OFFICIAL PROGRAMME

6 HOURS OF IMOLA

FIA WORLD ENDURANCE CHAMPIONSHIP

17 TO 19 APRIL 2026



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FIA WORLD ENDURANCE CHAMPIONSHIP

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FOREWORD



RICHARD MILLE
FIA ENDURANCE COMMISSION PRESIDENT

Dear Friends,

I am delighted to welcome you to the 2026 FIA World Endurance Championship season, which promises to be another landmark year for our sport.

With 14 manufacturers represented across the Hypercar and LMGT3 classes, the WEC continues to stand as one of the strongest and most compelling motor sport championships in the world. This level of participation reflects not only the appeal of endurance racing but also the success of the FIA's and ACO's joint regulatory approach in creating a competitive, sustainable, and globally relevant platform.

Motor sport is, by nature, a cyclical business. Manufacturers come and go, and that rhythm is part of a healthy and evolving ecosystem. Yet the arrival of Genesis, combined with consistently strong grids across both classes, is clear proof that the championship is thriving and continues to attract some of the biggest and most prestigious names in the automotive industry.

LMGT3 continues to deliver exceptional diversity of machinery and close competition, while the Hypercar class remains the pinnacle of endurance racing, showcasing cutting-edge technology and world-class performance.

The global nature of the entry list highlights the WEC's international reach, and the series continues to provide an environment where talent can flourish regardless of background.

I would like to wish all teams, drivers, partners, and officials a successful and safe season, and all fans an unforgettable year of endurance racing!



PIERRE FILLON
PRESIDENT AUTOMOBILE CLUB DE L'OUEST

Endurance – hitting the heights yet again!

Season after season, the World Endurance Championship is making its mark as the most spectacular and demanding of all international motorsport series. The upward trajectory is set to continue in 2026 thanks to the exceptionally high level of competition and the growing appeal of the sport.

No fewer than 14 manufacturers are poised for battle in the WEC's two classes. This number alone says how much endurance is alive and kicking! The introduction of Genesis signals a new landmark in the championship's history while other brands rubberstamp their commitment to top-level racing. Few series anywhere in the world boast such a diverse array of constructors on the same racetrack. This competition, with its unique blend of loyal participants and permanent renewal, is a testimony to the faith placed in our sporting and technological model by the automotive industry.

Once again, the forthcoming season will take us on a worldwide journey to eight venues across four continents. From the intense excitement of Imola to the majestic setting of Spa-Francorchamps, from the exacting demands of Fuji to the sparkling jewel in the crown, the 24 Hours of Le Mans, each event embodies a different facet of endurance. The year's showpiece occasion, the 94th 24 Hours of Le Mans promises a line-up that is likely to be one of the most competitive ever seen at the legendary circuit.

The increased commitment of manufacturers, the outstanding quality of the grids and the growing enthusiasm of the public are all proof that these are remarkable times for the WEC. We are about to embark on a fascinating new chapter in 2026, one that we are proud to write with everyone involved in the championship.

Here's to an unforgettably exciting and spectacular season!



FRÉDÉRIC LEQUIEN
FIA WEC CEO

The FIA World Endurance Championship continues to go from strength-to-strength, with the series' 14th season appropriately enough featuring 14 major automotive manufacturers, some of whom have been represented on the grid since day one.

In front of record attendances, the 2025 campaign was a real rollercoaster ride. Ferrari followed up its recent victories in the legendary 24 Hours of Le Mans by clinching the world championship crown in the headlining Hypercar division – its first top-tier endurance racing success since 1972.

The Italian marque has clearly thrown down the gauntlet to its rivals, who have been busy over the winter in their efforts to fight back, with multiple title-holder Toyota unveiling a heavily-updated car in its bid to turn the tables.

Cadillac was a breakthrough first-time winner in Brazil last year, and Alpine reached the top step in FIA WEC's 100th race at Fuji – a milestone moment in the world championship's illustrious history. BMW and Peugeot similarly produced podium performances, while Aston Martin's striking new Valkyrie demonstrated impressive progress and will undoubtedly be one to watch in 2026.

Genesis is a welcome newcomer to the Hypercar category this season. A comprehensive preparation programme and the presence within its driver line-up of two-time world champion André Lotterer proves that Hyundai's premium brand means serious business.

In LMGT3, meanwhile, teams fielding Aston Martin, BMW, Corvette, Ferrari, Ford, Lexus, McLaren and Mercedes-AMG machinery will all be doubly determined to get the better of class benchmark Manthey – the German outfit has claimed both titles to-date with its pair of Porsches.

We are particularly proud of the opportunities offered by FIA WEC for 'gentlemen drivers' to shine on the global stage, with every LMGT3 crew obliged to include a Bronze-rated participant – enthusiastic and extremely skilled amateurs who are in many ways the lifeblood of our sport.

Competitors will do battle around eight iconic circuits across 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!



PIETRO BENVENUTI

GENERAL MANAGER
AUTODROMO INTERNAZIONALE ENZO E DINO FERRARI

The Autodromo Internazionale Enzo e Dino Ferrari is proud to reignite its engines for a season opener that promises to be extraordinary. This year, the Imola circuit has the honor of hosting the debut of the 2026 FIA World Endurance Championship.

The 6 Hours of Imola will be an even more crucial and highly anticipated event: the honor of officially kicking off the world challenge falls to us. By virtue of this new role as the season opener, the Autodromo will also have the privilege of hosting the pre-race collective tests, offering fans and professionals the first official opportunity to closely observe technical innovations, aerodynamic evolutions, and the new crews.

However, the 6 Hours of Imola is not just a race; it is a tribute to our history, which began in 1974 with the 1000 km and has continued through decades of legendary challenges. Once again this year, the unbreakable bond between our circuit and national excellence is further cemented by the celebration of the National Made in Italy Day—a prestigious recognition that elevates the event as a symbol of our country's industrial prowess and sporting passion.

Beyond the track action, the public will be able to experience the event at 360° thanks to an immersive Fanzone, filled with racing simulators, live shows, and activities designed to engage families and fans of all ages. We invite you to fully immerse yourselves in this unique atmosphere, where cutting-edge technology merges with the warmth of our land and the celebration of Italian ingenuity. We are certain that the 6 Hours of Imola 2026 will write an unforgettable page in the history of motorsport.

HYPERCAR
2025 CHAMPION





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

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

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

That marked the famous Maranello-based carmaker's first success in global endurance racing since lifting the laurels in the World Sportscar Championship more than half-a-century ago.

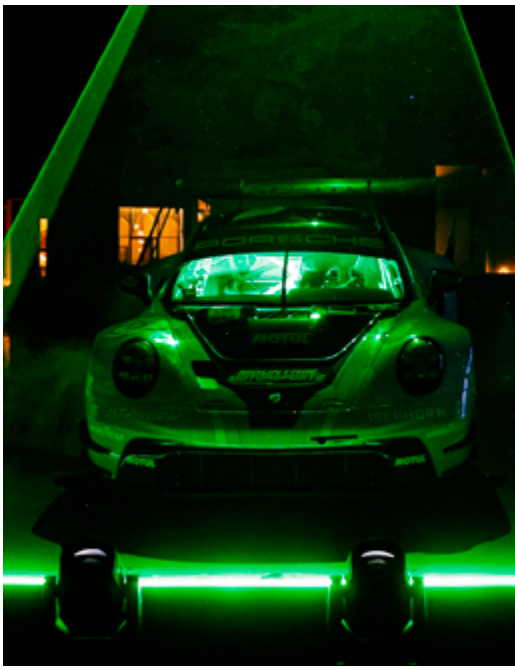
The #51 crew of Antonio Giovinazzi, Alessandro Pier Guidi and James Calado got the better of the two sister cars to clinch the coveted Drivers' crown – although honours in the 24 Hours of Le Mans went the way of the privately-entered #83 AF Corse entry, thanks in large part to a stellar performance from former grand prix-winner, Robert Kubica.





LMGT3
2025 CHAMPION







There have, to-date, been two seasons of LMGT3 category competition in the FIA World Endurance Championship, and both have been won by Manthey – although the heavily-decorated Porsche outfit had to stave off a sterner threat to retain its coveted crown in 2025.

Despite winning the second round of the campaign at Imola, it was not until Manthey 1st Phorm trio Richard Lietz, Riccardo Pera and Ryan Hardwick took the chequered flag first in-class in the 24 Hours of Le Mans – the Eifel-based operation's sixth success in the legendary twice-round-the-clock La Sarthe contest – that the #91 crew vaulted to the summit of the standings. And there they would stay.

The Austrian, Italian and American managed no result better than fifth from the following three races, but their commendable consistency was enough to keep them at the top of the table, and heading into the Bahrain title-decider, they held an 11-point advantage over closest rival Vista AF Corse in the hunt for honours.

That looked like it may count for little when a torrid qualifying session restricted them to the back row of the 18-strong starting grid for the crucial eight-hour showdown, but a nerve-free performance from all three drivers saw them scythe through the field to finish fourth – securing the end-of-season spoils in the process.





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500,000+
racing tyres

45,000+
tons of cargo

3,000+ ocean
container

1,500,000+ liter
racing fuel

FIA WORLD ENDURANCE CHAMPIONSHIP
A PARTNERSHIP

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

ROLEX TotalEnergies MICHELIN DHL GOODYEAR CROWDSTRIKE MOTUL BOSCH

LE MANS ULTIMATE

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24h LE MANS

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WHAT IS FIA WEC

WHAT YOU NEED TO KNOW TO UNDERSTAND FIA WEC IN 2026

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

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

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



GLOSSARY

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

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

OVERTAKE
The act of passing another car on the track.

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

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

PIT-STOP
A brief stop during the race for tyre 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 TYRE SUPPLIER
MICHELIN

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

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

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

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

TWO TITLES UP FOR GRABS

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

LMH
(LE MANS HYPERCAR)

Where brands design and construct their own car

LMDH
(LE MANS DAYTONA HYPERCAR)

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

CADILLAC RACING
TOYOTA RACING

LMGT3



WEIGHT
1,250KG

MAXIMUM SPEED
300KM/H

OFFICIAL TYRE SUPPLIER
GOODYEAR

FIA ENDURANCE TROPHY FOR LMGT3 TEAMS & LMGT3 DRIVERS

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

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

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

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

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

THE DRIVERS



HYPERCAR

3 DRIVERS PER TEAM, BRONZE DRIVERS PROHIBITED

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

LMGT3

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

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

PLATINUM DRIVER

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

GOLD DRIVER

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

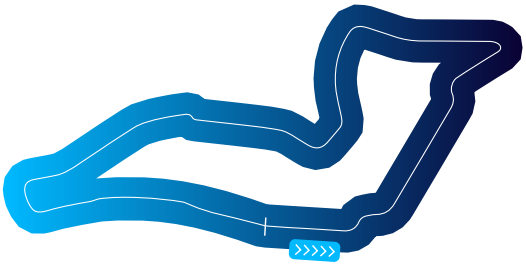
SILVER DRIVER

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

BRONZE DRIVER

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

RACE FORMAT



FREE PRACTICE

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

QUALIFYING

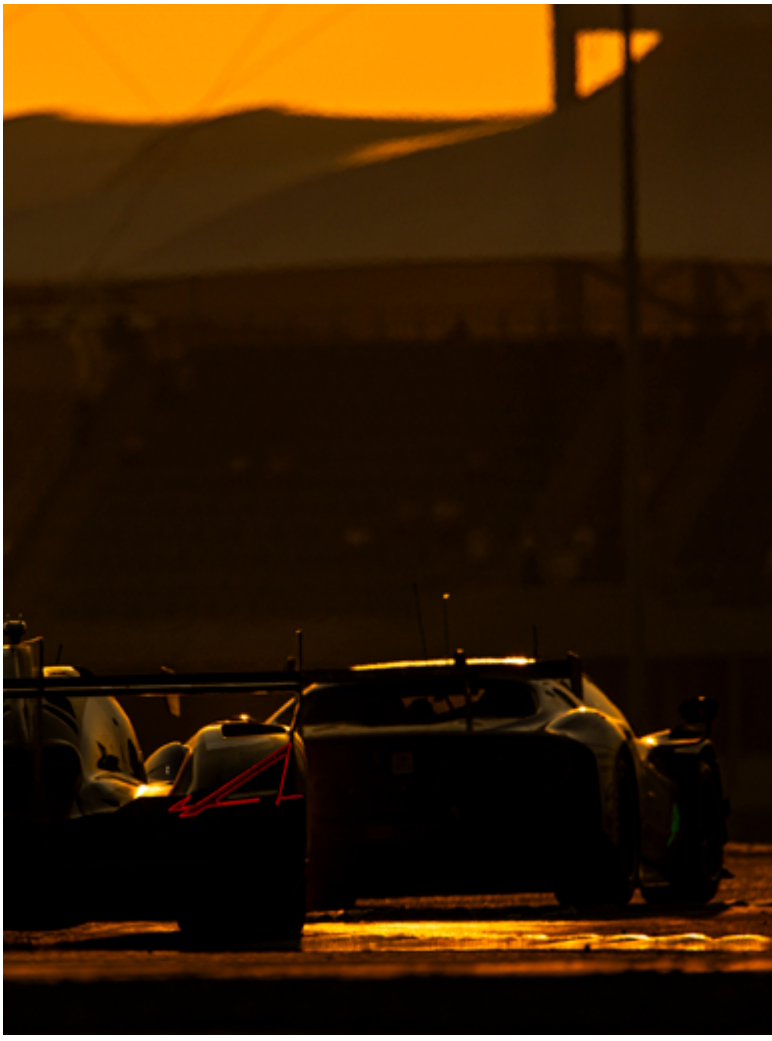
Modified in 2024, the qualifying format is split into separate blocks for Hypercar and LMGT3 contenders. In each case, following a 12-minute initial session, the fastest ten competitors advance to a ten-minute 'Hyperpole' shootout to determine the leading positions on the starting grid, with pole position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

POLE POSITION

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

RACE

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



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

+1 BONUS POINT FOR POLE POSITION IN EACH RACE

MICHELIN DESIGNS A NEW TYRE 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 tyres for the premier Hypercar category starting in 2021. For Michelin, Endurance racing is the ideal platform to demonstrate the longlasting performance of its tyres and to develop more sustainable products aligned with the Michelin Group's 2050 strategy.

The new MICHELIN Pilot Sport Endurance tyres 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 tyres
hyperpole		4 tyres
Qualifying + Race	6-hours races	18 tyres
	8-hours races	26 tyres
	10-hours races or of 1812km	32 tyres

SIZE

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

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

SLICK TYRES



0-15°C
GROUND

SOFT

(white sidewall marking):

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



15-25°C
GROUND

MEDIUM

(yellow sidewall marking):

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



>25°C
GROUND

HARD

(red sidewall marking):

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

RAIN TYRES



WET

(blue sidewall marking):

- Soft compound
- Wet conditions
- Versatile









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*Michelin most iconic tire ranges have increased their longevity vs. their previous generation. Results based on tests done by DEKRA, upon Michelin's request, for the following tirelines: MICHELIN Pilot Sport 5 (test 2021 on 225/40 R18), MICHELIN Pilot Alpin 5 (test 2018 on 225/40 R18), MICHELIN Primacy 5 (test 2024 on 235/45 R18), MICHELIN CrossClimate 3 (test 2025 on 205/55 R16), MICHELIN CrossClimate 2 (test 2020 on 225/45 R17) & MICHELIN CrossClimate 2 SUV (test 2021 on 235/60 R18).

Information correct at date of publication – 02/2026 – MFP Michelin 855 200 507 RCS CLERMONT-FERRAND. Share capital: 504 000 004€. Photo credit: © Michelin

MICHELIN

HYPERCAR





#35

ANTÓNIO FÉLIX DA COSTA

CHARLES MILESI

FERDINAND HABSBURG



#36

FRÉDÉRIC MAKOWIECKI

JULES GOUNON

VICTOR MARTINS



HYPERCAR | **ALPINE**

ALPINE ENDURANCE TEAM

35 | **36**

ALPINE A424

COMMITMENT / **SINCE 2024**

MANUFACTURER
ALPINE

TYRE SUPPLIER
MICHELIN

2025 RESULTS

FIA WORLD ENDURANCE MANUFACTURERS' CHAMPIONSHIP

6TH

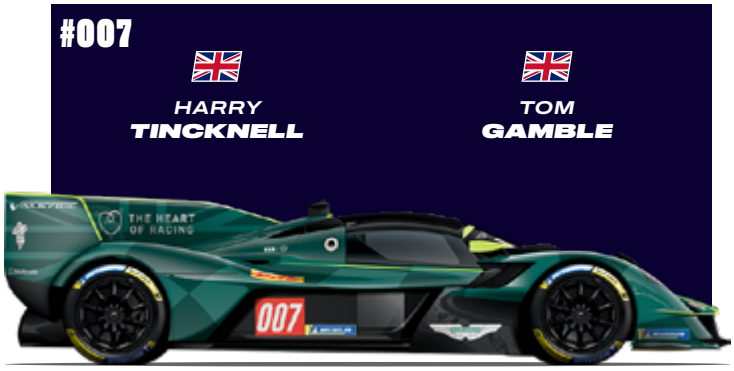
Legendary French manufacturer Alpine enters the 2026 Hypercar season with a pair of its familiar, blue-liveried, 3.4-litre Mecachrome-powered A424 prototypes.

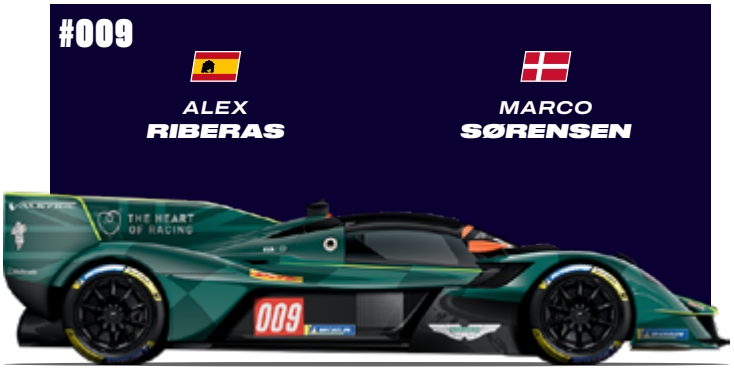
2025 proved to be a breakthrough campaign for Alpine Endurance Team, yielding a maiden victory for the Signatech-run A424 at Fuji, as Charles Milesi, Paul-Loup Chatin and Ferdinand Habsburg triumphed in the FIA World Endurance Championship's milestone 100th race.

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.







HYPERCAR | **ASTON MARTIN**

THE HEART OF RACING

007 | 009

ASTON MARTIN VALKYRIE

COMMITMENT | SINCE 2025

MANUFACTURER	*TYRE SUPPLIER*
ASTON MARTIN	*MICHELIN*

2025 RESULTS

FIA WORLD ENDURANCE MANUFACTURERS' CHAMPIONSHIP

8TH

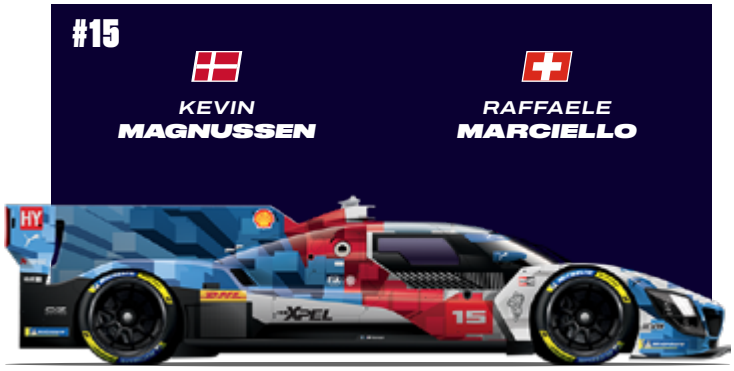
Aston Martin returned to the top-tier of international endurance racing for the first time since 2011 last season with the Heart of Racing stable. After a challenging start, the British marque running under an American entrant flag made strong progress, producing several notable performances.

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.

Provisional Entry List (April 10, 2026)







HYPERCAR | **BMW M**

Team WRT

15 | **20**

BMW M HYBRID V8

COMMITMENT / SINCE 2024

MANUFACTURER
BMW

TYRE SUPPLIER
MICHELIN

2025 RESULTS

FIA WORLD ENDURANCE MANUFACTURERS' CHAMPIONSHIP

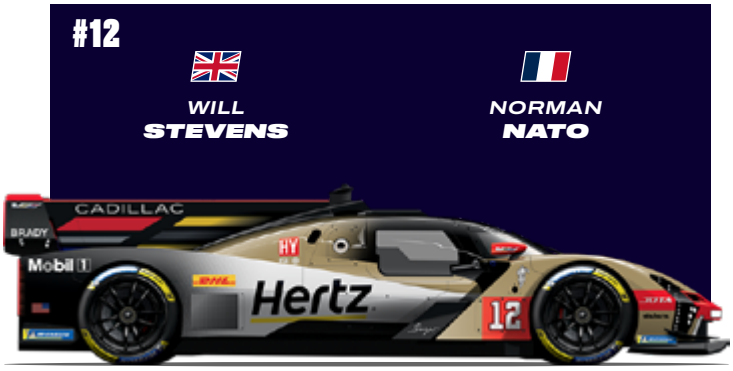
5TH

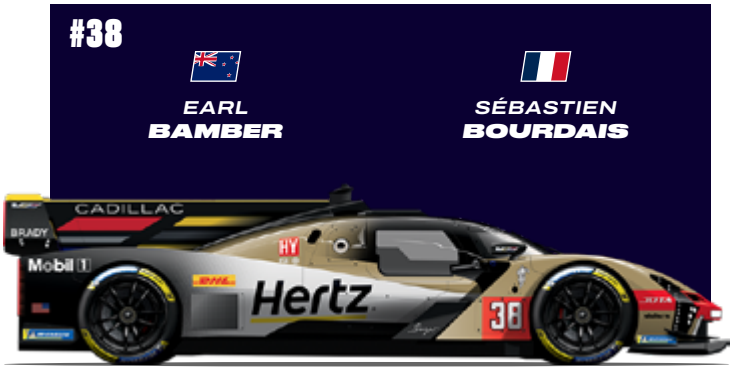
Big things are expected of BMW in 2026, as the Bavarian brand competes with a heavily-revised M Hybrid V8 Hypercar that has benefitted from extensive testing. The new-look model features visible and not-so-visible changes. Most strikingly, an adjusted splitter optimises airflow, while the BMW 'kidney 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.







HYPERCAR **CADILLAC**

Hertz TEAM JOTA | CADILLAC RACING

12 **38**

CADILLAC V-SERIES.R
COMMITMENT | SINCE 2023

MANUFACTURER
CADILLAC

TYRE SUPPLIER
MICHELIN

2025 RESULTS

FIA WORLD ENDURANCE MANUFACTURERS' CHAMPIONSHIP

4TH

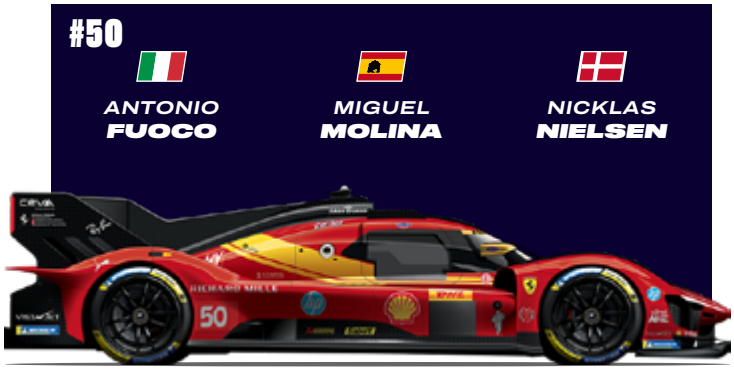
Cadillac boasts a rich and proud history in endurance racing and is now a firmly-established FIA WEC contender as it enters its fourth year with the V-Series R Hypercar – the American manufacturer's second season in alliance with renowned UK-based organisation, JOTA.

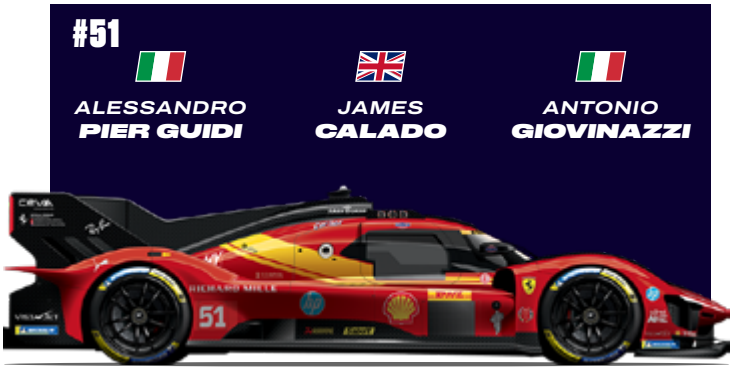
The rumbling, 5.5-litre, V8-powered V-Series R Hypercar, running under the Cadillac Hertz Team JOTA banner, enjoyed a very strong 2025 campaign, winning its first race in the series at Interlagos and taking a hat-trick of pole positions at Le Mans, Interlagos and Fuji courtesy of Alex Lynn.

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

Provisional Entry List (April 10, 2026)







HYPERCAR | **FERRARI**

AF corse
RACING WITH FERRARI

50 | 51 | 83

FERRARI 499P
COMMITMENT | SINCE 2023

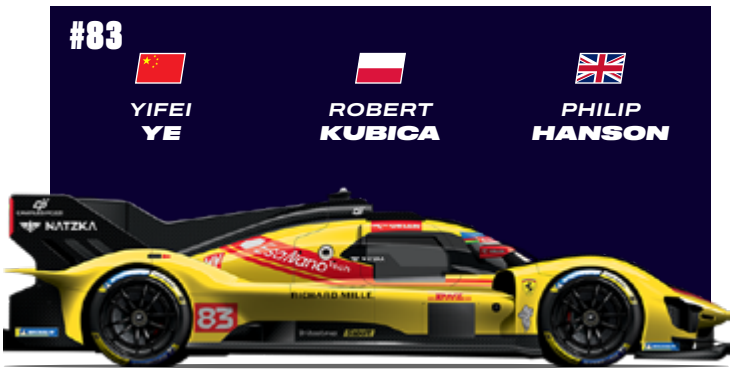
MANUFACTURER
FERRARI

TYRE SUPPLIER
MICHELIN

2025 RESULTS

FIA WORLD ENDURANCE MANUFACTURERS' CHAMPIONSHIP

1ST



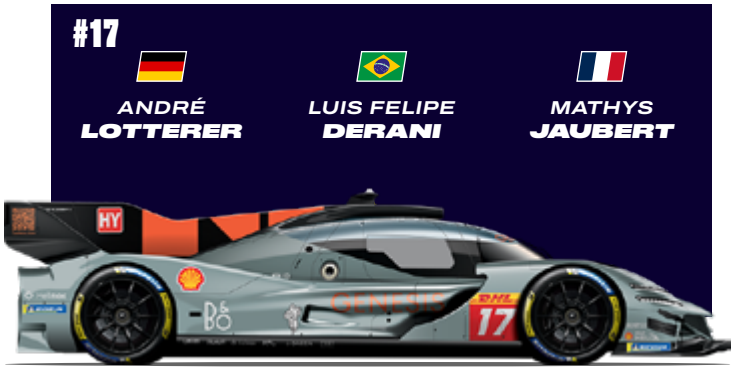
The brand to beat in 2026 is Ferrari, with the Prancing Horse heading into battle off the back of a remarkable 2025 campaign that yielded a third consecutive 24 Hours of Le Mans win, a hat-trick of early-season victories at Lusail, Imola and Spa-Francorchamps and both the Manufacturers' and Drivers' World Championship crowns.

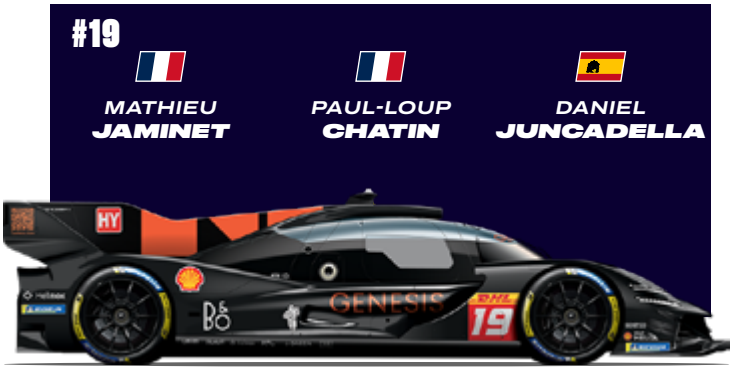
The Italian marque's revised 499P Hypercar was the clear benchmark for most of last season, and with stability in its driver ranks – reigning champions Antonio Giovinazzi, Alessandro Pier Guidi and James Calado sharing the #51 prototype and Miguel Molina, Antonio Fuoco and Nicklas Nielsen partnering up again in the #50 – a successful title defence is very much Ferrari AF Corse's goal.

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.

Provisional Entry List (April 10, 2026)







HYPERCAR **GENESIS**

GENESIS MAGMA RACING

17 19

GENESIS GMR-001-HYPERCAR

COMMITMENT / SINCE 2026

MANUFACTURER	TYRE SUPPLIER
GENESIS	MICHELIN

NEW IN 2026

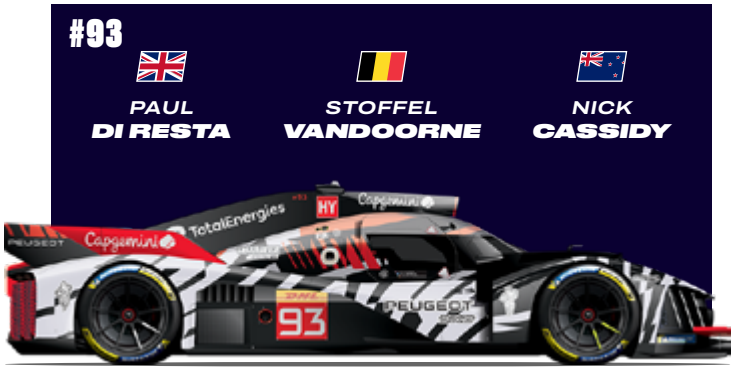
The new kid on the grid in FIA WEC this season is Genesis Magma Racing, flying under the South Korean flag. Hyundai's luxury brand formally announced its programme in late 2024 and enters two 3.2-litre, turbocharged V8 prototypes, to be known as the GMR-001 Hypercar models.

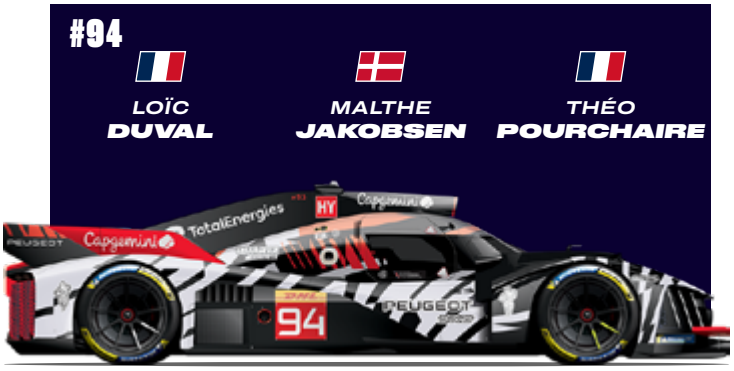
The car has been designed by a team spearheaded by ex-Williams Formula 1 engineer François-Xavier Demaison, with Cyril Abiteboul assuming overall control of the project. A dynamic range of drivers has been selected, with the highly-decorated duo of André Lotterer and Pipo Derani recruited to lead test 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.

Provisional Entry List (April 10, 2026)







HYPERCAR | **PEUGEOT**

TEAM PEUGEOT TotalEnergies

93 | **94**

PEUGEOT 9X8

COMMITMENT / SINCE 2022

MANUFACTURER	TYRE SUPPLIER
PEUGEOT	MICHELIN

2025 RESULTS

FIA WORLD ENDURANCE MANUFACTURERS' CHAMPIONSHIP

7TH

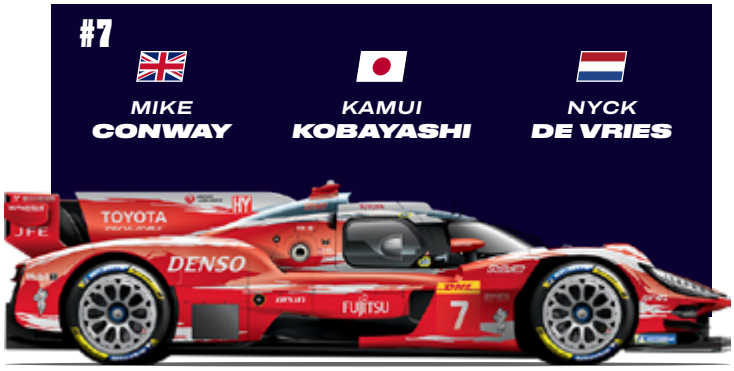
Sporting a striking new red, white and black livery, the 'Lion' – an outright winner at Le Mans in 1992, 1993 and 2009 – is aiming to roar back to the front of the field in 2026 following an inconsistent few seasons in FIA WEC.

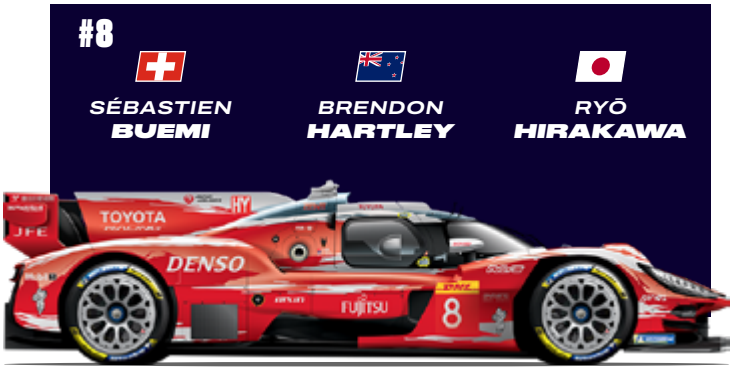
The second-generation 9X8 Hypercar showed its speed and durability at several events in 2025, yielding a podium apiece for the #94 and #93 crews at COTA and Fuji respectively.

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.







HYPERCAR | **TOYOTA RACING**

TOYOTA RACING

7 | **8**

TOYOTA TR010 HYBRID

COMMITMENT / SINCE 2022

MANUFACTURER
TOYOTA

TYRE SUPPLIER
MICHELIN

2025 RESULTS

FIA WORLD ENDURANCE MANUFACTURERS' CHAMPIONSHIP

2ND

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.

Provisional Entry List (April 10, 2026)

GOODYEAR READY FOR ITS BIGGEST SEASON EVER



Goodyear played a defining role in the 2025 season, the sophomore year of the LMGT3 category. As the exclusive tire supplier for LMGT3, Goodyear focused its development on delivering the optimal balance between durability and performance across an intensely competitive grid and constantly evolving race conditions.

The competitiveness of the LMGT3 class was evident throughout the season, with five different teams claiming victories. The jewel in the crown came at the legendary 24 Hours of Le Mans, where LMGT3 cars reached peak performance levels thanks to a Goodyear tire engineered to meet the extreme demands of the event. Several drivers completed up to four consecutive stints on a single Goodyear compound, a clear demonstration of outstanding durability and consistency in a truly memorable season. Goodyear Eagle tires' longevity consistently exceeded drivers' maximum drive-time limits, highlighting a significant technological achievement and reinforcing LMGT3 as the next chapter in Goodyear's storied legacy in international endurance racing. But tire longevity did not come at the expense of performance: the winning LMGT3 car completed a record-breaking 341 laps for the category, clearly demonstrating that increased durability delivered no performance trade-off. Meanwhile, a full grid of 17 LMP2 cars—also exclusively fitted with Goodyear tires—made their sole 2025 WEC appearance at Le Mans, further enhancing the spectacle

of motorsport's most iconic endurance race. Out of 62 starters, 41 cars competed on Goodyear tires.

At season's end, the triumphant trio of Richard Lietz, Riccardo Pera and Ryan Hardwick etched their names into the history books, securing a second consecutive LMGT3 championship title for Manthey 1st Phorm.

2026: CONSISTENCY IS KEY

The 2026 season will see Goodyear supporting a confirmed lineup of nine manufacturers in the LMGT3 class. Aston Martin, BMW, Corvette, Ferrari, Ford, Lexus, McLaren, Mercedes-AMG and Porsche all return to the grid.

At the 24 Hours of Le Mans, LMP2 will rejoin the WEC field, with Goodyear fully prepared to support the class as the exclusive tire supplier in one of the most anticipated endurance races of the year. Goodyear will also continue its role as the exclusive supplier for ELMS.
Across all WEC rounds, teams will run Goodyear's proven Eagle Medium (B) compound alongside the wet tire, ensuring optimal performance in all conditions.

Once again in 2026, the Eagle Medium has demonstrated its versatility and consistency across every circuit, particularly at Le Mans, where teams were able to complete up to four driving stints on the same set of tires—equivalent to as many as 44 laps or 600 km, twice the distance of a Formula 1 Grand Prix. Even with the introduction of new tire allocation regulations, Goodyear expects tire management to remain a key strategic factor. The Eagle Medium's long-distance reliability and the LMGT3 class's focus on minimising pit-stop time continue to reward smart strategy. With additional tire sets available per round, will teams still opt to extend stints on a single set? The answer may once again define race outcomes.

With front-, mid- and rear-engined cars competing in the same category, balance is critical. No single configuration should enjoy a structural advantage, and Goodyear's tires play a central role in ensuring a fair and competitive platform. Continuous data analysis and trackside evaluation will remain essential throughout the season, as Goodyear pushes forward with ongoing innovation to deliver ever more efficient and high-performing specifications.
As always, Goodyear's work on track continues to shape the Goodyear Eagle ultra-high-performance road tire range. With LMGT3 cars closely reflecting their road-going counterparts, technology developed in endurance racing continues to drive progress both on and off the circuit.

GOODYEAR WINGFOOT AWARD: FANS TAKE THE WHEEL

The Goodyear Wingfoot Award returns in 2026, once again placing fans at the heart of the action. Votes from trackside spectators and viewers at home will determine the winner at each race, celebrating the standout performance of the day.

This fan-driven "Driver of the Day" format has strengthened engagement across the championship, highlighting the diverse skills and racing styles that define endurance competition at the highest level. In 2026, eight different drivers claimed the Wingfoot Award, reflecting the depth of talent on the grid and engaging thousands of fans around the world.

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

GOODYEAR





WE'VE RACED QATAR



IMOLA



SPA



LE MANS



SÃO PAULO



AUSTIN



FUJI



BAHRAIN



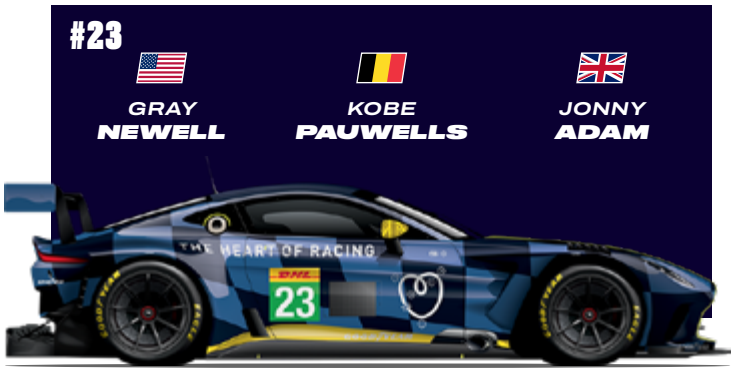
& OUR FAVORITE PLACE IS FIRST.

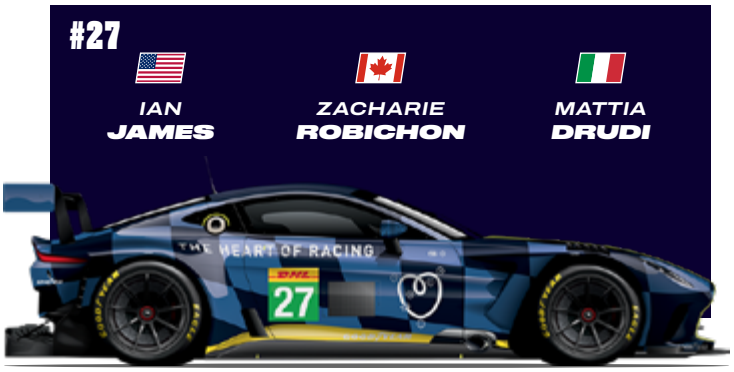
WEC FIA WORLD ENDURANCE CHAMPIONSHIP | GOODYEAR

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.

#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.

LMGT3 | **ASTON MARTIN**

THE HEART OF RACING

23

ASTON MARTIN VANTAGE AMR LMGT3

COMMITMENT / SINCE 2024

MANUFACTURER	TYRE SUPPLIER
ASTON MARTIN	GOODYEAR

LMGT3 | **ASTON MARTIN**

THE HEART OF RACING

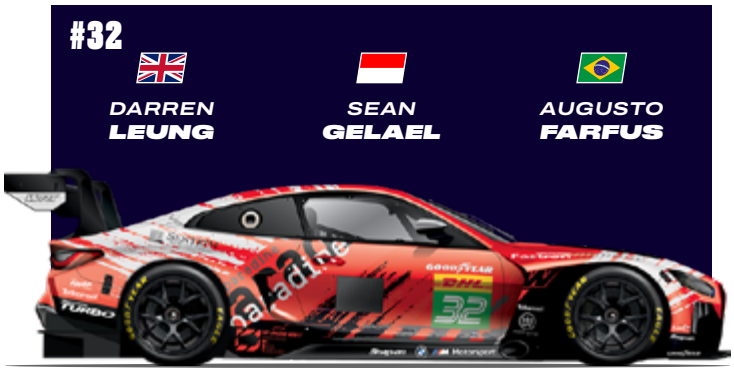
27

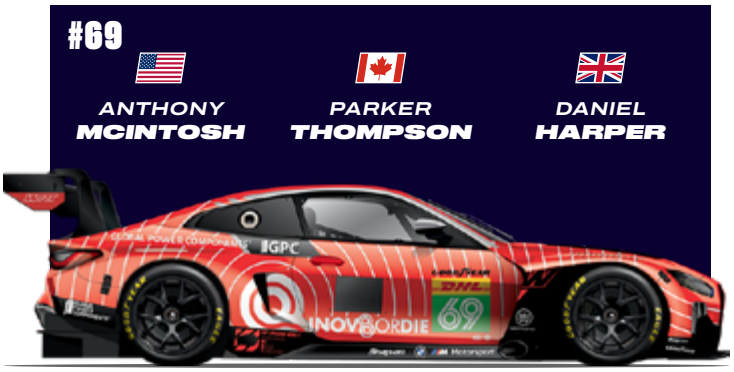
ASTON MARTIN VANTAGE AMR LMGT3

COMMITMENT / SINCE 2024

MANUFACTURER	TYRE SUPPLIER
ASTON MARTIN	GOODYEAR







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.

#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.

LMGT3 | BMW M

WRT

32

BMW M4 LMGT3 EVO

COMMITMENT / SINCE 2024

MANUFACTURER
BMW

TYRE SUPPLIER
GOODYEAR

LMGT3 | BMW M

WRT

69

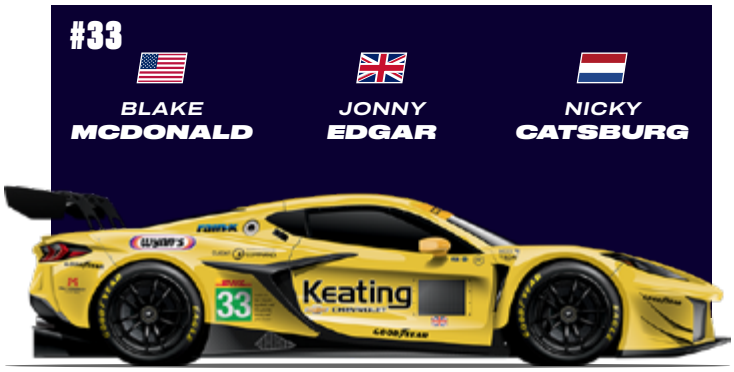
BMW M4 LMGT3 EVO

COMMITMENT / SINCE 2024

MANUFACTURER
BMW

TYRE SUPPLIER
GOODYEAR







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 LMGTE Am champion will reprise his partnership with Ben Keating, while Jonny Edgar is kept aboard following a strong first season in the series in 2025.

#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.

LMGT3 **CORVETTE**

BY TF SPORT

33

CORVETTE Z06 LMGT3.R

COMMITMENT / SINCE 2024

MANUFACTURER
CORVETTE

TYRE SUPPLIER
GOODYEAR

LMGT3 **CORVETTE**

RACING TEAM TURKEY BY TF

34

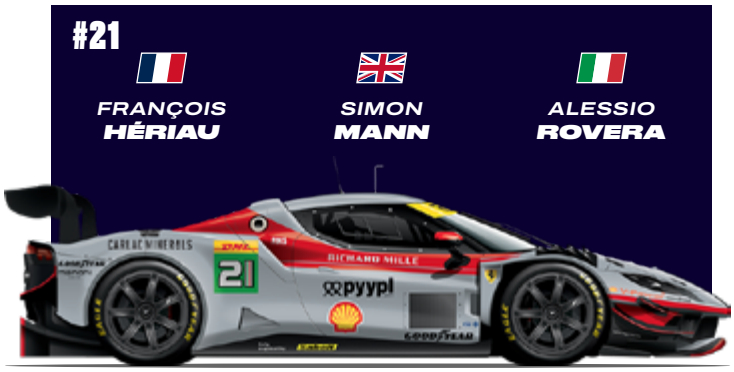
CORVETTE Z06 LMGT3.R

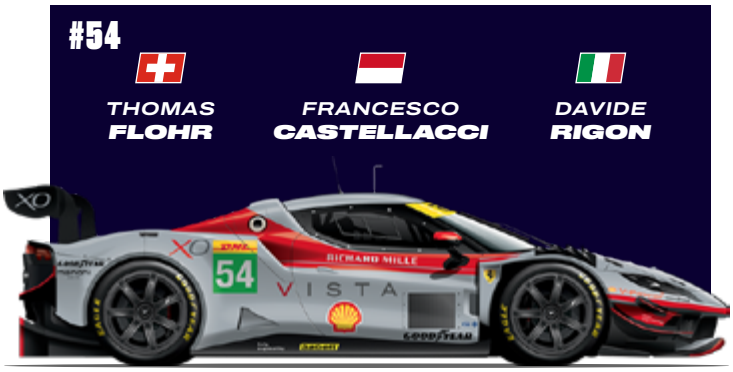
COMMITMENT / SINCE 2024

MANUFACTURER
CORVETTE

TYRE SUPPLIER
GOODYEAR







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 Hériau and Alessio Rovera continue into a third straight season together in the #21 Ferrari. Victory at Spa last year was the highlight, but the trio similarly scored podiums at Le Mans and Fuji, ending up just 14 points shy of title-winner, Manthey 1st Phorm.

#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.

LMGT3 | **FERRARI**

VISTA AF CORSE

21

FERRARI 296 LMGT3 EVO

COMMITMENT / SINCE 2024

MANUFACTURER	TYRE SUPPLIER
FERRARI	GOODYEAR

LMGT3 | **FERRARI**

VISTA AF CORSE

54

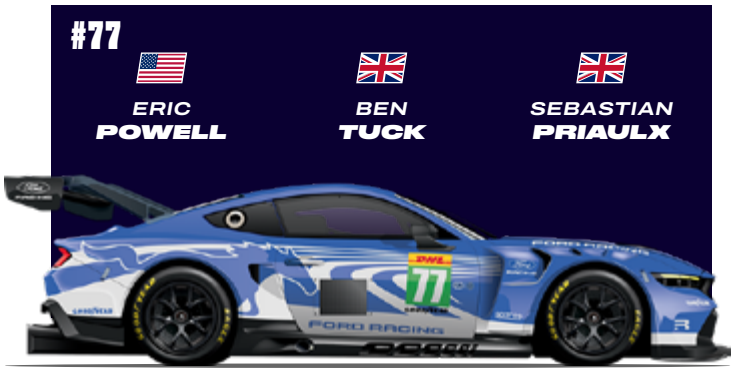
FERRARI 296 LMGT3 EVO

COMMITMENT / SINCE 2024

MANUFACTURER	TYRE SUPPLIER
FERRARI	GOODYEAR

Provisional Entry List (April 10, 2026)







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

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.

#88 Proton Competition

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.

LMGT3 FORD

Ford RACING

Proton Competition

77

FORD MUSTANG LMGT3

COMMITMENT / SINCE 2024

MANUFACTURER
FORD

TYRE SUPPLIER
GOODYEAR

LMGT3 FORD

Ford RACING

Proton Competition

88

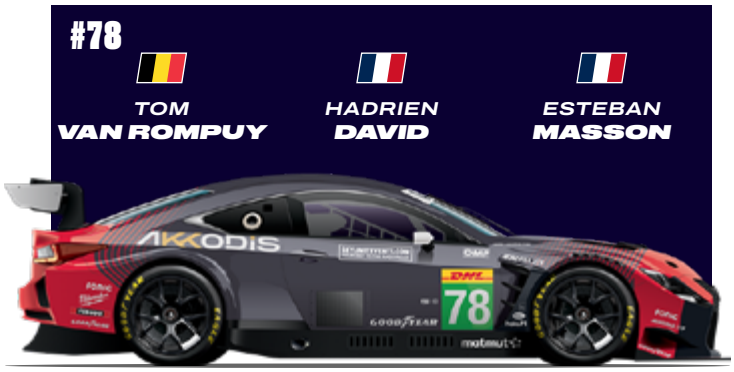
FORD MUSTANG LMGT3

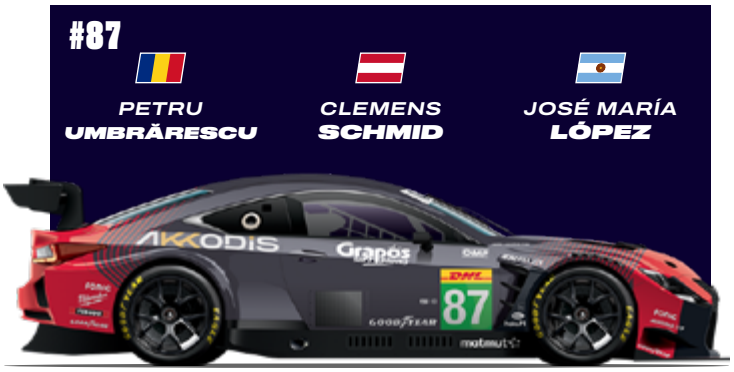
COMMITMENT / SINCE 2024

MANUFACTURER
FORD

TYRE SUPPLIER
GOODYEAR







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.

#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.

LMGT3 | LEXUS

AKKODIS ASP TEAM

78

LEXUS RC F LMGT3

COMMITMENT / SINCE 2024

MANUFACTURER
LEXUS

TYRE SUPPLIER
GOODYEAR

LMGT3 | LEXUS

AKKODIS ASP TEAM

87

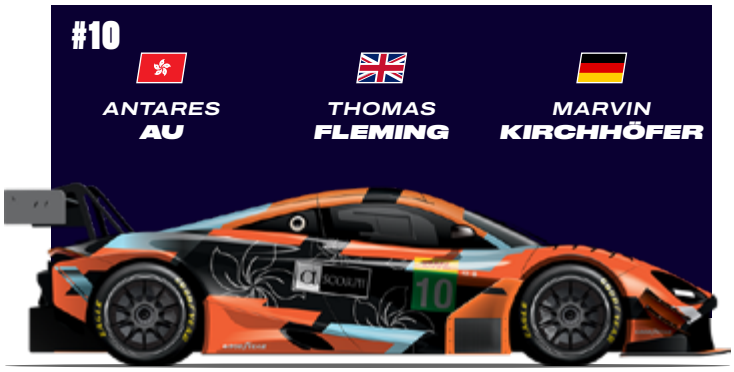
LEXUS RC F LMGT3

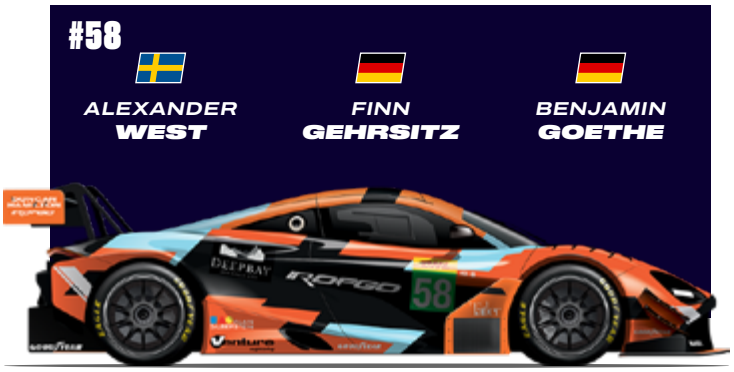
COMMITMENT / SINCE 2024

MANUFACTURER
LEXUS

TYRE SUPPLIER
GOODYEAR







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.

#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.

LMGT3 MCLAREN

GARAGE 59

10

MCLAREN 720S LMGT3 EVO

COMMITMENT / SINCE 2024

MANUFACTURER
MCLAREN

TYRE SUPPLIER
GOODYEAR

LMGT3 MCLAREN

GARAGE 59

58

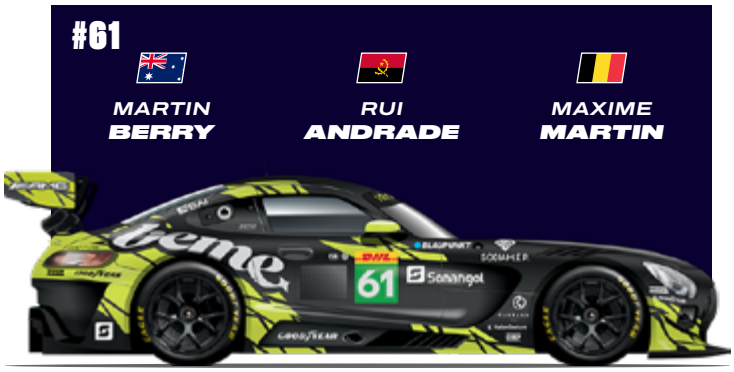
MCLAREN 720S LMGT3 EVO

COMMITMENT / SINCE 2024

MANUFACTURER
MCLAREN

TYRE SUPPLIER
GOODYEAR







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

#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.

LMGT3 **MERCEDES**

IRON LYNX

61

MERCEDES-AMG LMGT3
COMMITMENT | SINCE 2024

MANUFACTURER
MERCEDES

TYRE SUPPLIER
GOODYEAR

LMGT3 **MERCEDES**

IRON LYNX

79

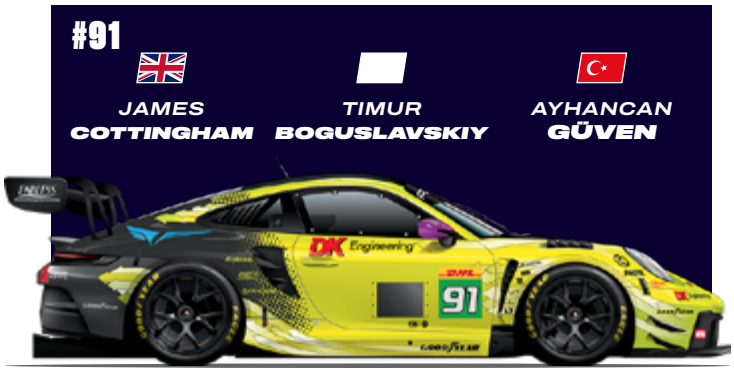
MERCEDES-AMG LMGT3
COMMITMENT | SINCE 2024

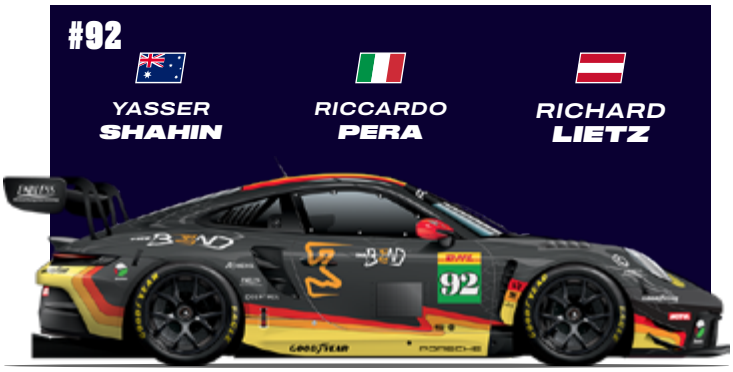
MANUFACTURER
MERCEDES

TYRE SUPPLIER
GOODYEAR

Provisional Entry List (April 10, 2026)







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. Ayhancan Güven lifted the DTM laurels in dramatic circumstances with Porsche in 2025, and will compete in LMGT3 for the first time. However, the Turkish star is no stranger to GT3 machinery, having won the 2024 Bathurst 12 Hour race with Manthey. Güven will be joined by ex-United Autosports McLaren driver James Cottingham and young gun Timur Boguslavskiy, who arrives with prior FIA WEC experience from Lexus and BMW.

#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.

LMGT3 **PORSCHE**

MANTHEY DK Engineering

91

PORSCHE 911 GT3 R LMGT3

COMMITMENT / SINCE 2024

MANUFACTURER	TYRE SUPPLIER
PORSCHE	GOODYEAR

LMGT3 **PORSCHE**

THE BEND MANTHEY

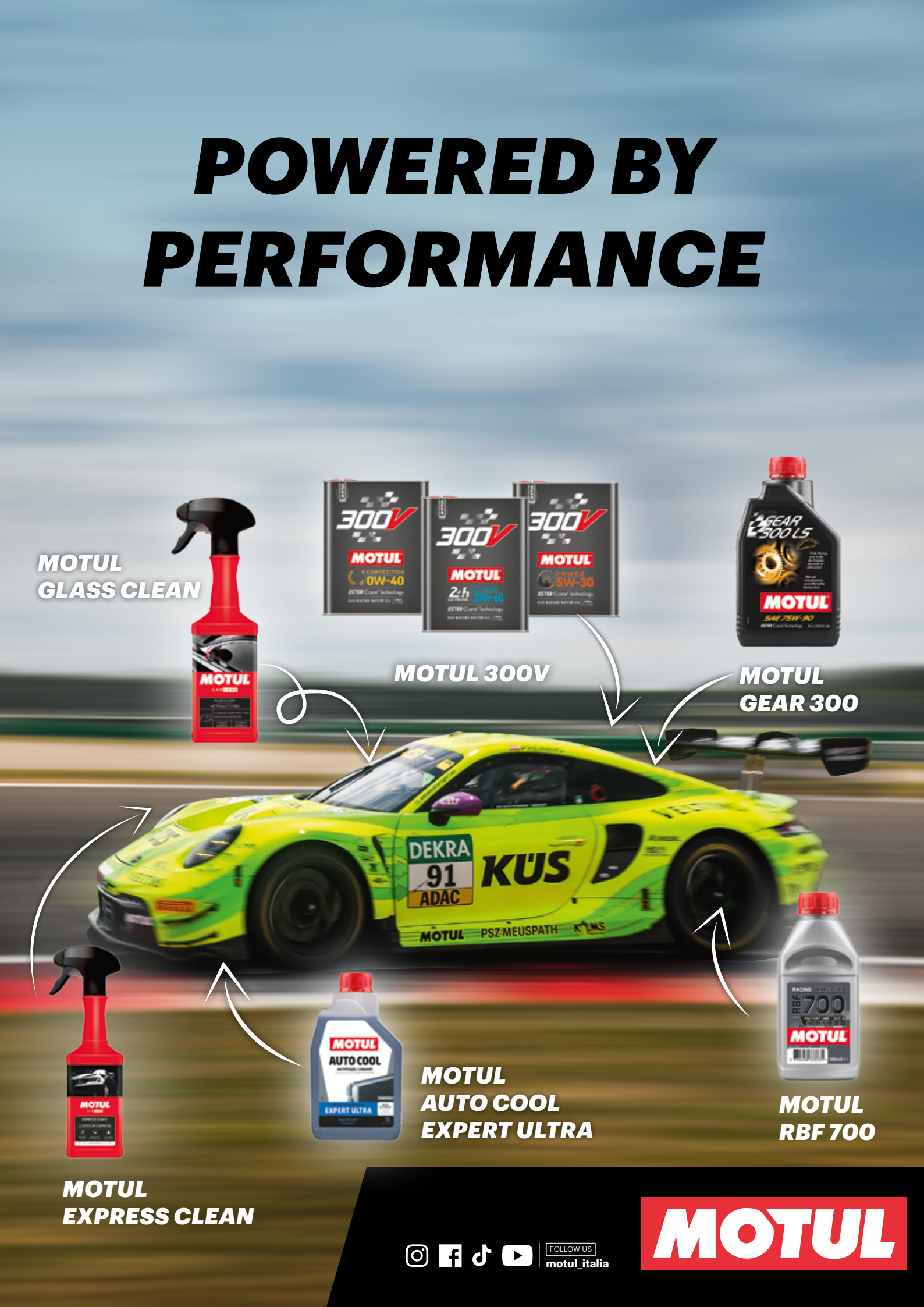
92

PORSCHE 911 GT3 R LMGT3

COMMITMENT / SINCE 2024

MANUFACTURER	TYRE SUPPLIER
PORSCHE	GOODYEAR

POWERED BY PERFORMANCE



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motul_italia

MOTUL

HYPERCAR

ENTRY LIST

FIA WORLD ENDURANCE CHAMPIONSHIP
A PARTNERSHIP

PROVISIONAL ENTRY LIST (APRIL 10, 2026)

ALPINE ENDURANCE TEAM

#35

ANTÓNIO **FÉLIX DA COSTA**
CHARLES **MILESI**
FERDINAND **HABSBURG**



ALPINE ENDURANCE 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 **MAGNUSSEN**
RAFFAELE **MARCIELLO**



BMW M TEAM WRT

#20

ROBIN **FRIJNS**
RENÉ **RAST**



CADILLAC HERTZ JOTA TEAM

#12

WILL **STEVENS**
NORMAN **NATO**



CADILLAC HERTZ JOTA TEAM

#38

EARL **BAMBER**
SÉBASTIEN **BOURDAIS**



FERRARI AF CORSE

#50

ANTONIO **FUOCO**

MIGUEL **MOLINA**

NICKLAS **NIELSEN**



FERRARI AF CORSE

#51

ALESSANDRO **PIER GUIDI**

JAMES **CALADO**

ANTONIO **GIOVINAZZI**



GENESIS MAGMA RACING

#17

ANDRÉ **LOTTERER**

LUIS FELIPE **DERANI**

MATHYS **JAUBERT**



GENESIS MAGMA RACING

#19

MATHIEU **JAMINET**

PAUL-LOUP **CHATIN**

DANIEL **JUNCADELLA**



PEUGEOT TOTALENERGIES

#93

PAUL **DI RESTA**

STOFFEL **VANDOORNE**

NICK **CASSIDY**



PEUGEOT TOTALENERGIES

#94

LOÏC **DUVAL**

MALTHE **JAKOBSEN**

THÉO **POURCHAIRE**



TOYOTA GAZOO RACING

#7

MIKE **CONWAY**

KAMUI **KOBAYASHI**

NYCK **DE VRIES**



TOYOTA GAZOO RACING

#8

SÉBASTIEN **BUEMI**

BRENDON **HARTLEY**

RYŌ **HIRAKAWA**



AF CORSE

#83

YIFEI **YE**

ROBERT **KUBICA**

PHILIP **HANSON**



LMGT3

ENTRY LIST

FIA WORLD ENDURANCE CHAMPIONSHIP
A PARTNERSHIP

PROVISIONAL ENTRY LIST (APRIL 10, 2026)

HEART OF RACING TEAM

#23

GRAY **NEWELL**
KOBE **PAUWELLS**
JONNY **ADAM**



HEART OF RACING TEAM

#27

IAN **JAMES**
ZACHARIE **ROBICHON**
MATTIA **DRUDI**



TEAM WRT

#32

DAREN **LEUNG**
SEAN **GELAEL**
AUGUSTO **FARFUS**



TEAM WRT

#69

ANTHONY **MCINTOSH**
PARKER **THOMPSON**
DANIEL **HARPER**



TF SPORT

#33

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 **GEHRSITZ**

BENJAMIN **GOETHE**



IRON LYNX

#61

MARTIN **BERRY**

RUI **ANDRADE**

MAXIME **MARTIN**



IRON LYNX

#79

JOHANNES **ZELGER**

MATTEO **CRESSONI**

LIN **HODENIUS**



MANTHEY DK ENGINEERING

#91

JAMES **COTTINGHAM**

TIMUR **BOGUSLAVSKIY**

AYHANCAN **GÜVEN**



THE BEND MANTHEY

#92

YASSER **SHAHIN**

RICCARDO **PERA**

RICHARD **LIETZ**



LE MANS SPIRIT CLUB.



THE OFFICIAL FIA WEC HOSPITALITY

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



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

EXCLUSIVE ACCESS

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

DRIVER'S INTERVIEW

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

FIA WORLD ENDURANCE CHAMPIONSHIP





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

PREMIUM CATERING & OPEN BAR

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

HOTSPOT

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

A HIGH-DEFINITION EXPERIENCE

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

PODIUM CEREMONY

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

SOUVENIR

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

VIP PARKING

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

DISCOVER MORE ON FIAWEC.COM

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

FIA WORLD ENDURANCE CHAMPIONSHIP

6 HOURS OF IMOLA

2026

THURSDAY, APRIL 16

16:00 | 19:00 **FIA WEC** - - DRIVERS' PRESENTATION - IMOLA CITY CENTRE

FRIDAY, APRIL 17

09:30 | 10:00 *Legends of Le Mans - FREE PRACTICE 1*
10:15 | 11:45 **FIA WEC** - FREE PRACTICE 1
13:15 | 13:45 *Legends of Le Mans - FREE PRACTICE 2*
14:00 | 15:00 *Porsche Sixt Carrera Cup Deutschland - FREE PRACTICE*
15:15 | 16:45 **FIA WEC** - FREE PRACTICE 2
17:30 | 18:00 *Legends of Le Mans - QUALIFYING 1*

SATURDAY, APRIL 18

09:45 | 10:15 *Legends of Le Mans - QUALIFYING 2*
10:30 | 11:30 **FIA WEC** - FREE PRACTICE 3
11:45 | 12:20 *Porsche Sixt Carrera Cup Deutschland - QUALIFYING*
13:15 | 14:00 **FIA WEC** - PITWALK
13:20 | 13:50 **FIA WEC** - AUTOGRAPH SESSION
14:30 | 14:42 **FIA WEC** - QUALIFYING - LMGT3
14:50 | 15:00 **FIA WEC** - HYPERPOLE - LMGT3
15:10 | 15:22 **FIA WEC** - QUALIFYING - HYPERCAR
15:30 | 15:40 **FIA WEC** - HYPERPOLE - HYPERCAR
16:30 | 17:10 *Legends of Le Mans - RACE 1*
17:40 | 18:15 *Porsche Sixt Carrera Cup Deutschland - RACE 1*
19:30 **FANZONE** - MARTIN SOLVEIG DJ SET

SUNDAY, APRIL 19

08:40 | 09:20 *Legends of Le Mans - RACE 2*
09:50 | 10:25 *Porsche Sixt Carrera Cup Deutschland - RACE 2*
10:45 | 11:30 **FIA WEC** - PITWALK
10:50 | 11:20 **FIA WEC** - AUTOGRAPH SESSION
11:44 | 11:50 **FIA WEC** - LAP OF HONOR
12:15 **FIA WEC** - GRID WALK OPENING
12:30 **FIA WEC** - GRID WALK GATE CLOSING
12:45 **FIA WEC** - GRID WALK END OF EVACUATION
13:00 | 19:00 **FIA WEC** - RACE - ROLLING START

FIA WORLD ENDURANCE CHAMPIONSHIP

6 HOURS OF IMOLA

2026



ACCREDITATION CENTRE

OPENING HOURS

Monday April 13rd
7:30 AM - 6:00 PM

Tuesday April 14th
8:00 AM - 6:00 PM

Wednesday April 15th
8:00 AM - 5:30 PM

From April 16th to 17th
8:00 AM - 6:00 PM

Saturday April 18th
9:00 AM - 6:00 PM

Sunday March 19th
8:00 AM - 5:00 PM

Via ugo Lambertini,8,
40026,Imola BO

COMPETITORS

1. ACCREDITATION CENTRE
2. PADDOCK
3. PADDOCK ENTRANCE
4. PITWALK
5. GRIDWALK

GENERAL

- GIANT SCREEN
- FOOD & BEVERAGE
- WATER POINT
- TOILET
- MEDICAL CENTRE
- FANZONE
- WEC OFFICIAL STORE
- FERRIS WHEEL
- STAGE
- GATE
- TUNNEL

PARKING & TAXI

- EVENT PARKING
- SUPPORT RACE PARKING
- PRM PARKING

FIA WORLD ENDURANCE CHAMPIONSHIP

6 HOURS OF IMOLA

2026

ROUND 1

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. The Prancing Horse popularly reached the top step of the rostrum on home soil 12 months later.

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 hit top speeds in the region of 312km/h and travel with a fully open throttle for 50% of the lap.

2025 FASTEST LAP

HYPERCAR

1:32.504

50 FERRARI AF CORSE

A. Fuoco

LMGT3

1:42.912

87 AKKODIS ASP TEAM

C. Schmid

2025 POLE POSITION

HYPERCAR

1:28.920

51 FERRARI AF CORSE

A. Giovinazzi

LMGT3

1:42.355

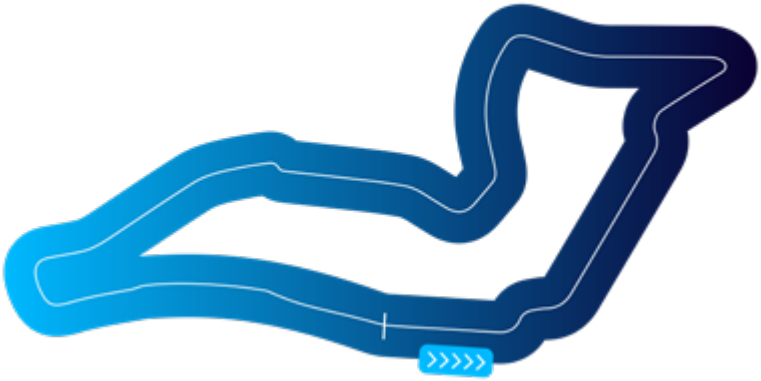
46 TEAM WRT

V. Rossi

2025 RACE DISTANCE COVERED

1,040.46 KM

51 FERRARI AF CORSE



LENGTH
4.909KM

LONGEST STRAIGHT
350M

TURNS **21**

LEFT **12**
RIGHT **9**

2025 WINNERS

51 FERRARI AF CORSE

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



92 MANTHEY 1ST PHORM

R. Hardwick | R. Pera | R. Lietz



STATS

Italy is the fifth country, and Imola the fifth circuit (after Sebring, Silverstone, Spa-Francorchamps and Qatar), **to host an FIA WEC season-opener.**

The previous four curtain-raising contests have been won by four different manufacturers: Ferrari in 2025, Porsche in 2024, Toyota in 2023 and Alpine in 2022.

50% of the winning drivers at Imola in 2025 were Italian: Alessandro Pier Guidi, Antonio Giovinazzi and Riccardo Pera.

12 Italian drivers will compete at home this weekend in Ferrari, Aston Martin, Mercedes-AMG, Ford and Porsche machinery

All four winning teams in FIA WEC at Imola so far return for the 2026 race: Toyota, Team WRT, Ferrari AF Corse and Manthey

Twelve months ago at **Imola marked the first time a Ferrari had converted pole position into victory** in the series since Bahrain 2017 (in GTE Pro)

Five different Hypercar marques have finished on the FIA WEC podium at Imola: Toyota, Porsche, Ferrari, BMW and Alpine

The **LMGT3 battle at Imola** in 2025 culminated in the seventh-closest green flag finish in FIA WEC history (0.316s) – the second-tightest in the class

Toyota will mark its 100th FIA WEC race this weekend; the Japanese brand's new TR010 HYBRID Hypercar debuts at Imola

Hypercar newcomer **Genesis becomes the 13th different manufacturer** to contest the headlining category since its inception in 2021

Logan Sargeant will be the 70th Formula 1 driver to compete in FIA WEC; the American pilots a Proton Competition Ford Mustang in LMGT3

Robert Kubica's **323.4km/h in the #83 Ferrari 499P** remains the fastest recorded Hypercar speed at Imola





LEGENDS OF LE MANS

QATAR 1812KM
LE MANS CLASSIC SERIES

Legends of Le Mans is a brand new series designed to support the FIA World Endurance Championship with cars that formed part of the World Championship's history, and that of its predecessor Championships.

Sportscar racing boomed in the 21st century and Legends of Le Mans will tell many of its stories in live, loud and fast chapters:

LMP1, the fastest and most powerful of the breed, a technology battle that saw big fire-breathing cars, normally aspirated, turbo charged and latterly turbo diesel monsters delivering blinding speed and impressive reliability over long race distances, transforming the battle for survival that had defined the 24 Hours of Le Mans into a twice around the clock sprint race!

Featuring a bewildering number of answers to the same set of regulatory questions, open-topped or coupe, a huge number of different engine configurations and soundtracks, LMP1 drew crowds back through the turnstiles and into the grandstands as sportscar racing took on even Formula One in the technology stakes.

For the opening races of the season that tech battle will be on display with a vengeance, from OAK Pescarolo and Lola cars, designed with high performance in mind at as low as possible cost, through the beautiful and sonorous Lola Aston Martin, the British factory's astonishing step to bridge the gap to the big budget factory efforts elsewhere and on to several examples of the turbo diesel era from Peugeot with their iconic and multiple race winning 908s and, it is hoped, an example of the Audi lineage that battled them everywhere but still dominated at least Le Mans!

LMP2 meanwhile defined the way forward for an ever-present selling point in sportscar racing - Pro-Am, the opportunity for non-professional drivers with passion and a willingness to build their skillset and fund a programme, to compete on the biggest stages.

From the battle that brought factory-funded efforts to the grids, defined by the astonishingly capable Porsche RS Spyder, one of which is set to race on this grid, to a rethink that saw an amazing variety of chassis and engine combinations attempt to unlock the challenge posed by the class and the racing.

The grid for Imola's opening race provides a superb mix of open and closed top cars with multiple engine combinations. It will be a class grid from Lola, HPD, Oreca, Ligier, Pescarolo and Porsche that demonstrates the appeal in era of the class.

For those that took a moment to look beyond the battle for the overall wins, LMP2 has seen driving talent, both Pro and Amateur, fostered and, in particular, has seen the emergence of the blue riband level of teams in the sport, many of which are now the flag carriers for factory efforts in the present day Hypercar field in the WEC.

Finally, the GTE, the baton picked up from the old GT1 category. GTE defined factory-level, production-based GT racing for almost two decades with fan-favourite brands going into head-to-head, wheel to wheel, door to door battles and pretty much anything else that could be brought into the fight.



Performance was the key and driving purity too with a bare minimum of electronic interference, the GTE class remains as a beloved class of racing amongst drivers that have progressed to take World Championship and Le Mans wins overall later in their careers.

For Imola a small but perfectly formed trio represent two of the almost ever present marques, Aston Martin and Ferrari, both with cars boasting real racing history at Le Mans and beyond, joined by one that tried to challenge the established order, Lotus. More cars will inevitably follow in future rounds.

Legends of Le Mans takes all three classes, adds in the additional ingredient of ensuring parity by insisting on non Pro drivers only and releases the sound and fury of recent yesteryear back onto track for WEC racegoers to enjoy.

Each race meeting will see the Legends on track for a pair of 40-minute races across a four -round calendar taking in the WEC at IMOLA, Spa Francorchamps and Bahrain, plus a summer appointment at the outstanding Le Mans Classic Legends Meeting.

Be a part of the celebration of endurance racing !



ENTRY LIST (TBC)

8	**LENTOUDIS Kriton** - BBM Sport	PEUGEOT 908 HDI FAP
16	**BROOKS Steve** - OC Racing	PEUGEOT 908
98	**DE DONCKER Eric** - Motorsport 98	OAK PESCAROLO 01
5	**FREY Michel** - Race Performance AG	LOLA B07/18
37	**AEBI Marcel** - Race Performance AG	LOLA B06/10
6	**WILTSHIRE Stuart** - BBM Sport	PEUGEOT 908
4	**LYNN Shaun** - BBM Sport	PEUGEOT 908 HDI FAP
008	**ALBRECHT Christian** - Front Row Racing	LOLA ASTON MARTIN DBR1/2
35	**EHRET Pierre** - Rinaldi Racing	LIGIER JS P2
47	**CUMMINGS Andy** - JWA Racing	PESCAROLO 01 Morgan
28	**LAFARGUE Patrice** - IDEC SPORT	LIGIER JS P2
26	**NICOLET Jacques** - Rinaldi Racing	LIGIER JS P2
39	**DRAIN Mark** - WA Motorsport	HPD ARX-04
46	**KIREEV Evgeny** - Front Row Racing	ORECA 05
33	**ADCOCK Nick** - BBM Sport	LOLA B11-83 COUPE
18	**DOPPELMAYR Michael** - Rinaldi Racing	LIGIER JS P2
21	**HERIAU François** - JMB Classic	OAK PESCAROLO 01
83	**PERRODO François** - JMB Classic	PORSCHE RS Spyder
25	**WUNDERLICH Franz** - Fanta Racing Legend by Code Classic	ASTON MARTIN Vantage AMR
72	**BBM Sport**	FERRARI 488 GTE AM
13	**HENSELER Professor Wolfgang** - Komo-Tec	LOTUS Evora GTE

LMP1 - LMP2 - GTE

Written by Graham GOODWIN
Photos by Mathis JULIA



PORSCHE SIXT CARRERA CUP DEUTSCHLAND

NEW CAR, FULL GRID: PORSCHE SIXT CARRERA CUP DEUTSCHLAND ENTERS THE 2026 SEASON

The Porsche Sixt Carrera Cup Deutschland enters a new chapter with the 2026 season. Taking centre stage is the new Porsche 911 Cup: the race car celebrates its premiere this year and ushers in a new era in the German one-make cup. Fans can look forward to a full grid of 31 drivers from nine teams. The season kicks off from 17 to 19 April alongside the FIA World Endurance Championship (WEC) in Imola, Italy. The calendar also features six further events with the DTM as well as a guest appearance at the International GT Open.

The new Porsche 911 Cup offers even greater performance: The latest generation of the race car combines extensive modifications with the design of the 992.2 generation of the 911 and is powered by a 4.0-litre six-cylinder boxer engine. Alongside the increase in performance, the development also focused on simplified handling for teams and drivers. In Imola, the 382 kW (520 PS) Cup car will make its competitive debut in the Porsche Sixt Carrera Cup Deutschland.

The fight for the title begins with a fresh field. 18 drivers are contesting their first full season in the German Carrera Cup. Standout drivers on the grid include Porsche Juniors Flynt Schuring (NL/Schumacher CLRT) and Marcus Amand (FIN/Proton Competition). Dutch driver Sam Jongejan (Team75 Bernhard) joins the grid as runner-up of the Porsche Carrera Cup Benelux. Dylan Yip (Team Proton Competition) strengthens the field from the Porsche Carrera Cup Asia. The 22-year-old from Hong Kong has already gained experience in GT3 competition in the ADAC GT Masters. Bulgaria's Alexandra Vateva (Target Competition), the only female driver on the grid, aims to challenge the male competition.

Targeted talent development once again plays a central role in the Porsche Sixt Carrera Cup Deutschland in 2026. This year's Talent Pool includes eight young drivers: Matheus Ferreira (BR/Team GP Elite), Nick Ho (NL/Team GP Elite), Sam Jongejan, Chester Kieffer (L/Schumacher CLRT), Max Mutschlechner (I/Target Competition), Alexandra Vateva, Caleb Sumich (AUS/Target) and Joseph Warhurst (UK/Target). The young talents will be coached at all eight race weekends by former Porsche works driver Wolf Henzler. In addition, the drivers receive comprehensive support in the areas of fitness, nutrition, sports psychology and media training.

Competitors in the German Carrera Cup will also battle for victories in the ProAm classification. The category is aimed at racing drivers aged at least 30 without a professional motorsport background. Ahmad Alshehab (KWT/ID Racing), Michael Essmann (D/Team75 Bernhard), "Rey King" (UK/ID Racing), Samer Shahin (AUS) and Sören Spreng (D/both GP Elite) form this year's ProAm field.

"The Porsche Sixt Carrera Cup Deutschland heads into an exciting season with 31 drivers. The racing debut of the new Porsche 911 Cup adds even more anticipation," says Thorsten Rückert, Project Manager of the Porsche Sixt Carrera Cup Deutschland. "A full and international grid with a number of newcomers once again demonstrates that our one-make cup continues to be a highly attractive platform in its 37th season. These are perfect conditions for a successful 75th anniversary year of Porsche Motorsport."



Following the opening round in Imola, races on three Formula 1 circuits are on the programme: Between the two DTM events at the Red Bull Ring in Austria and in Zandvoort in the Netherlands, the Porsche Sixt Carrera Cup Deutschland joins the International GT Open at the Circuit de Spa-Francorchamps in Belgium. Four German rounds as part of the DTM form the second half of the season. After the Dekra Lausitzring, the one-make series heads to the Nuremberg street circuit of the Norisring. The Nürburgring marks the start of the decisive closing phase before the season finale takes place at the Hockenheimring Baden-Württemberg.

THE NEW PORSCHE 911 CUP

- The Porsche 911 Cup is powered by a 4.0-litre six-cylinder boxer engine delivering 382 kW (520 PS)
- The 911 Cup is largely derived from the road-approved 911 GT models and is produced alongside the series-production cars at Porsche's main plant in Zuffenhausen
- Improved aerodynamics, including modifications to the underbody, enhance the responsiveness of the front axle
- The more aggressively designed rear section of the new 911 Cup represents a complete redevelopment



ENTRY LIST (TBC)

3	Keagan Masters	ZA/Proton Competition
4	Jonas Greif	D/GP Elite
5	Sören Spreng	D/GP Elite
6	Dylan Yip	HK/Team Proton Competition
10	Niels Langeveld	Laptime-Performance
11	Chester Kieffer	L/SCHUMACHER CLRT
12	Flynt Schuring	NL/SCHUMACHER CLRT
13	Alexander Tauscher	D/Target
14	Caleb Sumich	AUS/Target
16	Max Mutschlechner	I/Target Competition
17	Gustav Bergström	SE/Team Proton Competition
21	Tim Reiter	D/Looping by CarTech
22	'Rey King'	UK/ID Racing
23	Samer Shahin	AUS/GP Elite
25	Wouter Boerekamps	NL/Team GP Elite
27	Matheus Ferreira	BR/Team GP Elite
28	Aldo Festante	Target
31	Sebastian Freymuth	D/Laptime-Performance
34	Dirk Schouten	NL/Looping by CarTech
44	Theo Oeverhaus	D/ID Racing
54	Michael Essmann	D/Team75 Bernhard
56	Alexandra Vateva	BG/Target Competition
57	Gustav Burton	UK/Forch Racing by Atlas Ward
65	Sam Jongejan	NL/Team75 Bernhard
66	Montego Maassen	D/Forch Racing by Atlas Ward
77	Louis Perrot	F/Forch Racing by Atlas Ward
84	Ahmad Alshehab	KWT/ID Racing
88	Daniel Ros	SE/Team Proton Competition
91	Gian Luca Tüccaroglu	D/Team75 Bernhard
95	Joseph Warhurst	UK/Target
98	Nick Ho	NL/Team GP Elite
99	Marcus Amand	FIN/Proton Competition

RACE CALENDAR PORSCHE SIXT CARRERA CUP DEUTSCHLAND 2026

17.04.–19.04.2026	Imola (FIA WEC), Races 1+2
24.04.–26.04.2026	Red Bull Ring (DTM), Races 3+4
15.05.–17.05.2026	Spa-Francorchamps (International GT Open), Races 5+6
22.05.–24.05.2026	Zandvoort (DTM), Races 7+8
19.06.–21.06.2026	Dekra Lausitzring (DTM), Races 9+10
03.07.–05.07.2026	Norisring (DTM), Races 11+12
14.08.–16.08.2026	Nürburgring (DTM), Races 13+14
09.10.–11.10.2026	Hockenheimring (DTM), Races 15+16

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MARTINS MOVES INTO ENDURANCE RACING WITH ALPINE

Former Alpine Academy driver and FIA Formula 3 Champion Victor Martins will switch from single-seaters to prototype competition in 2026, after agreeing terms to race for Alpine Endurance Team in the FIA World Endurance Championship.

Martins has been a leading open-wheel star in recent seasons, with three full campaigns in FIA Formula 2 yielding 18 trips to the rostrum – three of them on the top step – and a best championship finish of fifth.

The Frenchman was appointed a member of the Williams Driver Academy last year. He has participated in a number of Formula 1 test sessions for the renowned British team as well as for Alpine, and in late 2024, he similarly got a taste of the famous French manufacturer's A424 during FIA WEC's annual Rookie Test in Bahrain.

Belying his total lack of prior endurance experience, Martins came out-of-the-blocks flying, rapidly getting to grips with Hypercar machinery to comfortably top the rookie timesheets in the morning – concluding the day third-fastest amongst the newcomers.

The 24-year-old Essonne native – a national gymnastics champion as a child – will form part of a six-driver, two-car line-up. He will partner incumbent duo Jules Gounon and Frédéric Makowiecki, forming an all-French line-up in the #36 entry. The sister #35 car will be crewed by Charles Milesi and Ferdinand Habsburg – stalwarts of the squad since the beginning of Alpine's latest Hypercar journey and instrumental in the A424's maiden triumph last September – alongside FIA WEC returnee and former Formula E champion, António Félix da Costa.

"*Joining Alpine Endurance Team in the FIA World*



Endurance Championship is a significant step in my career and a responsibility I take very seriously," Martins commented. "*Alpine is a brand with a strong racing heritage and clear ambitions at the highest level of endurance racing.*

"*Competing in my first 24 Hours of Le Mans with this team is a huge motivation, and I'm looking forward to working closely with everyone to push performance, build consistency and contribute to the long-term success of the programme.*"
"*We are obviously very pleased with this collaboration, which represents a strong and excitin g opportunity for the project,"* echoed Alpine Team Principal, Philippe Sinault. "*Victor will bring his natural speed, but also his experience at the highest level and his technical understanding, all of which will allow us to continue progressing collectively.*

"*Since Victor took part in the 2024 Rookie Test with the A424, there has been a clear mutual desire to work together. We share the same mindset and approach, and I have no doubt that his integration into the team will be swift and that he will very quickly be able to contribute to improving our overall performance.*"

The battle for honours will begin with the ten-hour curtain-raising contest in Qatar on 28 March, followed by races at Imola, Spa-Francorchamps, the legendary 24 Hours of Le Mans, Interlagos, COTA and Fuji, building up to the traditional eight-hour season finale in Bahrain.

Following this weekend's six-hour curtain-raising contest at Imola, the hunt for honours will continue with races at Spa-Francorchamps (9 May), Le Mans (13-14 June), Interlagos (12 July), COTA (6 September) and Fuji (27 September), prior to concluding with the rescheduled Qatar 1812km on 24 October and the traditional Bahrain finale on 7 November.







TOYOTA REVEALS NEW NAME AND FRESH LOOK FOR 2026 TITLE TILT

In its bid to reclaim the coveted crown in the FIA World Endurance Championship, multiple title-winner Toyota has presented the car with which it will head into battle in the headlining Hypercar category this year – and the new name under which it will compete.

Since making its debut at the international pinnacle of the discipline partway through FIA WEC's inaugural campaign back in 2012, Toyota has established itself as the most successful brand in the series' history, notching up no fewer than six Drivers' championships and seven Manufacturers' trophies.

Last season, however, was a tough one by the marque's habitually high standards, yielding just a single victory in the Bahrain finale for the ageing GR010 HYBRID. That has prompted the introduction of the updated TR010 HYBRID Hypercar for 2026, with the Japanese automotive giant leveraging 'Evo' jokers to implement significant changes to the prototype's front end, sidepods, engine cover and rear wing.

Taking the transformation even further, the previous predominantly black design has made way for a striking new red look, strongly recalling the GT-One inspired 'retro' livery sported by the #7 entry at last June's 24 Hours of Le Mans. Both cars will run under the rebranded TOYOTA RACING banner, replacing the outgoing TOYOTA GAZOO Racing moniker.

The team will field an unchanged driver line-up, with Mike Conway, Kamui Kobayashi and Nyck de Vries sharing the #7 TR010 HYBRID while Sébastien Buemi, Brendon Hartley and Ryō Hirakawa remain on-board the sister #8 car.





FORD CONFIRMS FIRST HYPERCAR DRIVERS AND IN-HOUSE ENGINE

Ford Racing has released further details regarding its forthcoming FIA World Endurance Championship Hypercar effort, unveiling three of the drivers that will pilot its pair of eagerly-anticipated prototypes in 2027 while confirming that it will run a naturally-aspirated V8 engine.

The announcements were made during the Blue Oval's annual Season Launch event at Michigan Central Station in downtown Detroit, not far from the famous American marque's Dearborn base.

It was already known that Ford's first Hypercar would use a chassis designed and developed by experienced French organisation, ORECA. It has now been revealed that the car will be powered by a naturally-aspirated, 5.4-litre V8 engine, which – for the first time in the company's history – will be produced entirely in-house with the support of Red Bull Ford Powertrains.

Sharing the same architecture as the Mustang LMGT3 and mated to a spec hybrid system, the choice will make Ford's new challenger only the third non-turbocharged car in the FIA WEC Hypercar field in 2027, alongside the Cadillac V-Series.R and Aston Martin Valkyrie.

"*One year ago, we made a promise to return to the top-flight of endurance racing,*" commented Ford Racing Hypercar Programme Manager, Dan Sayers. "*Today, we are 12 months away from being on the grid.*

"*In the world of global motorsport, that is a heart-stopping timeframe. To build a Hypercar programme from a blank sheet of paper to a Le Mans start-line in just two years is, by any objective measure, almost impossible, but at Ford Racing, making the impossible possible is the only way we know how to work. We have spent the last year in the trenches, and while the main event is still ahead of us, the soul of this machine is already beginning to roar.*

"*That soul is the engine. It is more than just a component – it is the identity of the car. When you hear a Ford coming down the Mulsanne Straight at three in the morning, you*





shouldn't have to look at the badge to know who it is. That's why we chose the Coyote. When you have an engine this iconic in your arsenal – a powerplant that already defines our Dark Horse R, GT4 and GT3 programmes – you don't look for alternatives. You lean into your DNA."

Almost six decades have passed since the brand last mastered the Mulsanne to triumph in the 24 Hours of Le Mans, with the legendary GT40 tallying four consecutive outright wins at La Sarthe from 1966 to 1969 – including an historic top three lockout in the first of those editions. More recently, the Ford GT prevailed in the race's LMGTE Pro category in 2016; ten years on, the company has its sights solidly set on the main prize once more.

On the driving front, three names – Sebastian Priaulx, Mike 'Rocky' Rockenfeller and Logan Sargeant, Ford Racing factory drivers all – were confirmed at the Season Launch, with the manufacturer opting for a blend of youth and experience as it prepares to take on a high-calibre grid of similarly hungry Hypercar rivals.

Rising star Priaulx and seasoned endurance racer Rockenfeller are already members of the Ford family, having teamed up behind the wheel of the Multimatic Motorsports-run Mustang in IMSA's GTD Pro category in 2025. Victories on home soil in Detroit and at Indianapolis Motor Speedway propelled the 24-year-old Guernseyman and Le Mans-winning German to third in the final standings.

In advance of 2027, they will contest the LMP2 class together in the European Le Mans Series this year, while ex-Formula 1 ace Sargeant – who has made sporadic forays into sportscar competition of late – impressed during a tryout in Proton Competition's podium-finishing Mustang in Bahrain's end-of-season FIA WEC Rookie Test last November.

Priaulx and Sargeant will also form part of Proton's LMGT3 assault in 2026. The former will join forces with fellow Brit Ben Tuck and Florida native Eric Powell in the #77 entry, with the latter flanking incumbent Italians Giammarco Levorato and Stefano Gattuso in the sister #88 car.

"*Seb is a pure, natural talent, 'Rocky' is the veteran who has seen it all and won it all while Logan brings a level of technical sophistication and high-downforce experience that is vital for a programme of this scale,*" remarked Sayers, describing the trio as 'scientists as much as racers'.

"*Having an American back in a Ford at Le Mans feels right. It's a nod to giants like Dan Gurney and AJ Foyt, who showed the world in 1967 what happens when American grit meets global ambition.*

"*We aren't waiting until 2027 to start fighting, though. We are building a team, refining our processes and earning our stripes in the real world. We are taking the building-blocks of this programme and stress-testing them under the most demanding conditions on the planet.*

"*We have the engine, we have the drivers and we have the vision, but the work is far from over. We are building more than just a car – we are building a legacy, and reclaiming our seat at the top table of endurance racing.*"



JENSEN JOINS MCLAREN FOR BRITISH BRAND'S 2027 HYPERCAR DEBUT

McLaren Racing has confirmed the identity of its first Hypercar recruit for the 2027 FIA World Endurance Championship, with Mikkel Jensen admitting to a feeling of 'goosebumps' at joining the iconic British brand.

Running under the McLaren United AS WEC Hypercar Team banner, McLaren Racing will return to the top-tier of international endurance racing next year for the first time in almost three decades.

The team, which combines the skillsets and expertise of McLaren Technology Centre-based McLaren Racing with hugely successful sportscar outfit United Autosports, will spend the upcoming 12 months working on the development of its new Hypercar.

Jensen will play a significant role in that task. The Dane began his professional racing career in 2017, swiftly achieving success in GT categories before stepping up into prototypes. He was crowned in the European Le Mans Series' LMP3 class in 2019 and in IMSA's LMP2 division two years later, before being snapped up by Peugeot for its nascent Hypercar effort in 2022. He reached the rostrum in FIA WEC every season from 2023 to 2025, highlighted by a second-place finish at Fuji last September.

"*I'm extremely proud to be joining the world championship-winning McLaren family and excited to be part of its Hypercar project from the early stages,*" enthused the Aarhus native, who will remain race-sharp throughout 2026 via an LMP2 class campaign in IMSA with McLaren's official partner United Autosports, as well as an outing in the 24 Hours of Le Mans.

"*Stepping onto the boulevard at McLaren Technology Centre gives me goosebumps – it not only brings to life how much history McLaren has in Formula 1, but the 1995 Le Mans-winning F1 GTR reminds me that we have an incredible endurance story to continue.*"

Indeed, barely 30 years ago – when Jensen was still just a babe in arms – McLaren triumphed at La Sarthe on its debut in the legendary twice-round-the-clock contest. The manufacturer is the only one ever to have clinched motorsport's iconic 'Triple Crown' – Le Mans, the Monaco Grand Prix and the Indianapolis 500 – and over the coming years, it is targeting a repeat performance.

To do that, the company will need to overcome a high-quality field of hungry Hypercar rivals, with no fewer than eight major global marques on the grid in 2026 and Ford similarly set to swell the fray in 12 months' time. That sets the scene for what could well be the most fiercely-disputed campaign in the championship's history. James Barclay – Team Principal of McLaren United AS WEC Hypercar Team – says Jensen is a key part of the puzzle.

"*Announcing Mikkel is another important milestone in the formation of our new Hypercar team,*" Barclay commented. "*He has already proven himself as one of the most well-rounded sportscar racing drivers in the world, and he brings with him a wealth of experience from the Hypercar category.*

"*We will enter the World Endurance Championship and Le Mans in what will arguably be the most competitive season of all time. We are delighted to have a driver of Mikkel's calibre, experience and future potential. Like us, he is a true racer and is therefore a great fit with our philosophy on people and culture, which has been integral to McLaren Racing's world championship-winning success in Formula 1. Our World Endurance Championship team is coming together nicely, and Mikkel is a fantastic addition.*"

McLaren's new prototype is set to be revealed later this year, while in a first-of-its-kind collaboration, the design freedom afforded by FIA WEC's technical regulations has paved the way for a customer track variant of the Hypercar – codenamed Project: Endurance – to be jointly conceived by McLaren Racing and McLaren Automotive, presenting a rare opportunity to own and drive a cutting-edge Le Mans Hypercar.

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