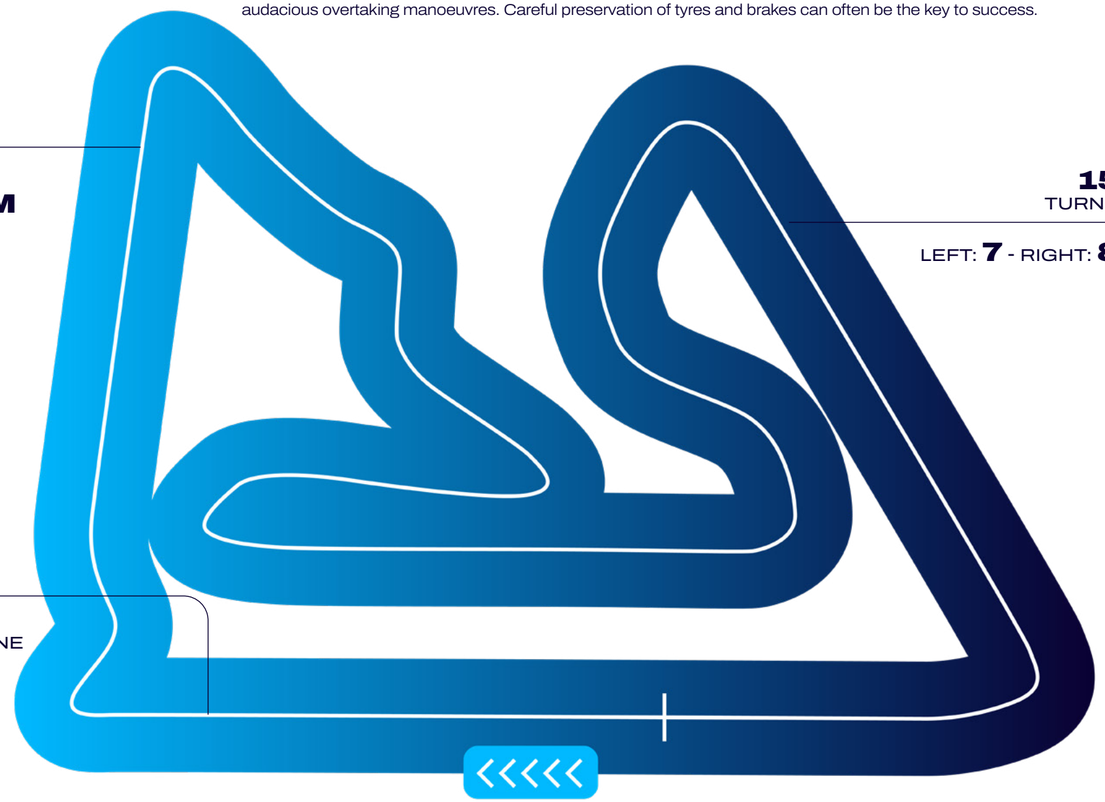
NO. 8
TOYOTA GAZOO RACING

LMGT3

CAYGILL
PINO
SATO

NO. 95
UNITED AUTOSPORTS

LENGTH
5,412KM



15
TURNS

LEFT: **7** - RIGHT: **8**

LONGEST STRAIGHT LINE
1,090M

FASTEST LAP 2024

SÉBASTIEN BUEMI
1:50.492
NO. 8 TOYOTA GAZOO RACING

MATTEO CAIROLI
2:01.914
NO. 60 IRON LYNX

RACE DISTANCE COVERED 2024

1271,56KM
(235 LAPS)
NO. 8
TOYOTA GAZOO RACING

HIGHLIGHTS 2024

WINNERS 2024

HYPERCAR

BUEMI
HARTLEY
HIRAKAWA

NO. 8
TOYOTA GAZOO RACING

LMGT3

HERIAU
MANN
ROVERA

NO. 55
VISTA AF CORSE

Find the complete results of the previous seasons **HERE** >>

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TRAVEL INFO

Timezone GMT +3

Convenient Airport: Bahrain International (BAH) 41km

Language: Arabic

Currency: Bahraini Dinar

Average Temperature: 28°/21°C

Average Rainfall: 3 mm

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#6HCOTA

#6HFUJI

#8HBAHRAIN