

MEDIA GUIDE

SEASON 2026





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WELCOME



“

Dear Friends,

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

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

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

The Hypercar class is now in its fifth year. Last year marked the first season of a revamped class structure and the arrival of GT3 cars to the championship.

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

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

MOHAMMED BEN SULAYEM



FIA PRESIDENT



“

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!

PIERRE FILLON



PRESIDENT OF THE AUTOMOBILE
CLUB DE L'OUEST

WELCOME



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 LMG3 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!



FRÉDÉRIC LEQUIEN



**FIA WEC
CEO**

“

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 LMG3, 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 LMG3 crew obliged to include a Bronze-rated participant – enthusiastic and extremely skilled amateurs who are in many ways the lifeblood of our sport.

Competitors will do battle around eight iconic circuits across four global territories. Following the curtain-raising contest at Imola, the field will call into fellow classic European tracks Spa-Francorchamps and Le Mans prior to heading overseas to Brazil (Interlagos), the USA (COTA) and Japan (Fuji). The campaign will then conclude with a pair of European outings, as Barcelona welcomes FIA WEC for the first time before champions are celebrated in the season finale at Monza!

We hope you enjoy!



2026 CALENDAR

OFFICIAL
PROLOGUE



ITALY
IMOLA

APRIL 14

R1



ITALY
6 HOURS OF IMOLA

APRIL 19

R5



USA
LONE STAR LE MANS (COTA)

SEPT 6

R2



BELGIUM
TOTALENERGIES 6 HOURS
OF SPA-FRANCORCHAMPS

MAY 9

R6



JAPAN
6 HOURS OF FUJI

SEPT 27

R3



FRANCE
24 HOURS OF LE MANS

JUNE 13-14

R7



SPAIN
6 HOURS OF BARCELONA

OCT 18

R4



BRAZIL
ROLEX 6 HOURS OF
SÃO PAULO

JULY 12

R8



ITALY
6 HOURS OF MONZA

NOV 8



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 Imola to Le Mans and São Paulo to Monza, with speed, strategy and skill set to decide the destiny of the coveted championship crowns.

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

HYPERCAR CLASS

Ferrari proved to be an unstoppable force in its third campaign in FIA WEC's top-tier in 2025, wrapping up the Manufacturers' and Drivers' World Championship trophies as well as the FIA World Cup for Hypercar Teams.

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 its heavily-updated TR010 HYBRID, while there are six other Hypercar marques all similarly fired-up to reach the top step of the rostrum.

Cadillac was a first-time winner last year, with BMW, Peugeot and Alpine all ascending the podium too – the latter in FIA WEC's milestone 100th race in Japan – as Aston Martin took giant leaps forward with its striking new Valkyrie.

And then, of course, there is the intriguing arrival in 2026 of Hyundai premium brand, Genesis, which has left no stone unturned in its assiduous preparations for its forthcoming debut...

LMGT3 CLASS

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, with Corvette, Ferrari, Lexus, McLaren and Porsche each enjoying their moments in the sun while Aston Martin, BMW, Ford and Mercedes-AMG celebrated at least one podium finish apiece.

All nine brands 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...

CALENDAR

The season kicks proceedings off in April with a three-round European leg comprising Imola, Spa-Francorchamps and the legendary 24 Hours of Le Mans, the season's showpiece event in June. The second half of the campaign begins with an American flavour, as Brazil's historic Interlagos circuit and COTA in Texas put competitors relentlessly through their paces. The championship subsequently heads east for the 6 Hours of Fuji, prior to the final two rounds of the season, the 6 Hours of Barcelona and the 6 Hours of Monza.

QUALIFYING

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

SAFETY CAR PROCEDURE

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

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

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

HYPERCAR



WEIGHT

1,030 KG

MAXIMUM SPEED

330 KMH

OFFICIAL TIRE SUPPLIER



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

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

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

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

17

HYPERCARS

8

MANUFACTURERS

LMH (LE MANS HYPERCAR)

Where brands design and construct their own car

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

LMDH (LE MANS DAYTONA HYPERCAR)

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

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



CADILLAC
RACING



TOYOTA
RACING

SEE THE 2026 ENTRY LIST



LMGT3



WEIGHT

1,250 KG

**MAXIMUM
SPEED**

300 KM/H

**OFFICIAL TIRE
SUPPLIER**

GOODYEAR

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

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

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

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

18
LMGT3 CARS

9
MANUFACTURERS



[SEE THE 2026 ENTRY LIST](#)

SUSTAINABILITY

Through FIA WEC's Sporting and Technical Regulations, the FIA and the Automobile Club de l'Ouest (ACO) encourage manufacturers and teams to develop future energy solutions such as biofuels, bio-methane, hydrogen and zero-emissions technologies. This long-term innovation dynamic has delivered measurable results: while it took 40 years (1960–2000) to reduce fuel consumption at the 24 Hours of Le Mans by 50%, the same level of efficiency was achieved again in just six years, between 2010 and 2016, highlighting the acceleration of technological progress and strategic approach.

In 2025, the FIA World Endurance Championship achieved the highest level of FIA environmental recognition, the FIA 3-Star Environmental Accreditation, and obtained ISO 20121 certification for responsible event management.

FIA 3-Star represents the highest level of sustainability recognition awarded by the FIA, while ISO 20121 is an international standard for responsible management.

Our CSR strategy is built on four pillars: supporting host communities, reducing internal emissions, stakeholder-driven governance, and responsible leadership with sustainable and transparent practices.



MICHELIN DESIGNS A NEW TIRE FOR THE HYPERCAR CATEGORY

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

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

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



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

SIZE

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

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

SLICK TIRES



SOFT
(white sidewall marking):

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



MEDIUM
(yellow sidewall marking):

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



HARD
(red sidewall marking):

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

RAIN TIRES



SOFT
(blue sidewall marking):

- Soft compound
- Wet conditions
- Versatile



PRESS CONTACT

Alessandro Barlozzi - alessandro.barlozzi@michelin.com

+33 (0)1 45 66 22 22 - 7J/7J

www.michelin.com / [@MichelinPress](https://twitter.com/MichelinPress)

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.



2025 DATA

KEY MILESTONES

FOLLOWERS ON SOCIAL MEDIA

8M+^{+22%*}

FIA WEC & the 24 Hours of Le Mans are followed by 8M people across all social channels owned by the series.

NEW FOLLOWERS ON SOCIAL MEDIA

+1,3M

FIA WEC & the 24 Hours of Le Mans show strong multi-platform follower growth.



MEDIA ATTENDANCE

ON-SITE MEDIA DURING THE 2025 FIA WEC SEASON

5,119

Total number of media physically present in the press room during the 2025 FIA WEC season.

It includes journalists, photographers and other accredited media representatives on-site.

+13.8% VS 2024

COUNTRIES REPRESENTED

77

This indicates how many different countries were represented by the attending media at all FIA WEC events.

+28.3% VS 2024



FAN GROWTH MOMENTUM

QATAR	30,000	+0%
IMOLA	65,504	-11%
SPA	98,874	+12.1%
LE MANS	332,000	+0.9%
SÃO PAULO	84,741	+15.8%
AUSTIN	66,217	+1.7%
FUJI	66,400	+0.9%
BAHRAIN	33,900	+11.2%



CIRCUITS

6 HOURS OF IMOLA

2026

POLE POSITION BY CATEGORY 2025

HYPERCAR

1:28.920 | A. Giovinazzi

51 FERRARI AF CORSE

LMGT3

1:42.355 | V. Rossi

46 TEAM WRT

2025 FASTEST LAP

HYPERCAR

1:32.504 | A. Fuoco

50 FERRARI AF CORSE

LMGT3

1:42.912 | C. Schmid

87 AKKODIS ASP TEAM

2025 RACE DISTANCE COVERED

1,040.46 KM

51 FERRARI AF CORSE

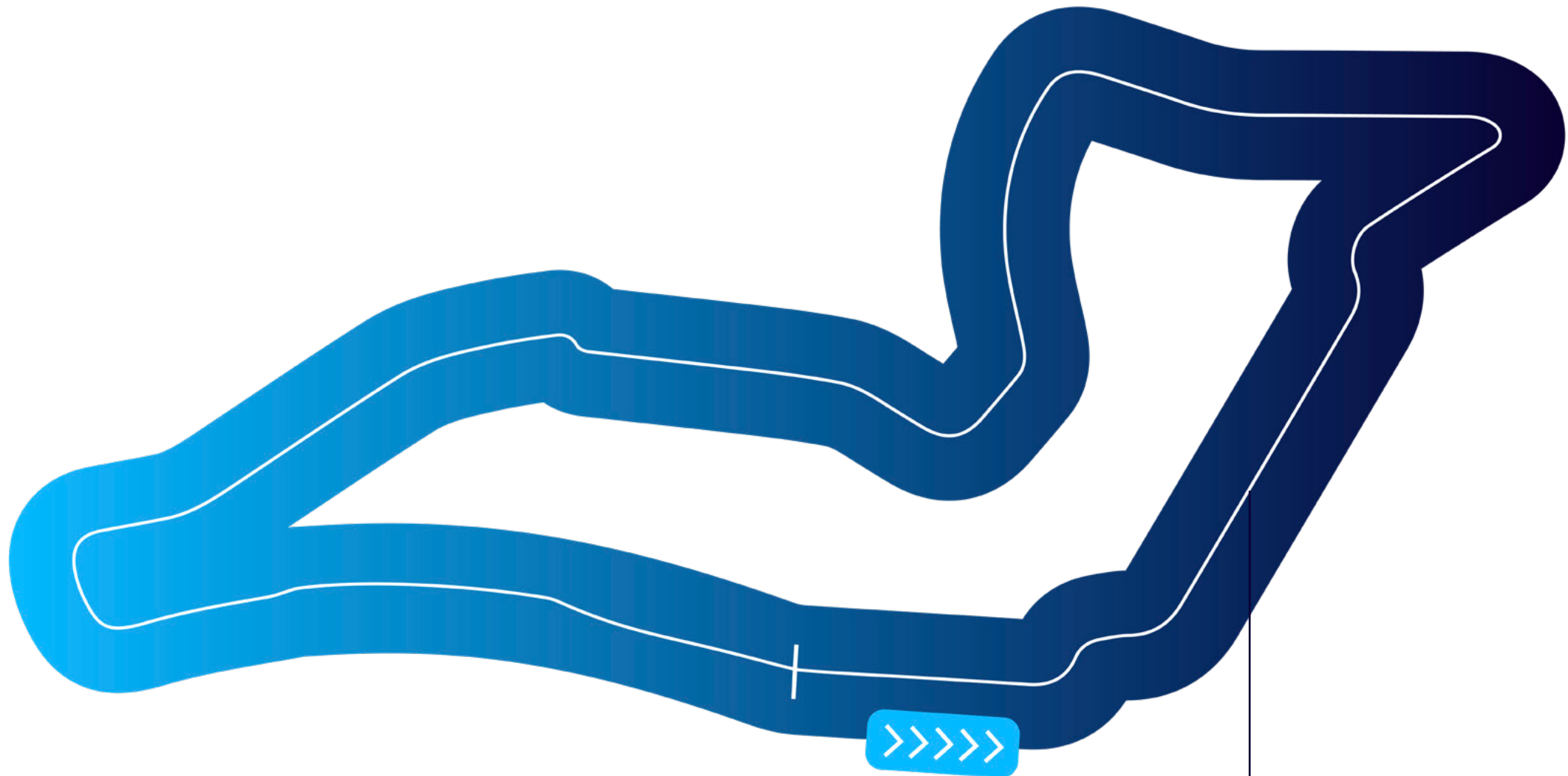
19 APRIL, 2026

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.



LENGTH
4.909KM

LONGEST
STRAIGHT
350M

TURNS
21 | LEFT 12
RIGHT 9

2025 HIGHLIGHTS



WINNERS 2025

HYPERCAR



51 FERRARI AF CORSE

| A. Pier Guidi

| J. Calado

| A. Giovinazzi

LMGT3



92 MANTHEY 1ST PHORM

| R. Hardwick

| R. Pera

| R. Lietz

2025 COMPLETE RESULTS



CONTACT

ITALY

Address

Piazza Ayrton Senna da Silva 1
– 40026 – Imola (BO) – Italy

Website

www.autodromoimola.it

Media contact

Marcello Pollini

Press Officer

+39 340 3901320

[marcello.pollini@](mailto:marcello.pollini@autodromoimola.it)

[autodromoimola.it](mailto:marcello.pollini@autodromoimola.it)

TRAVEL INFO

Timezone

GMT +1

Convenient Airport

Bologna Airport (BLQ), 50km

Language

Italian

Currency

Euro

TOTAL ENERGIES
6 HOURS OF SPA
FRANCORCHAMPS



2026

POLE
POSITION
BY CATEGORY
2025

HYPERCAR

1:59.617 | A. Fuoco

50 FERRARI AF CORSE

LMGT3

2:17.732 | F. Gehrsitz

78 AKKODIS ASP TEAM

2025 FASTEST LAP

HYPERCAR

2:03.799 | A. Pier Guidi

51 FERRARI AF CORSE

LMGT3

2:18.721 | A. Rovera

21 VISTA AF CORSE

9 MAY, 2026

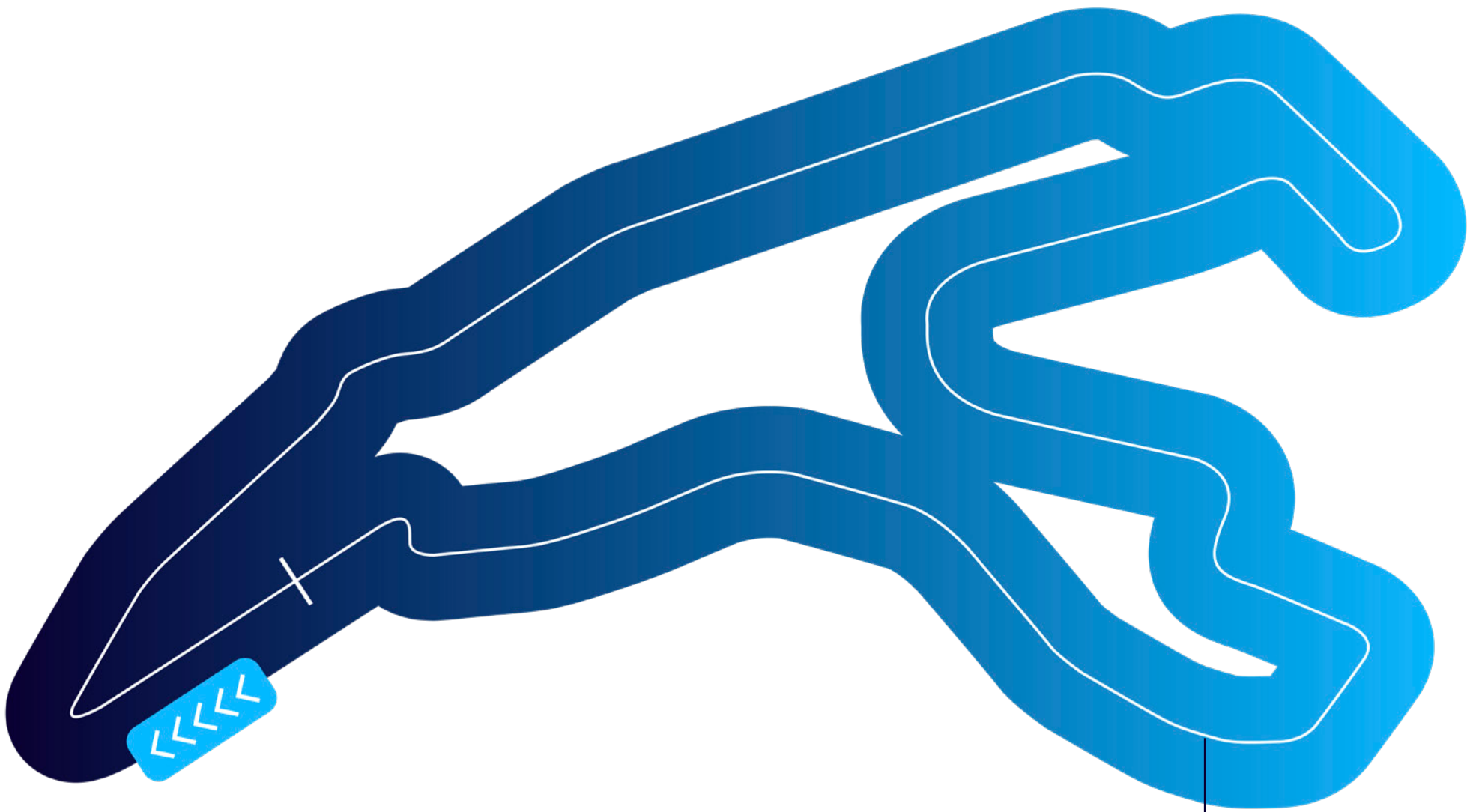
One of motorsport's most iconic venues, the Circuit de Spa-Francorchamps – nestled deep in Belgium's Ardennes forest, making it famous for its unpredictable weather – held its first car race in 1922, using fast public roads. Two years later, the maiden edition of the Spa 24 Hours took place, going on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

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

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

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

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



2025 RACE
DISTANCE
COVERED

1,050.12 KM

51 FERRARI AF CORSE

LENGTH
7.004KM

LONGEST
STRAIGHT
2,015M

TURNS
20 | LEFT 9
RIGHT 11

2025
HIGHLIGHTS



WINNERS
2025

HYPERCAR



51 FERRARI AF CORSE

| A. Pier Guidi

| J. Calado

| A. Giovinnazzi

LMGT3



21 VISTA AF CORSE

| F. Hériau

| S. Mann

| A. Rovera

2025 COMPLETE RESULTS



CONTACT

BELGIUM

Address

Route du Circuit, 65
B-4970 Francorchamps
BELGIUM

Telephone

+32 87 29 37 00

Website

www.spa-francorchamps.be

Media contact

International Concept
Event sa Tubeseck 5 /
9912 TROISVIERGES
LUXEMBOURG
media@ice-lux.com

TRAVEL INFO

Timezone

GMT +1

Convenient Airport

Brussels Zaventem (BRU) 134
km Liege Bierset (LGG) 56 km
Charleroi Brussels (CRL) 132
km Dusseldorf (DUS) 144 km
Maastricht (MST) 71 km

Language

Dutch (Flemish), French
(Wallon), German

Currency

Euro

Average Temperature

14° / 7°C

Average Rainfall

90 mm



POLE POSITION BY CATEGORY 2025

HYPERCAR

3:23.166 | A. Lynn

12 **CADILLAC HERTZ TEAM JOTA**

LMGT3

3:52.789 | M. Drudi

27 **HEART OF RACING TEAM**

2025 FASTEST LAP

HYPERCAR

3:26.063 | S. Bourdais

38 **CADILLAC HERTZ TEAM JOTA**

LMGT3

3:55.456 | M. Drudi

27 **EART OF RACING TEAM**

13-14 JUNE, 2026

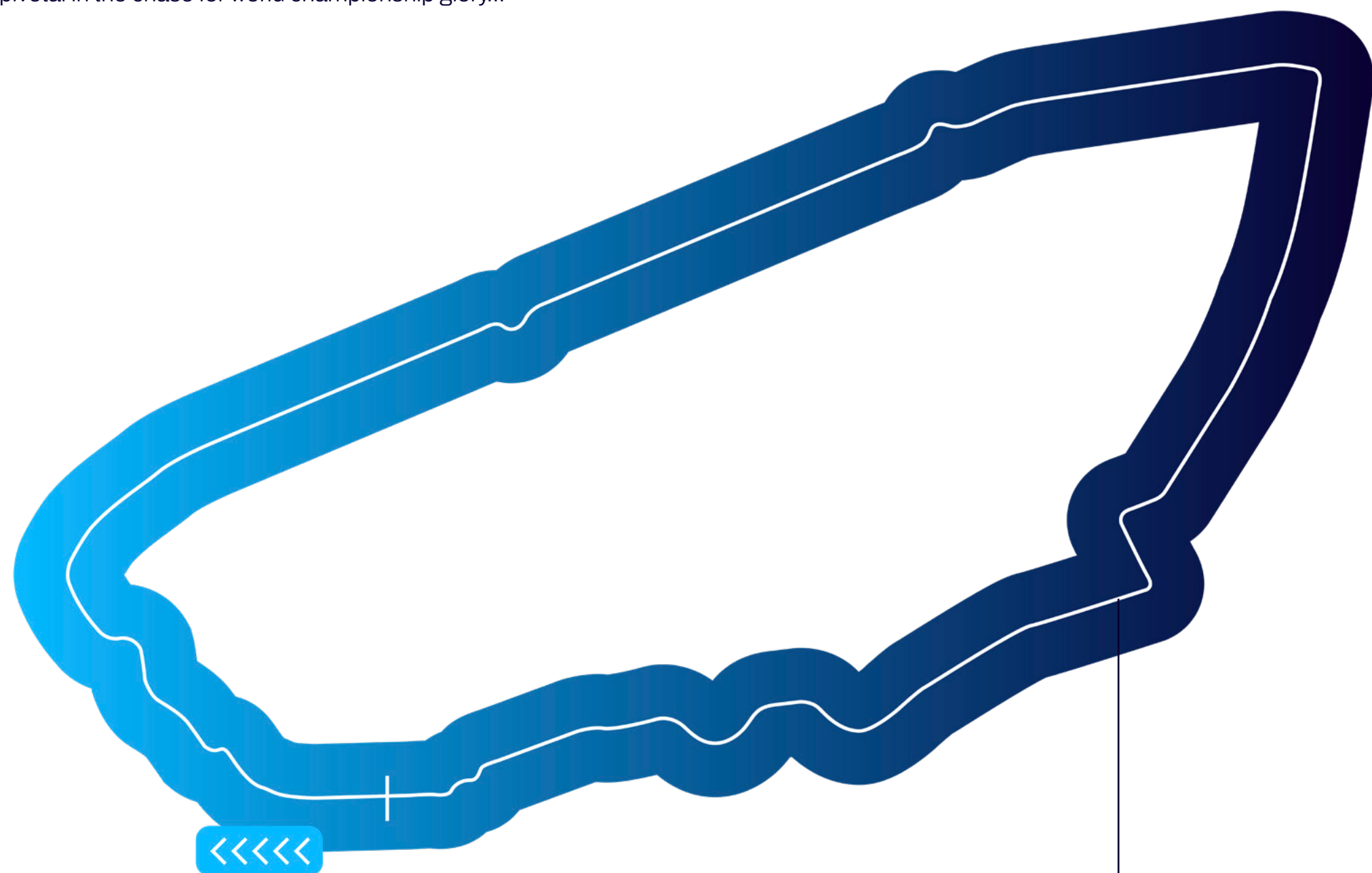
Widely regarded as one-third of international motorsport's 'Triple Crown' – alongside Formula 1's Monaco Grand Prix and the Indianapolis 500 in the United States – the 24 Hours of Le Mans is the undisputed centrepiece of the FIA World Endurance Championship schedule.

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

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

In recent years, the race has become something of a 24-hour sprint, so fiercely intense is the competition in the FIA WEC Hypercar field. In front of record-breaking on-site attendances and TV audiences, the latest two editions have seen a winning margin of just 14 seconds, with no fewer than nine cars still on the lead lap in 2024 when the chequered flag fell.

Not only that, but as a double-scoring round with 50 points on offer for the triumphant crew in both the Hypercar and LMGT3 categories, Le Mans often proves pivotal in the chase for world championship glory..



2025 RACE DISTANCE COVERED

5,272.54 **KM**

83 **AF CORSE**

LENGTH
13.629KM

TURNES
33 | LEFT **13** RIGHT **20**

2025 HIGHLIGHTS



WINNERS 2025

HYPERCAR



83 **AF CORSE**

| R. Kubica

| Y. Ye

| P. Hanson

LMGT3



92 **MANTHEY 1ST PHORM**

| R. Hardwick

| R. Pera

| R. Lietz

2025 COMPLETE RESULTS



CONTACT

FRANCE

Address

Circuit des « 24 Heures »
72019 Le Mans Cedex 2

Telephone

+33 (0) 2 43 40 24 24

Website

www.24h-lemans.com

Media contact

Jean-Baptiste SCHMIDT
medias@lemans.org

TRAVEL INFO

Timezone

GMT +1

Convenient Airport

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

Language

French

Currency

Euro

Average Temperature

25° / 13°C

Average Rainfall

49 mm

ROLEX 6 HOURS OF SÃO PAULO

2026

POLE POSITION BY CATEGORY 2025

HYPERCAR

1:22.570 | A. Lynn

12 CADILLAC HERTZ TEAM JOTA

LMGT3

1:33.849 | E. Barrichello

10 RACING SPIRIT OF LÉMAN

2025 FASTEST LAP

HYPERCAR

1:24.498 | W. Stevens

12 CADILLAC HERTZ TEAM JOTA

LMGT3

1:34.463 | E. Barrichello

10 RACING SPIRIT OF LÉMAN

2025 RACE DISTANCE COVERED

1,042.38 KM

12 CADILLAC HERTZ TEAM JOTA

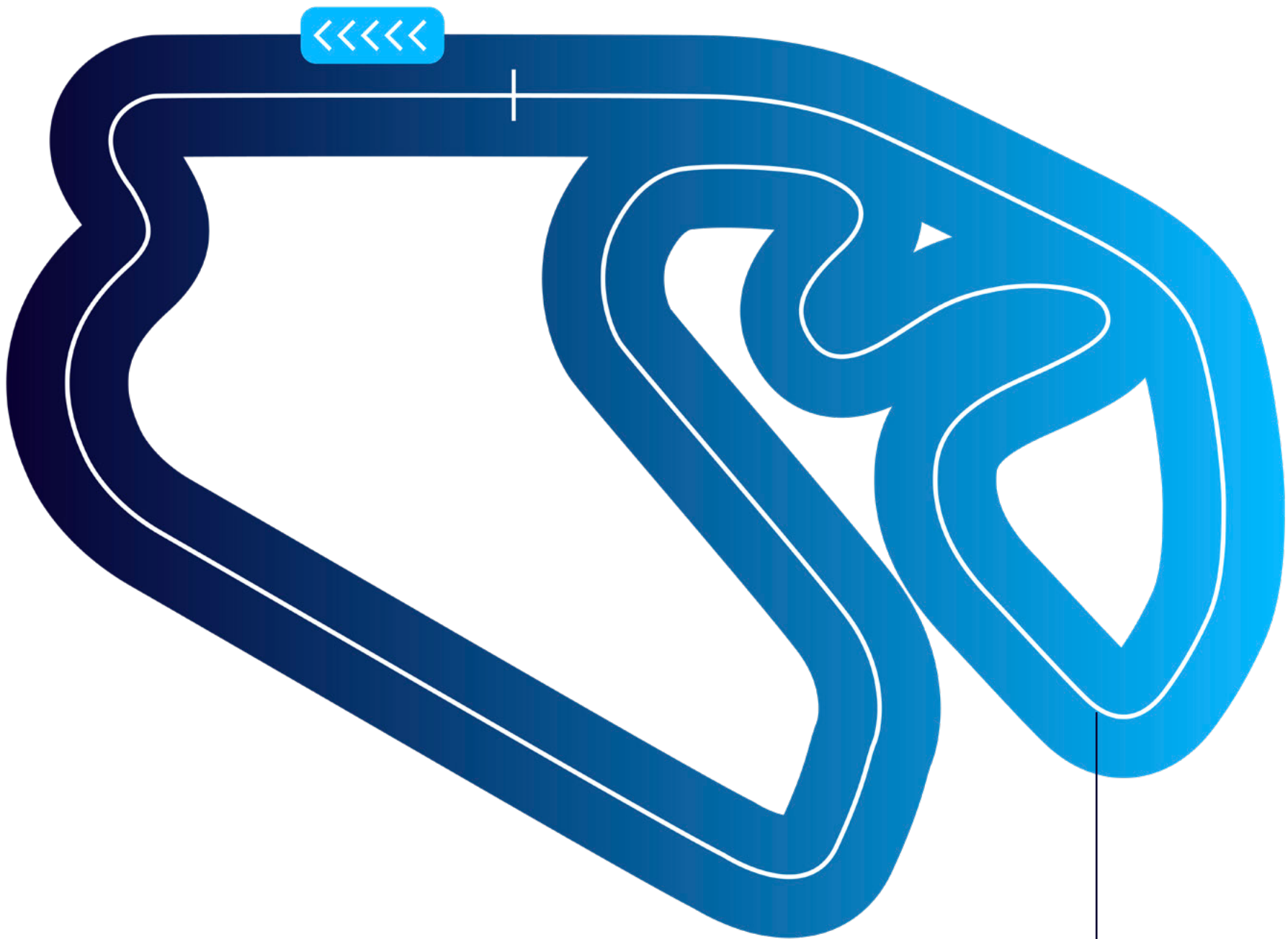
12 JULY, 2026

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

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

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

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



LENGTH
4.309KM

LONGEST
STRAIGHT
1,393M

TURNS
15 | LEFT 10
RIGHT 5

2025 HIGHLIGHTS



WINNERS 2025

HYPERCAR



12 CADILLAC HERTZ TEAM JOTA

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

LMGT3



87 AKKODIS ASP TEAM

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

2025 COMPLETE RESULTS



CONTACT

BRAZIL

Address

Autodromo José Carlos Pace
Av. Sen. Teotônio Vilela,
261 - Interlagos, São Paulo -
SP, 04801-010, Brésil

Telephone

+55 11 93047-2543

Website

fiawecsaopaulo.com.br

Media contact

Cadu Tupy
imprensa@fiawecsaopaulo.
com.br

TRAVEL INFO

Timezone

GMT -3

Convenient Airport

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

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

International Airport, VCP
About 79 km NW of São Paulo

Language

Portuguese

Currency

Real (BRL)



FIA WORLD ENDURANCE CHAMPIONSHIP

LONE STAR

LE MANS

2026

POLE POSITION BY CATEGORY 2025

HYPERCAR

1:57.655 | R. Kubica

83 AF CORSE

LMGT3

2:07.645 | G. Levorato

88 PROTON COMPETITION

HYPERCAR

2:03.443 | K. Estre

6 PORSCHE PENSKE MOTORSPORT

LMGT3

2:09.490 | G. Saucy

59 UNITED AUTOSPORTS

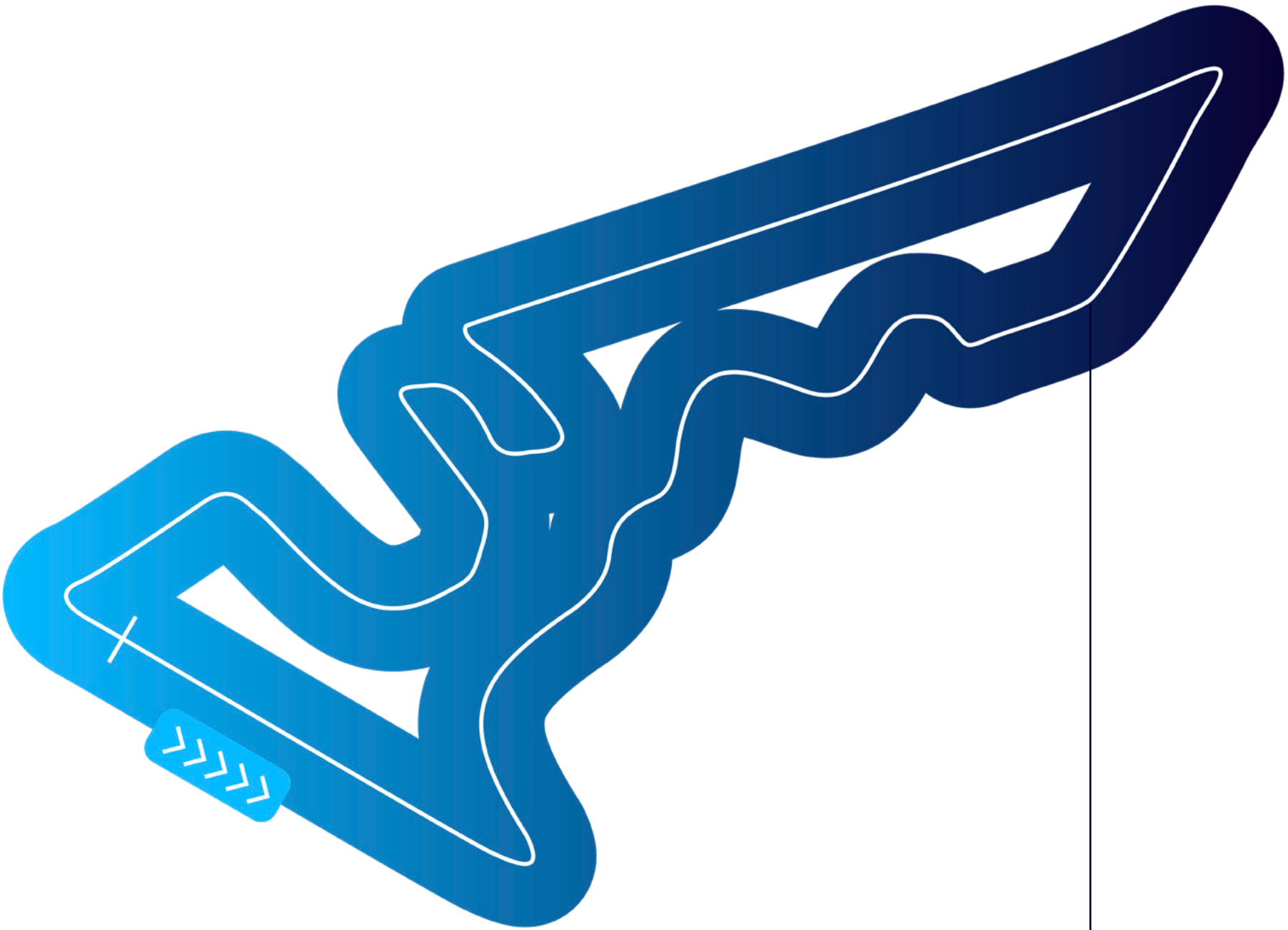
6 SEPTEMBER, 2026

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

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

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

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



2025 RACE DISTANCE COVERED

661.02 KM

6 PORSCHE PENSKE MOTORSPORT

LENGTH
5.513KM

LONGEST STRAIGHT
1,016M

LEFT 9
RIGHT 11

2025 HIGHLIGHTS



WINNERS 2025

HYPERCAR



6 PORSCHE PENSKE MOTORSPORT

| K. Estre

| L. Vanthoor

| M. Campbell

LMGT3



95 UNITED AUTOSPORTS

| D. Leung

| S. Gelael

| M. Sato

2025 COMPLETE RESULTS



CONTACT

USA

Address

9201 Circuit of the Americas
Blvd Austin
Texas 78617 - USA

Telephone

+1 512 301 6600

Website

www.circuitoftheamericas.com

Media contact

media@thecircuit.com

TRAVEL INFO

Timezone

GMT -6

Convenient Airport

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

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

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

Language

English

Currency

US Dollar

Average Temperature

19° / 7°C

Average Rainfall

50 mm

6 HOURS OF FUJI

2026

POLE POSITION BY CATEGORY 2025

HYPERCAR

1:28.236 | A. Lynn

12 CADILLAC HERTZ TEAM JOTA

LMGT3

1:39.981 | E. Barrichello

10 RACING SPIRIT OF LÉMAN

2025 FASTEST LAP

HYPERCAR

1:30.507 | W. Stevens

12 CADILLAC HERTZ TEAM JOTA

LMGT3

1:41.118 | L. Hanafin

60 IRON LYNX

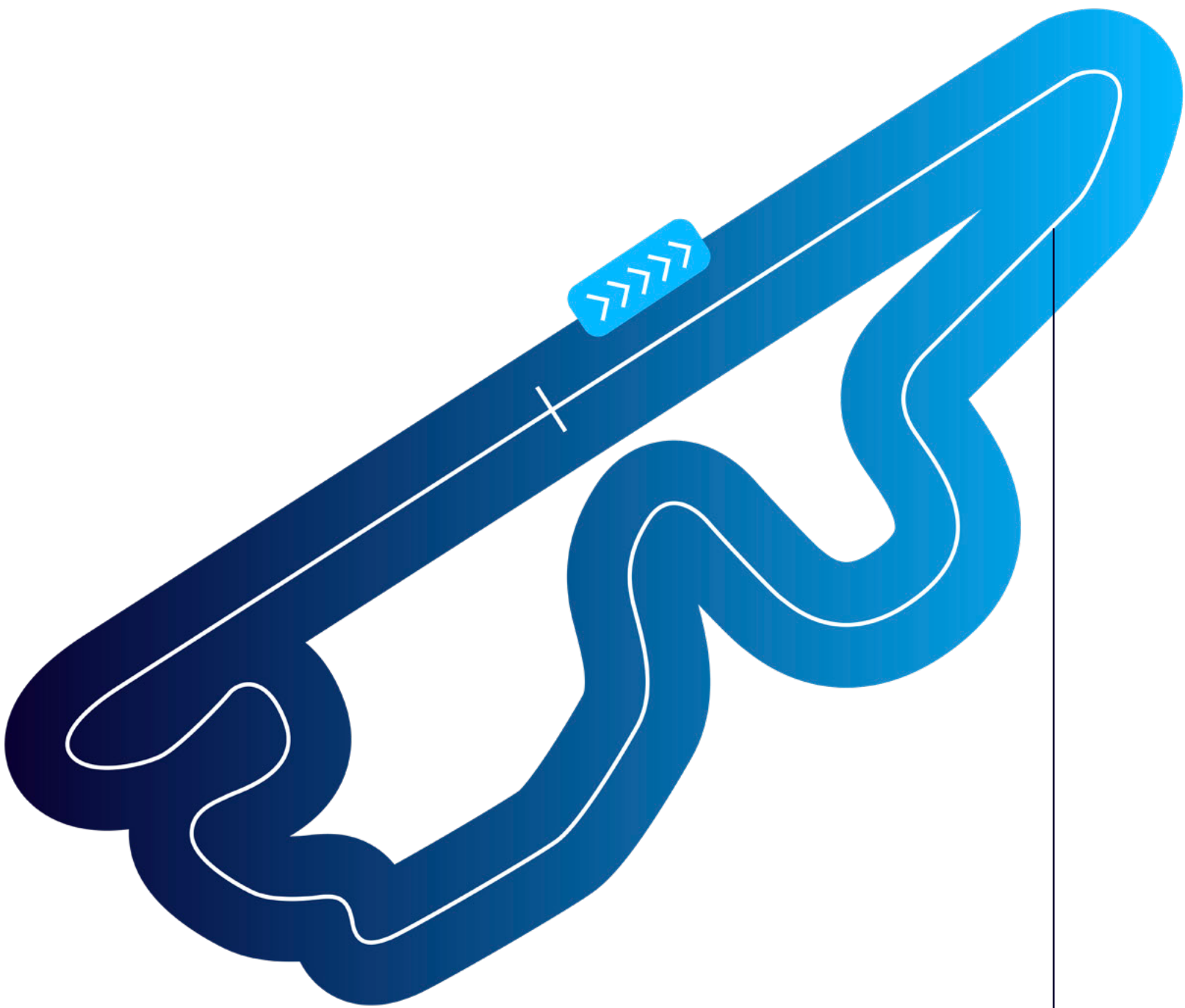
27 SEPTEMBER, 2026

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

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

In the meantime, super-fast Fuji welcomed the FIA World Sportscar Championship from 1982 to 1988, prior to featuring on the inaugural FIA World Endurance Championship schedule in 2012. Japanese carmaker Toyota – owner of the venue since 2000 – has prevailed in nine of the 12 rounds there to-date, to the delight of the tens of thousands of passionate home fans who regularly turn out in support.

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



2025 RACE DISTANCE COVERED

921.45 KM

35 ALPINE ENDURANCE TEAM

LENGTH
4.563KM

LONGEST
STRAIGHT
1.475M

TURNS
16 LEFT 6 RIGHT 10

2025 HIGHLIGHTS



WINNERS 2025

HYPERCAR



35 ALPINE ENDURANCE TEAM

| P. Chatin
| F. Habsburg
| C. Milesi

LMGT3



81 TF SPORT

| T. Van Rompuy
| R. Andrade
| C. Eastwood

2025 COMPLETE RESULTS



CONTACT

JAPAN

Address

Fuji International
Speedway Co.,Ltd.
694 Nakahinata Oyama-Cho
Sunto-Gun Shizuoka-Ken
410-1307 JAPAN

Telephone

+81 3-3556-8511

Website

www.fujispeedway.jp

Media contact

Moeka Sekine
moeka-sekine@fujispeedway.
co.jp (Press Officer)

TRAVEL INFO

Timezone

GMT +9

Convenient Airport

Tokyo Narita (NRT) 170 km
Tokyo Haneda (HND) 105 km

Language

Japanese

Currency

Japanese Yen

Average Temperature

20° / 16°C

Average Rainfall

152 mm

6 HOURS OF BARCELONA

2026

18 OCTOBER, 2026

Located just outside of Barcelona, close to the town of Montmeló, the Circuit de Barcelona-Catalunya was built as part of a collaboration between the Catalan government, the Royal Automobile Club of Catalonia (RACC) and the local council in a bid to promote motorsport and the automotive industry in the region.

Inaugurated on 10 September, 1991, it went on to host that season's Spanish Grand Prix less than three weeks later and has remained a regular fixture on the Formula 1 World Championship schedule ever since.

In 1992, the track similarly welcomed MotoGP for the first time – another series that it continues to host to the present day, in testament to its enduring popularity and reputation as an international benchmark in top-flight motorsport – and it is also highly-regarded as a testing venue.

Among the other major national and international championships to have visited the Circuit de Barcelona-Catalunya are the FIA Sportscar Championship, Le Mans Series, European Le Mans Series and Michelin Le Mans Cup, while in 1992, it provided the start and finish line for the road team time trial cycling event during that year's Summer Olympics.

Measuring 4.657km and comprising 14 turns, the track's long main straight and variety of fast, flowing corners mixed with more technical sections truly test cars' all-round capabilities and aerodynamic attributes. A new addition to the FIA WEC calendar, the inaugural 6 Hours of Barcelona will take place over the weekend of 16-18 October, 2026.



LENGTH
4.657KM

LONGEST
STRAIGHT
1,047M

TURNS 14 | LEFT 6
RIGHT 8

CONTACT

BARCELONA

Address

Circuit de Barcelona-Catalunya
Camí Mas Moreneta, s/n
08160 Montmeló, Barcelona
Spain

TRAVEL INFO

Timezone
GMT +2

Convenient Airport
Barcelona–El Prat Airport

Language
Spanish / Catalan

Currency
Euro (€)

Average Temperature
22° / 15°C

Average Rainfall
60 mm

6 HOURS OF MONZA

2026

2023 FASTEST LAP

HYPERCAR

1:35.358 | K. Kobayashi

7 TOYOTA GAZOO RACING

LMP2

1:39.354 | R. Kubica

41 TEAM WRT

LMGTE AM

1:46.762 | M. Cairolì

56 PROJECT 1 - AO

8 NOVEMBER, 2026

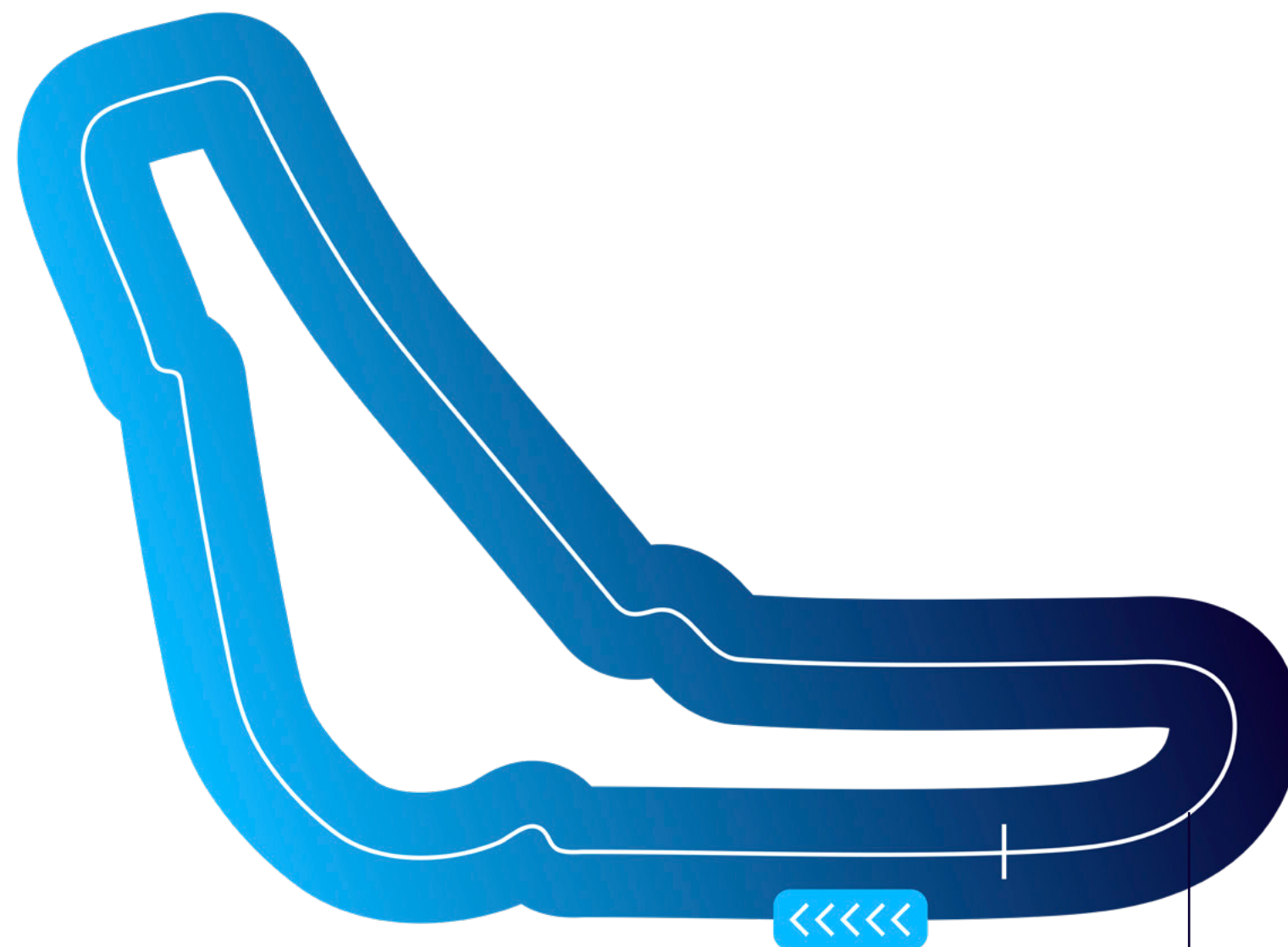
Built over a century ago back in 1922 in royal parkland just north of the Italian metropolis of Milan, the Autodromo Nazionale Monza is the world's third-oldest purpose-built motor racing circuit – after Brooklands in the UK and Indianapolis in the United States – and the oldest in mainland Europe.

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

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

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

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



2023 RACE
DISTANCE
COVERED

1,158.28 KM

7 TOYOTA GAZOO RACING

LENGTH
5.793KM

LONGEST
STRAIGHT
1,194M

TURN
11 LEFT 4
RIGHT 7

2023 HIGHLIGHTS



WINNERS 2023

HYPERCAR

7 TOYOTA GAZOO RACING

| M. Conway

| K. Kobayashi

| N. De Vries

LMP2

28 JOTA

| D. Heinemeier-Hansson

| P. Fittipaldi

| O. Rasmussen

LMGTE AM

77 DEMPSEY - PROTON RACING

| C. Ried

| M. Pedersen

| J. Andlauer

2023 COMPLETE RESULTS



CONTACT

MONZA

Address

Autodromo Nazionale Monza
Viale di Veduggio, 5
20900 Monza MB
Italy

TRAVEL INFO

Timezone

GMT +3

Convenient Airport

Milan Malpensa Airport

Language

Italian

Currency

Euro (€)

Average Temperature

23° / 16°C

Average Rainfall

75 mm

CONTACTS

FIA WEC

Marius
LOUVET
Communication Director

✉ m.louvet@fiawec.com
☎ +33 (0)6 21 66 51 84

Russell
ATKINS
Media Manager

✉ r.atkins@ext.fiawec.com
☎ +44 7725 223 288

Julien
JENVRIN
Head of Content

✉ j.jenvrin@fiawec.com
☎ +33 (0)7 76 95 86 63

FIA WEC ADDRESS
Bureau ILEO 27-33, quai Alphonse Le Gallo
92100 BOULOGNE-BILLANCOURT
media@fiawec.com

Oriane
LAUNAY
Communication Coordinator

✉ o.launay@fiawec.com
☎ +33 (0)6 35 02 72 10

Sam
SMITH
Press officer

✉ s.smith@ext.fiawec.com
☎ +44 7766 718 746

Nathalie
FARGIER
TV Manager

✉ n.fargier@fiawec.com
☎ +33 (0)6 19 63 73 52

FIA

Piotr
MAGDZIARZ
FIA WEC Media Delegate

✉ pmagdziaz@fia.com
☎ +41 78 218 85 19

CONTACTS

HYPERCAR



Mattia TREMOLADA
AF Corse PR
mtremolada@afcorse.it
+39 334 3627453



Burcu CETINKAYA BONNET
Alpine Motorsport Press Officer
burcu.cetinkaya-ext@fr.alpineracing.com
+33 6 74 78 01 68



Simon STRANG
Aston Martin Motorsport Communications Manager
simon.strang@astonmartin.com
+44 7554 436372

Andy STOBART
Aston Martin Motorsport Press Officer
andrew.stobart@astonmartin.com
+44 7703 366151



Andrea SCHWAB
BMW M Motorsport Communication
andrea.schwab@bmw.de

Sophie LIGER
BMW M Motorsport Press Officer
liger.s@outlook.fr
+33 (0)7 76 96 93 25

Alex MEY
BMW M Motorsport Press Officer
mey@bs-plus.de
+49 170 8731024



Aurélie DONZELOT
Cadillac Hertz Team JOTA Press Officer
A.Donzelot@jotagroup.com



Luca GIRALDI
Ferrari Endurance and Corse Clienti
Communication Manager
luca.giraldi@ferrari.com
+39 347 5242832

Giulio MASPERI
Ferrari Endurance and Corse Clienti
Press Office Manager
giulio.masperi@ferrari.com
+39 345 1511798



James BROOMHEAD
Genesis Magma Racing Press Officer
JBroomhead@hyundai-ms.com
+49 (0) 173 729 0398



Sonya D'ARTOIS
Communications Manager Peugeot Sport
sonya.dartois@external.stellantis.com
+33 6 27 81 68 28



Yannick FREUND
TOYOTA RACING Europe
PR and Social Media
Yannick.Freund@toyota-racing.com

Thomas HEIDBRINK
TOYOTA RACING Europe Marketing,
Events & Communications Manager
thomas.heidbrink@toyota-racing.com



Rebecca JONES **COMING IN 2027**
Head of Comms
rebecca.jones@mclaren.com
+44 7866 701161

LMGT3



Anaïs EVORA
Akkodis ASP Team Communication Manager
a.evora@jerome-policeand.com
+33 7 61 17 84 68

Lydie ARPIZOU
Akkodis ASP Team Press Officer
race.com@wanadoo.fr

Tom PEREZ
Akkodis ASP Team Communication Assistant
communication@jerome-policeand.com



Haleigh JORDAN
Heart of Racing Team Communications Manager
haleigh@heartofracingteam.com
+1 419 231 5454



Marco CORTESI
Iron Lynx Press Officer
m.cortesi@ironlynx.it
+39 340 3852210

Franziska BAIER
DCRS Head of Marketing & Communication
franziska.baier@dcrs.ch
+41 795 526 610



Aline PROLL
Mercedes-AMG Motorsport Customer Racing
Aline.Proll@mercedes-benz.com
+49 151 58615487



Emilia SCHÄFER
Manthey Team Lead Corporate Communications
e.schaefer@manthey-racing.de
+49 151 19111615

Anneke WORTMANN
Manthey PR & Social Media Manager
a.wortmann@manthey-racing.de
+49 1517 4491113



Luna DE WILDE
Team WRT Press Officer
luna.dewilde@w-racingteam.com
+32 471 914 237



Rachel CAVERS
Communications Manager, Ford Racing (WEC)
rcavers@ford.com
+44 7500 877304

Jay WARD
Ford Racing Global Motorsport Communications
Director
jward35@ford.com
+44 7500 224191

Anna DOSTMANN
Proton Competition Media Manager
dostmann@justauthentic.de
+49 177 7487880



Paola TOFANINI
TF Sport Communication & Marketing Manager
paola@vt8agency.com
+39 348 958 2013



Ryan SMITH
Corvette Racing Trackside PR
ryan2uga@gmail.com
+1 678 316 1880

Serge VANBOCKRYCK
GM Motorsports / Corvette Racing
Communication Manager
GM.Motorsports.WEC@gmail.com
+32-475-30.40.23



Tom BAKER
McLaren Automotive Media Manager - Motorsport
tom@torque.racing
+44 (0)7974 779657



Mattia TREMOLADA
AF Corse PR
mtremolada@afcorse.it
+39 334 3627453



Lindsay MORLE
Garage 59 Head of Communications
lindsay@sportsstars.uk
+44 7971 481078