

WEC FIA WORLD ENDURANCE CHAMPIONSHIP

6 HOURS OF IMOLA

2025

18TH, 19TH & 20TH APRIL



FIAWEC.COM

SINCE 1953
IMOLA
AUTOCORSO INTERNAZIONALE 5002 & DINO FERRARI



PORSCHE
SIXT CARRERA CUP
DEUTSCHLAND





WORKING TOGETHER TO ACHIEVE SUCCESS

At the FIA World Endurance Championship, timing and team spirit are of the essence. Over the course of a season taking them right around the world, drivers and their support crews representing famous automotive brands strive to achieve performance excellence. Unremitting perseverance, determination to meet all challenges – these are the qualities required to prevail at the world's premier international sportscar series.



OYSTER PERPETUAL COSMOGRAPH DAYTONA

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POWERED BY PERFORMANCE



**MOTUL
GLASS CLEAN**



MOTUL 300V



**MOTUL
GEAR 300**



**MOTUL
EXPRESS CLEAN**



**MOTUL
AUTO COOL
EXPERT ULTRA**



**MOTUL
RBF 700**



**RICHARD
MILLE**
FIA ENDURANCE
COMMISSION PRESIDENT



**PIERRE
FILLON**
PRESIDENT OF THE
AUTOMOBILE CLUB DE L'OUEST



**FRÉDÉRIC
LEQUIEN**
FIA WEC
CEO

Dear Friends,

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

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

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

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

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

Endurance racing headed for new heights

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

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

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

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

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

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

Not only that, but crowd figures reached an all-time high, as we welcomed an incredible 755,000 spectators on-site over the course of the campaign and celebrated a new FIA WEC attendance record at Spa – underscoring the series' burgeoning appeal and growth. And 2025 is shaping up to be even better! An unchanged eight-round calendar – including the championship's milestone 100th race – will take competitors on a journey around the world, tackling legendary tracks from Losail to Le Mans as FIA WEC visits five global territories once more, with every event bringing its own unique flavour and challenges.

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

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



“ WE ARE CERTAIN THAT THE 6 HOURS OF IMOLA 2025 WILL BE AN UNFORGETTABLE SHOW! ”

We extend a warm welcome to the FIA World Endurance Championship, which returns to Imola to compete in the second round of the 2025 season. After last year's great success, with 73,000 attendees over the three days of the event, the FIA World Endurance Championship confirms itself as one of the most anticipated events of the motorsport season at the Autodromo Internazionale Enzo e Dino Ferrari

The 6 Hours of Imola officially opens the racing calendar at the Autodromo Internazionale Enzo e Dino Ferrari, and it does so with a top-level grid. There will be 13 manufacturers at the start, divided between the Hypercar and LMG3 categories, ready to battle it out on one of the most spectacular and technical tracks in the world championship. Among them, we cannot fail to mention Ferrari, which arrives in Imola on its home track with morale sky-high after the extraordinary hat-trick achieved in the first round in Qatar. A result that further ignites the anticipation for this stage for the many fans who will certainly not fail to show their support.

On the other hand, the history of Imola has always been linked to endurance competitions and with the 6 Hours of Imola we continue to write new chapters of

this tradition, which began in 1974 with the 1000 km of Imola, passing through the Intercontinental Le Mans Cup in 2011, up to the most recent European Le Mans Series, a championship also present in the Autodromo calendar in 2025. This year, the bond between Imola and the FIA World Endurance Championship is further strengthened, with the event included in the official calendar of the National Made in Italy Day, an award that celebrates Italian industrial and sporting excellence.

From a sporting point of view, we expect a highly competitive and exciting race. The Hypercars will compete in a stellar comparison, while the LMG3 category guarantees great balance and very intense duels.

But living the experience of the 6 Hours of Imola will not be limited to the show on the track. The public will be able to experience the event in 360° thanks to the Fanzone, an area entirely dedicated to fun and entertainment, with shows, simulators, food & beverage and activities for the whole family. A true motorsport festival, designed to involve enthusiasts of all ages.

The invitation, therefore, is to absolutely not miss this event, in a unique atmosphere that combines the passion for racing with the celebration of Italian excellence. We are certain that the 6 Hours of Imola 2025 will be an unforgettable show!

GIAN CARLO MINARDI
President of Formula Imola



WEC
FIA WORLD ENDURANCE
CHAMPIONSHIP

LE MANS
SPIRIT
CLUB.

WEC
FIA WORLD ENDURANCE
CHAMPIONSHIP

LE MANS
SPIRIT
CLUB.

WEC
FIA WORLD ENDURANCE
CHAMPIONSHIP

LE MANS
SPIRIT
CLUB.

2025 CALENDAR

OFFICIAL
PROLOGUE



QATAR

FEB 21-22

R1



QATAR

QATAR 1812KM

FEB 28

R2



ITALY

6 HOURS OF IMOLA

APRIL 20

R3



BELGIUM

TOTALENERGIES 6 HOURS OF
SPA-FRANCORCHAMPS

MAY 10

R4



FRANCE

24 HOURS OF LE MANS

JUNE 14-15

R5



BRAZIL

ROLEX 6 HOURS OF SÃO PAULO

JULY 13

R6



USA

LONE STAR LE MANS (COTA)

SEPT 7

R7



JAPAN

6 HOURS OF FUJI

SEPT 28

R8



BAHRAIN

BAPCO ENERGIES 8 HOURS
OF BAHRAIN

NOV 8

MORE INFORMATION ON [FIAWEC.COM](https://www.fiaawec.com)

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Endurance Championship becomes
100% certified sustainable fuel



TotalEnergies

24h
LE MANS



MULTI-ENERGY PARTNER



competition.totalenergies.com/en

L'énergie est notre avenir, économisons-la!

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

WHAT IS THE WEC



WHAT YOU NEED TO KNOW TO UNDERSTAND FIA WEC IN 2025

2025 marks the 13th consecutive FIA World Endurance Championship campaign – and all the signs suggest it will be the most competitive and compelling to-date. No fewer than eight major automotive brands will contest the headlining Hypercar category, with nine manufacturers battling for glory at LMGTC3 level. Here is a rundown of the key topics in the world’s premier endurance racing series for the forthcoming season...

GLOSSARY

Paddock

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

Pitlane

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

Pitstop

A brief stop during the race for tyre changes, refueling, or repairs.

Grid Walk

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

Safety Car

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

VSC (Virtual Safety Car)

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

Full Course Yellow

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

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 drives 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.

Overtake

The act of passing another car on the track.

HYPERCAR

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

The 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 a level playing field across the grid.

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

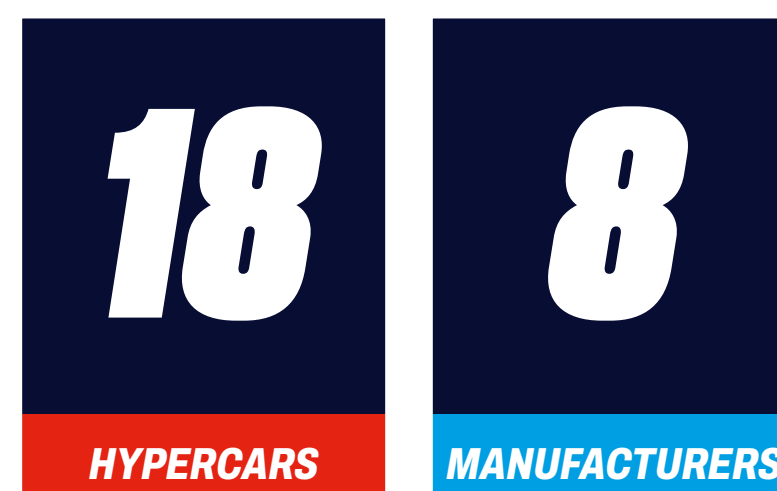
In addition to last year's title-winning and Le Mans-conquering marques, Alpine, BMW and Peugeot are eager to build upon their promising progress by challenging for victory, Cadillac has doubled up to a two-car effort by joining forces with Hertz Team JOTA and Aston Martin enters the fray with a pair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

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



3 TITLES ARE UP FOR GRABS

Competitors do battle for the **FIA Hypercar World Endurance Drivers' Championship** and **FIA Hypercar World Endurance Manufacturers' Championship**, with privately entered outfits contesting the **FIA World Cup for Hypercar Teams**.

WEIGHT

**1030
KG**

**MAXIMUM
SPEED**

**330
KM/H**

**OFFICIAL
TYRE SUPPLIER**



LMGT3

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

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

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

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

18

LMGT3

9

MANUFACTURERS



THE CROWNS

FIA ENDURANCE TROPHY FOR LMGT3 TEAMS

FIA ENDURANCE TROPHY FOR LMGT3 DRIVERS

while drivers in this category also do battle for the Goodyear Wingfoot Award, recognising the fastest average lap times during the course of their stints behind the wheel in each race – with an overall champion come season’s end.

WEIGHT

1250

KG

MAXIMUM SPEED

300

KM/H

OFFICIAL TYRE SUPPLIER

GOODYEAR



THE DRIVERS



HYPERCAR

3 DRIVERS PER TEAM, BRONZE DRIVERS PROHIBITED

In Hypercar teams, which are the most high-performing in endurance, Bronze drivers are not allowed to participate. This means that the team's three drivers must be Silver, Gold, or Platinum.

LMGT3

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

On the other hand, for LMGT3 teams, it is required to have at least one Bronze driver. The team must therefore have a combination of Bronze, Silver, and possibly Gold drivers. The regulation also requires at least one Silver or Bronze driver. This ensures a balance of experience within the team while giving less experienced drivers the opportunity to participate in major competitions.

PLATINUM DRIVER

A Platinum driver is the highest category in the FIA driver classification, and it includes the most experienced and highest-performing drivers in the motorsport world. These drivers are often living legends of the sport, with highly successful international careers. They have exceptional experience in high-level races, including competitions like Formula 1, the 24 Hours of Le Mans, or other prestigious endurance events.

GOLD DRIVER

A Gold driver is a very high-level driver. These drivers are often those who have dominated prestigious championships like Formula 1, the 24 Hours of Le Mans, or other major series. They are considered world-class athletes, capable of performing at very high levels, even in the most demanding races.

SILVER DRIVER

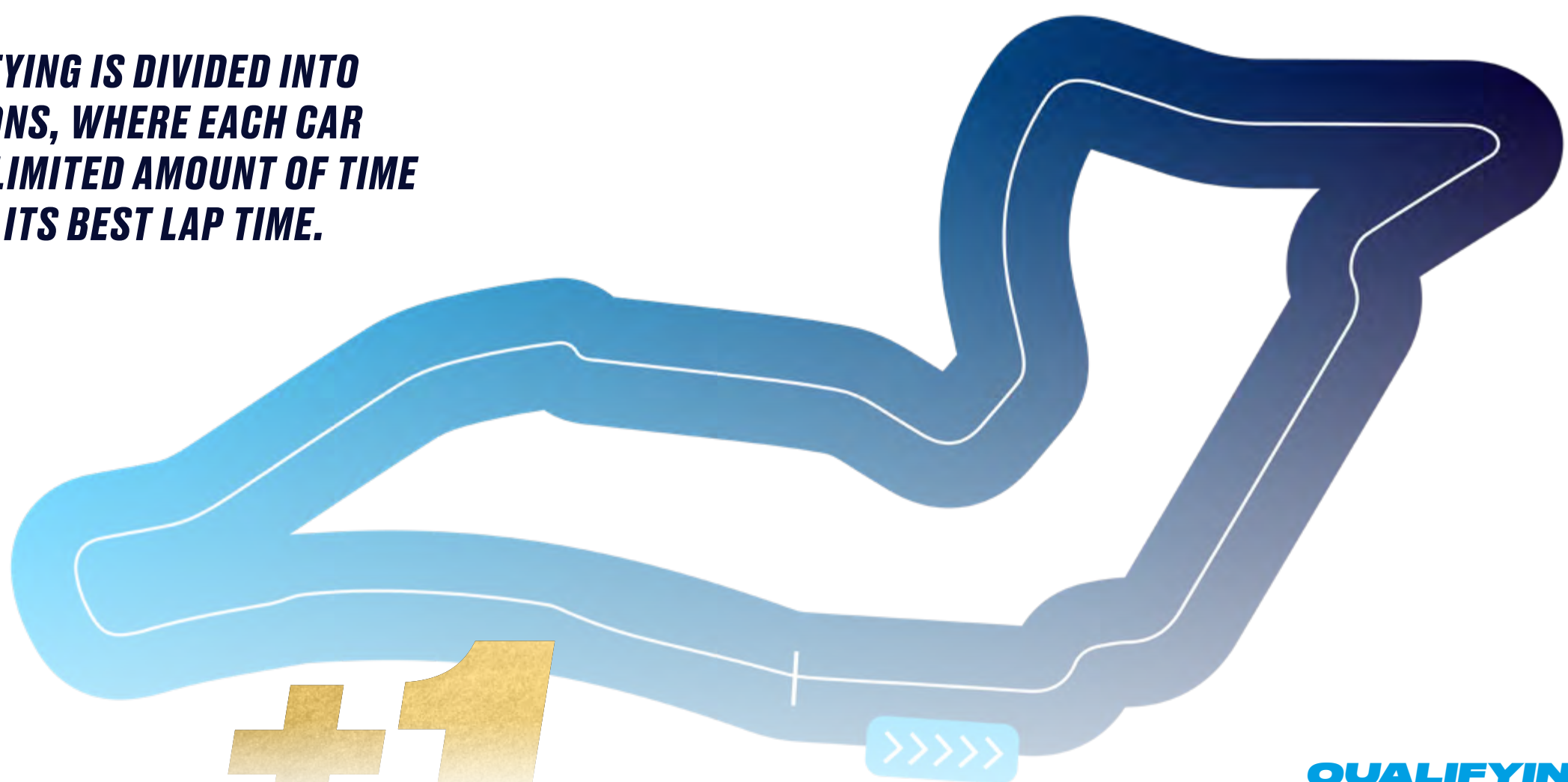
A Silver driver has significant experience but are still considered to have areas to improve compared to the world's best drivers (Gold and Platinum). A Silver driver may have good results in lower-tier series but still lacks consistency or exceptional performance on the global stage. They may also be 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 to that of more experienced drivers. The FIA assigns this category to drivers who do not have impressive results in major international races or lack significant performance statistics in high-level series. Bronze drivers are often considered beginners or amateurs in the professional setting.

RACE FORMAT

QUALIFYING IS DIVIDED INTO SESSIONS, WHERE EACH CAR HAS A LIMITED AMOUNT OF TIME TO SET ITS BEST LAP TIME.



Hyperpole bonus point for #1 on each race

CAR POSITION	6 HOUR RACE	8/10 HOUR RACE	24 HOURS OF LE MANS
#1	25	38	50
#2	18	27	36
#3	15	23	30
#4	12	18	24
#5	10	15	20
#6	8	12	16
#7	6	9	12
#8	4	6	8
#9	2	3	4
#10	1	2	2

QUALIFYING

This is the main event where each team tries to set their best time. Introduced last season, a revised format comprises two sessions each for Hypercar and LMGTC3 contenders. Following a 12-minute initial qualifying, the fastest ten competitors then advance to a ten-minute ‘Hyperpole’ shootout, to determine the top ten positions on the starting grid in each category and pole position in-class, which carries with it one championship point.

POLE POSITION

The pole position is the first position on the starting grid of the race. It is awarded to the driver who sets the fastest time during Hyperpole, meaning they start at the front of the race.

FREE PRACTICE

Before qualifying, there are practice sessions where teams can test the car, adjust settings, and assess track conditions.



MICHELIN, OFFICIAL HYPERCAR TYRE SUPPLIER UNTIL 2029



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

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



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



OFFICIAL LONG LASTING PERFORMANCE SUPPLIER



MICHELIN PILOT SPORT

Unbeaten in the FIA World Endurance Championship since 2012, you too can benefit from the grip and precision delivered by the MICHELIN Pilot Sport on the road as well!

From left to right, MICHELIN Pilot Sport (the Hypercar category tire in the FIA World Endurance Championship), MICHELIN Pilot Sport⁴ S, MICHELIN Pilot Sport⁵.

HYPERCAR



ALPINE A424

ALPINE
ENDURANCE TEAM

The legendary French manufacturer enters its second Hypercar season in 2025 with a pair of the pretty 3.4-litre Mechachrome powered Alpine A424.

Les Bleues ended its maiden season in 2024 strongly with an excellent podium finish at the 6 Hours of Fuji. That was backed up by an equally impressive fourth position in the season finale at Bahrain.

2025 sees a key change in the driver ranks as Frederic Makowiecki joins from Porsche. The ultra-experienced racer is a five-time WEC class winner and also took the

2022 Le Mans 24 Hours crown with the factory Porsche GT team.

He joins Alpine regulars Mick Schumacher, Paul-Loup Chatin, Jules Gounon, Ferdinand Habsburg and Charles Milesi in the dynamic looking squad.

The ambitious team, spearheaded by team principal Philippe Sinault, now also has the wisdom of former driver Nicolas Lapierre, after the four time LMP2 Le Mans winner hung up his helmet after earning the Fuji podium last September.

CATEGORY
HYPERCAR

COMMITMENT
SINCE 2024

MANUFACTURER
ALPINE

TYRE SUPPLIER
MICHELIN



SEASON 2025 CURRENT RESULTS
FIA WORLD ENDURANCE
MANUFACTURERS' CHAMPIONSHIP

7TH

#35



PAUL-LOUP
CHATIN



FERDINAND
HABSBURG



CHARLES
MILESI



#36



JULES
GOUNON



FRÉDÉRIC
MAKOWIECKI



MICK
SCHUMACHER





ASTON MARTIN VALKYRIE



Aston Martin, the quintessentially British marque with a rich heritage in endurance racing, returns to the top class of sportscars for the first time since 2011 in an effort run under the Aston Martin THOR stable. The ambitious programme has an objective to win Le Mans again and to repeat its famous 1959 triumph.

The striking non-hybrid Valkyrie Hypercar is derived from the road and powered by a mighty 6.5-litre V12 engine that is set to scream its way around the race tracks of the world for the first time in 2025.

Two-time Le Mans class winners (in LMP2 and LMGTE Pro) Harry Tincknell will be joined by up-and-coming ace Tom Gamble for a full WEC campaign, while Ross Gunn will make it an all-British line-up in the evocative #007 Aston Martin Valkyrie at selected races.

The #009 sister car will see experienced Dane, Marco Sorensen, joined by LMGT3 graduate Alex Riberas, while successful IMSA racer Roman de Angelis joins that duo for Qatar and Le Mans.

CATEGORY HYPERCAR	COMMITMENT SINCE 2025	SEASON 2025 CURRENT RESULTS FIA WORLD ENDURANCE MANUFACTURERS' CHAMPIONSHIP 8TH
MANUFACTURER ASTON MARTIN	TYRES SUPPLIER MICHELIN	
		

#007



**HARRY TINCKNELL**



**TOM GAMBLE**



#009



**ALEX RIBERAS**



**MARCO SØRENSEN**





BMW M HYBRID V8



Team WRT

The unique looking BMW M Hybrid V8 became a real force at the end of the 2024 season, registering a first podium with the #15 car driven by Dries Vanthoor, Raffaele Marciello and Marco Wittmann.

That car sees a notable change in the driver line-up for 2025 as Wittmann is replaced by Kevin Magnussen, who had originally intended to race in WEC for Peugeot in 2022 before a last-minute return to F1 was put on the table.

The No.20 BMW sees continuity for 2025 as Robin Frijns, Rene Rast and Sheldon van der Linde are retained for their second season together.

The Vincent Vosse led WRT organisation continues to run the operational elements of the BMW global endurance attack, which began the season promisingly with a pole and podium achievement in January's Rolex 24 at Daytona event.

CATEGORY
HYPERCAR

COMMITMENT
SINCE 2024

MANUFACTURER
BMW

TYRE SUPPLIER
MICHELIN

SEASON 2025 CURRENT RESULTS

FIA WORLD ENDURANCE
MANUFACTURERS' CHAMPIONSHIP

2ND

#15

DRIES
VANTHOOR

RAFFAELE
MARCIELLO

KEVIN
MAGNUSSEN

#20

RENÉ
RAST

ROBIN
FRIJNS

SHELDON
VAN DER LINDE



CADILLAC V-SERIES.R



American muscle returns for 2025 but this time with a very different golden look to it, thanks to a partnership with the renowned UK-based JOTA organisation.

Shifting from the Chip Ganassi Racing organisation that ran the rumbling 5.5-litre V8 powered Cadillac V-Series R Hypercar, the official entrant is now known as Cadillac Hertz Team JOTA.

Cadillac has been racing in global sportscar competition on and off since 1950 and its rich history has seen new chapters written in recent campaigns, notably with a

podium at Le Mans in 2023 and a pole, via Alex Lynn, at Fuji last year.

Lynn stays for 2024 but will not be partnered by Earl Bamber this time, as Norman Nato and Will Stevens join the Brit in the #28 machine. Two-time Le Mans winner Earl Bamber therefore hooks up with Sebastien Bourdais and one of the crowd's favourites, the 2009 F1 World Champion Jenson Button.

<p>CATEGORY HYPERCAR</p>	<p>COMMITMENT SINCE 2025</p>	<p>SEASON 2025 CURRENT RESULTS</p> <p>FIA WORLD ENDURANCE MANUFACTURERS' CHAMPIONSHIP</p> <p>4TH</p>
<p>MANUFACTURER CADILLAC</p>	<p>TYRE SUPPLIER MICHELIN</p>	
		

#12





ALEX
LYNN





NORMAN
NATO





WILL
STEVENS



#38





EARL
BAMBER





SÉBASTIEN
BOURDAIS





JENSON
BUTTON





FERRARI 499P



The Prancing Horse has had two unforgettable back-to-back wins at Le Mans with the #51 and #50 Ferrari 499P respectively in what has been a sensational return to the world’s greatest endurance race.

But races outside of La Sarthe have been hard to conquer with promising performances and close calls meaning that a win has so far eluded the factory cars, and it was in fact the #83 AF Corse Ferrari that took a breakthrough win for the V6 twin-turbo powered Hypercar at COTA last year.

For the third consecutive season the driver line-up remains unchanged at the two Ferrari AF Corse entries with Antonio Giovinazzi, Alessandro Pier Guidi and James Calado sharing #51 and the 2024 Le Mans winning trio of Miguel Molina, Antonio Fuoco and Nicklas Nielsen partnering up again in #50.

A new face though has emerged to partner Robert Kubica and Yifei Ye in the predominantly yellow liveried #83 car as Phil Hanson switches from Hertz Team Jota to the AF Corse run 499P this season.

CATEGORY
HYPERCAR

MANUFACTURER
FERRARI



COMMITMENT
SINCE 2023

TYRE SUPPLIER
MICHELIN




SEASON 2025 CURRENT RESULTS


FIA WORLD ENDURANCE
MANUFACTURERS’ CHAMPIONSHIP

1ST


#50




ANTONIO
FUOCO




MIGUEL
MOLINA




NICKLAS
NIELSEN




#51




ALESSANDRO
PIER GUIDI




JAMES
CALADO




ANTONIO
GIOVINAZZI





#83







ROBERT
KUBICA






YIFEI
YE





PHILIP
HANSON





RACING WITH FERRARI

SEASON 2025 CURRENT RESULTS

FIA WORLD CUP
FOR HYPERCAR TEAMS

1ST



PEUGEOT 9X8



‘The Lions’ are aiming to claw their way back to the top in 2025 after a mixed two and a half seasons that has seen a combination of promise and frustration leave them with just two third places so far to show for their efforts.

The new-look Peugeot 9X8 Hybrid Hypercar, which now has a reasonably conventional rear-wing assembly, debuted at Imola last April but it wasn’t until the final races of the campaign that results came. Those included a fourth and a third place at Fuji and Bahrain respectively for the Jean-Eric Vergne, Mikkell Jensen and Nico Muller car.

The sister car of Stoffel Vandoorne, Loic Duval and Paul di Resta had the majority of poor luck in races last season, but for the 2025 campaign the 2.6-litre V6 engined Hypercar sees fresh line-ups.

The #93 car this season will see Paul di Resta move in to the Vergne and Jensen car, while the out-going Mueller is replaced by up-and-coming Danish youngster Malthe Jakobsen, who joins Vandoorne and Duval in #94.

CATEGORY HYPERCAR	COMMITMENT SINCE 2022	SEASON 2025 CURRENT RESULTS FIA WORLD ENDURANCE MANUFACTURERS’ CHAMPIONSHIP 5TH
MANUFACTURER PEUGEOT	TYRE SUPPLIER MICHELIN	

#93

PAUL DI RESTA

MIKKEL JENSEN

JEAN-ÉRIC VERGNE

#94

LOÏC DUVAL

MALTHE JAKOBSEN

STOFFEL VANDOORNE





PORSCHE 963

The most successful manufacturer in the history of global endurance racing, Porsche, will be aiming to defend its WEC drivers crown in 2025, as well as capturing a so far elusive 20th victory at Le Mans.

The Porsche Penske operation, which runs from a bespoke headquarters in Mannheim, Germany, won two races with the #6 Porsche 963 Hypercar in 2023, with the model also getting a third win, via JOTA, at Spa.

But there are major changes on the driver side in 2025 as Andre Lotterer (to Genesis) and Frederic Makowiecki (to Alpine) make way for fresh, young talent.

That includes Julien Andlauer, who impressed for Proton Competition in a Porsche 963 last season. He joins Michael Christensen as a full season entry, while Mathieu Jaminet comes in from the IMSA squad to run at the longer races.

PORSCHE PENSKE
MOTORSPORT

The title defending #6 duo of Laurens Vanthoor and Kevin Estre are joined at Qatar, Le Mans and Bahrain by Matt Campbell who moves over from the #5 car and who will this year major on a full IMSA campaign.

Proton Competition will continue to race a customer Porsche 963 Hypercar this season as Neel Jani is joined by Hypercar newbies Nicolas Varrone and Nicolas Pino. The South American duo are ambitious to make their name as young aces in the team that starred at Spa last season by leading during stages of the race.

CATEGORY
HYPERCAR

MANUFACTURER
PORSCHE

COMMITMENT
SINCE 2023

TYRE SUPPLIER
MICHELIN

SEASON 2025 CURRENT RESULTS

FIA WORLD ENDURANCE
MANUFACTURERS' CHAMPIONSHIP

6TH

#5

JULIEN
ANDLAUER

MICHAEL
CHRISTENSEN

MATHIEU
JAMINET


#6


KÉVIN
ESTRE

LAURENS
VANTHOOR


MATT
CAMPBELL


#99







NEEL JANI






NICOLAS PINO





NICOLÁS VARRONE



PORSCHE

963

TEAM

Proton Competition

SEASON 2025 CURRENT RESULTS

FIA WORLD CUP
FOR HYPERCAR TEAMS

2ND



TOYOTA GR010-HYBRID



Toyota won its fourth consecutive Hypercar Manufacturers title in a last gasp snatch from Porsche in Bahrain last November, after a memorable drive from Sebastien Buemi in the final stages.

It was an emotional win for the Japanese manufacturer which has been competing in the FIA WEC since its inception in 2012 and has achieved six drivers' titles, five Le Mans 24 Hours wins and seven manufacturers' crowns.

Toyota Gazoo Racing will race with a largely unchanged Toyota GR010-Hybrid Hypercar and the team also retains

an unchanged driver line up of Mike Conway, Kamui Kobayashi (also team principal) and Nyck de Vries in the #7 car, while Buemi, Brendon Hartley and Ryo Hirakawa are aboard the #8 car.

CATEGORY
HYPERCAR

MANUFACTURER
TOYOTA



COMMITMENT
SINCE 2022

TYRE SUPPLIER
MICHELIN



SEASON 2025 CURRENT RESULTS

FIA WORLD ENDURANCE
MANUFACTURERS' CHAMPIONSHIP

3RD

#7





MIKE
CONWAY





KAMUI
KOBAYASHI





NYCK
DE VRIES



#8





SÉBASTIEN
BUEMI





BRENDON
HARTLEY





RYŌ
HIRAKAWA



33

WEC OFFICIAL PROGRAMME



GOODYEAR ACCELERATING INTO THE 2025 SEASON



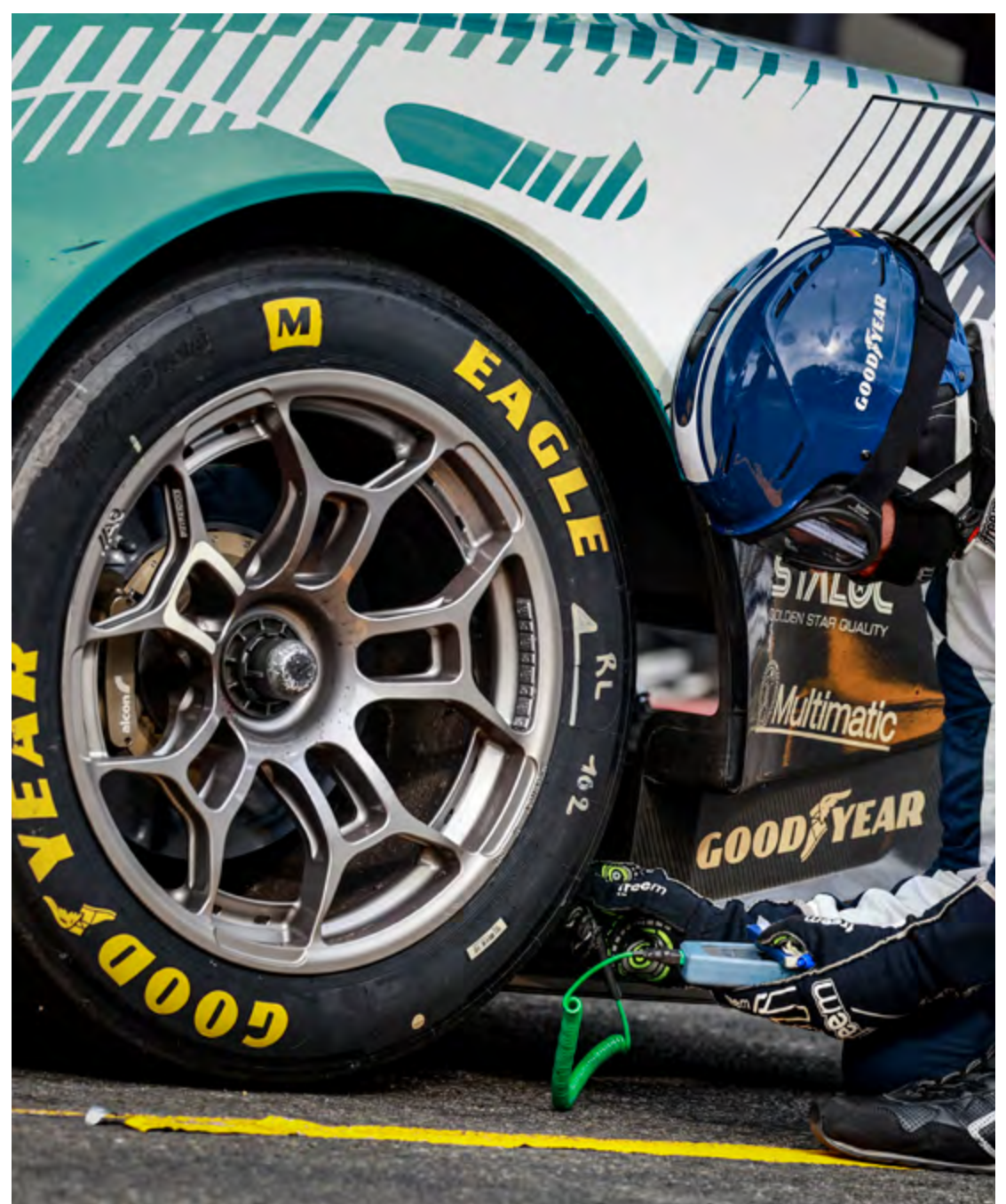
Goodyear played a defining role in the 2024 season, a year that introduced fresh regulations, thrilling new circuits, and the launch of the LMGT3 category.

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

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

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

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



2025: BIGGER, FASTER, STRONGER

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

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

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

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

**GOODYEAR WINGFOOT AWARD:
FANS TAKE THE WHEEL**

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

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





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HANDLING

EAGLE F1 ASYMMETRIC 6

LMGT3



ASTON MARTIN VANTAGE AMR LMGT3

A pair of the Aston Martin Vantage AMR LMGT3 cars will be on the grid in 2025 with the #27 Heart of Racing squad flying the US flag, and a new operation – Racing Spirit of Léman in the #10 car.

The brains behind the Heart of Racing business, which raises money for the Seattle Cardiology Research Fund through its racing activities, is Ian James who stays in the cockpit of #27 but with new teammates. Zacharie Robichon moves over from the Proton Ford Mustang team, while former Audi factory GT3 driver Mattia Drudi also joins.


Racing Spirit of Léman have a trio of WEC rookies as Derek Deboer and Valentin Hase Clot are joined by a very familiar racing name. Eduardo Barrichello, son of former Ferrari and Williams F1 racer Rubens steps up to WEC after winning races in the South American Stock Car Pro Series in 2024.


CATEGORY LMGT3		COMMITMENT SINCE 2024		SEASON 2025 CURRENT RESULTS FIA ENDURANCE TROPHY FOR LMGT3 TEAMS	
MANUFACTURER ASTON MARTIN		TYRE SUPPLIER GOODYEAR		#10	#27
				9TH	6TH

RACING
SPIRIT
OF
LÉMAN





#10







DEREK
DEBOER






EDUARDO
BARRICHELO





VALENTIN
HASSE CLOT



#27





IAN
JAMES





ZACHARIE
ROBICHON





MATTIA
DRUDI








BMW M4 LMGT3




Team WRT is back with the popular BMW M4 LMGT3 in 2025 after they notched up the first WEC win for the Bavarian marque at Imola last spring.

Augusto Farfus though is the only survivor for the No.31 run car and this year is joined by last year’s LMGT3 class runner-up Yasser Shahin and Timur Boguslavskiy, who previously raced briefly with the Akkodis ASP team. This team will be known as The Ben Team WRT in deference to the Australian race track The Bend Motorsport Park in South Australia.

Their stablemates this season in the #46 BMW M4 will be Moto GP legend Valentino Rossi again with Oman’s foremost racing driver Ahmed Al Harthy. They will be joined new factory BMW driver Kelvin van der Linde, who moves over from the Akkodis ASP team after a challenging 2024.

CATEGORY LMGT3		COMMITMENT SINCE 2024		SEASON 2025 CURRENT RESULTS	
MANUFACTURER BMW		TYRE SUPPLIER GOODYEAR		FIA ENDURANCE TROPHY FOR LMGT3 TEAMS	
 				#31	#46
				3 RD	11 TH

#31





YASSER
SHAHIN




TIMUR
BOGUSLAVSKIY







AUGUSTO
FARFUS





#46







AHMAD
AL HARTHY






VALENTINO
ROSSI





KELVIN
VAN DER LINDE





CORVETTE Z06 LMGT3.R



The mighty Corvette Z06 is back for more LMGT3 action this season as TF Sport aim to put behind them a difficult 2024, its first in partnership with the iconic American manufacturer.

The British team, founded and managed by Tom Ferrier, have re-shaped their line-up and sought the experience of multiple WEC champion Ben Keating who will race in the #33 in a super strong looking line-up that includes Daniel Juncadella and young British talent Johnny Edgar, the latter of who took the 2024 ELMS LMP2 title.


The sister Corvette will be driven by familiar TF racers Charlie Eastwood, Rui Andrade and Tom van Rompuy, who combined in 2024 to score a best result of second place in the LMGT3 class at the BAPCO 8 Hours of Bahrain.


CATEGORY	COMMITMENT	SEASON 2025 CURRENT RESULTS	
LMGT3	SINCE 2024	FIA ENDURANCE TROPHY FOR LMGT3 TEAMS	
MANUFACTURER	TYRE SUPPLIER	#33	#81
CORVETTE	GOODYEAR	1 ST	17 TH
			

#33




**BEN KEATING**



**JONNY EDGAR**



**DANIEL JUNCADELLA**




#81




**TOM VAN ROMPUY**



**RUI ANDRADE**



**CHARLIE EASTWOOD**





LMGT3



FORD

FORD MUSTANG LMGT3

Proton
Competition

FORD
PERFORMANCE

The mighty Mustang will be more prepared this season to stretch its legs in the ultra-competitive LMGT3 category with the crowd pleasing 5.4-litre V8 powered beast.

Run by Proton Competition with engineering assistance from the renowned Multimatic company that led the design of the car with Ford Performance, two of the cars will again be on the grid.

Last season was very much a learning campaign for the exciting new design but 2025 has already started in

promising fashion with a superb win in the GTD Pro class at Daytona.

The experienced Benjamin Barker leads the driving attack in the #77 car along with Bernardo Sousa and Ben Tuck, while the #88 entry sees Danish ace and recent Rolex24 at Daytona winner Dennis Olsen spearhead the attack with Stefano Gattuso and Giammarco.

CATEGORY LMGT3		COMMITMENT SINCE 2024		SEASON 2025 CURRENT RESULTS	
MANUFACTURER FORD		TYRE SUPPLIER GOODYEAR		FIA ENDURANCE TROPHY FOR LMGT3 TEAMS	
				#77	#88
				15 TH	10 TH

#77



**BERNARDO SOUSA**




**BEN TUCK**





**BENJAMIN BARKER**




#88





**STEFANO GATTUSO**



**GIAMMARCO LEVORATO**



**DENNIS OLSEN**





FERRARI 296 LMGT3


VISTA
AF CORSE

With a proud history in just about every endurance racing category over the years, Ferrari also opened its LMGT3 account in 2024 with a well-earned victory by the #54 VISTA AF Corse run Ferrari 296. That car crew of Thomas Flohr, Davide Rigon and Francesco Castellacci will stay together for a third consecutive season.

The second of the VISTA AF Corse entries also sees an unchanged line-up of Francois Heriau, Alessio Rovera and Simon Mann, albeit with a different race number as they will #21 this season as opposed to #55 the number

with which they won last November’s LMGT3 race at the season finale in Bahrain.

The twin-turbo V6 Ferrari engine has proved to be a major weapon on some of the long straights in the WEC and it is again expected that the Prancing Horse will add more wins to its impressive roster of success in 2025.

CATEGORY LMGT3		COMMITMENT SINCE 2024		SEASON 2025 CURRENT RESULTS	
MANUFACTURER FERRARI		TYRE SUPPLIER GOODYEAR		FIA ENDURANCE TROPHY FOR LMGT3 TEAMS	
				#21	#54
				5 TH	8 TH

#21





FRANÇOIS
HÉRIAU





SIMON
MANN





ALESSIO
ROVERA



#54





THOMAS
FLOHR





FRANCESCO
CASTELLACCI





DAVIDE
RIGON





MCLAREN 720S LMGT3 EVO





Another titan of motorsport returned to world championship level sportscar racing in 2024 as McLaren entered a pair of its 720S LMGT3 cars with leading customer specialist team United Autosports.

The Zak Brown and Richard Dean run team sees a changed line-up in 2025 as new faces Sebastien Baud, Darren Leung and Sean Gelael join 2024 drivers Gregoire Saucy, Marino Sato and James Cottingham.

Leung, Gelael and Sato combine in the No.95 car, while Cottingham, Saucy and Baud will race the No.59 car.

United Autosports and McLaren are confident that the promise shown in their debut season in LMGT3 in 2024 will be built upon this year as they chase a first victory after scoring a first podium with car No.

2025 is also the 30th anniversary of McLaren's unforgettable triumph at Le Mans when Yannick Dalmas, Masanori Sekiya and JJ Lehto won in one of the wettest ever races held at La Sarthe.

CATEGORY LMGT3		COMMITMENT SINCE 2024		SEASON 2025 CURRENT RESULTS	
MANUFACTURER MCLAREN		TYRE SUPPLIER GOODYEAR		FIA ENDURANCE TROPHY FOR LMGT3 TEAMS	
				#59	#95
2 ND		7 TH			

#59





JAMES
COTTINGHAM





SÉBASTIEN
BAUD





GRÉGOIRE
SAUCY



#95





DARREN
LEUNG






SEAN
GELAE





MARINO
SATO





MERCEDES-AMG LMGT3

IRON LYNX



A welcome addition to the incredible ranks of manufacturers represented in WEC this season is German manufacturer giant, Mercedes.

The pair of Mercedes AMG LMGT3 Evo cars will be operated by the Iron Lynx organisation which previously competed with Lamborghinis.

An all-Italian squad of Claudio Schiavoni, Matteo Cressoni and Matteo Cairolì will race together in the #60 Merc, while the sister #61 car will see the hugely experienced

duo of Christian Ried and Maxime Martin joined by Lin Hødenius.

Mercedes has a long heritage of racing in endurance competition but hasn't raced full-time at Le Mans since 1999, so for the first time in 26 years the famous three-pointed star manufacturer is set to return.

CATEGORY	COMMITMENT	SEASON 2025 CURRENT RESULTS	
LMGT3	SINCE 2024	FIA ENDURANCE TROPHY FOR LMGT3 TEAMS	
MANUFACTURER	TYRE SUPPLIER	#59	#95
MERCEDES-AMG	GOODYEAR	14 TH	16 TH
			

#60





CLAUDIO SCHIAVONI





MATTEO CRESSONI







MATTEO CAIROLÌ





#61







CHRISTIAN RIED






LIN HODENIUS





MAXIME MARTIN





LEXUS RC F LMGT3



The luxury branch of the Toyota range of automotive brands, Lexus has been a welcome addition to the big names in the burgeoning LMGT3 category.

Run by the French Akkodis ASP team, owned by former racer Jerome Policand, the team endured a tough 2024 but also showed flashes of real speed and four points finishes.


Some new faces on the driving strength have emerged for 2025 with Romanian racer Petru Umbrărescu joining


double WEC champion and 2021 Le Mans winner Jose-Maria Lopez in the #87 car. They are joined by Clemens Schmid.

The #78 Lexus RC F LMGT3 machine sees an intriguing addition as highly rated British driver Ben Barnicoat joins Arnold Robin and Finn Gehrsitz for a full season ride.


CATEGORY LMGT3		COMMITMENT SINCE 2024		SEASON 2025 CURRENT RESULTS	
MANUFACTURER LEXUS		TYRE SUPPLIER GOODYEAR		FIA ENDURANCE TROPHY FOR LMGT3 TEAMS	
				#78	#87
4 TH				18 TH	


#78







ARNOLD
ROBIN






FINN
GEHRSTZ





ESTEBAN
MASSON



#87





PETRU
UMBRĂRESCU





CLEMENS
SCHMID





JOSÉ MARIA
LÓPEZ







PORSCHE 911 GT3 R LMGT3

Porsche return in a concerted aim to retain their crown after a brilliant 2024 campaign saw the Manthey PureRxcing crew take the silverware with two rounds to spare. Manthey run two cars again, albeit one of them under the official Iron Dames banner, while the other is known as Manthey 1st Phorm.

The Iron Dames are back for a fourth consecutive season of action but this year with a new bronze categorised driver, Celia Martin. The German joins up with familiar Dames – Michelle Gattling and Rahel Frey as the Iron

Dames return to a Porsche after first competing with an LMGT E Am spec one in 2023.


The 1st Phorm car has a fearsome looking line-up full off pace and experience as Ryan Hardwick, formerly of Proton Ford Mustang, forms a trio that includes 2015 WEC champion and five time Le Mans winner Richard Lietz, as well as the rapid Italian, Riccardo Pera.


CATEGORY LMGT3		COMMITMENT SINCE 2024		SEASON 2025 CURRENT RESULTS FIA ENDURANCE TROPHY FOR LMGT3 TEAMS	
MANUFACTURER PORSCHE		TYRE SUPPLIER GOODYEAR		#85	#92
				13 TH	12 TH

IRON DAMES


MANTHEY 1ST PHORM


#85







CÉLIA
MARTIN






RAHEL
FREY







MICHELLE
GATTLING





#92







RYAN
HARDWICK






RICCARDO
PERA





RICHARD
LIETZ







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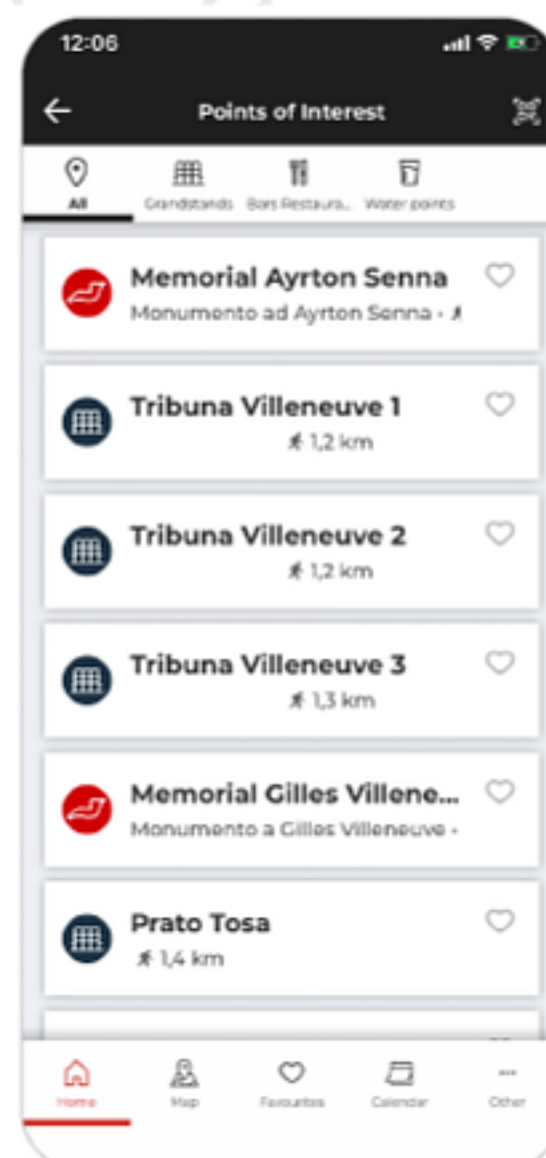
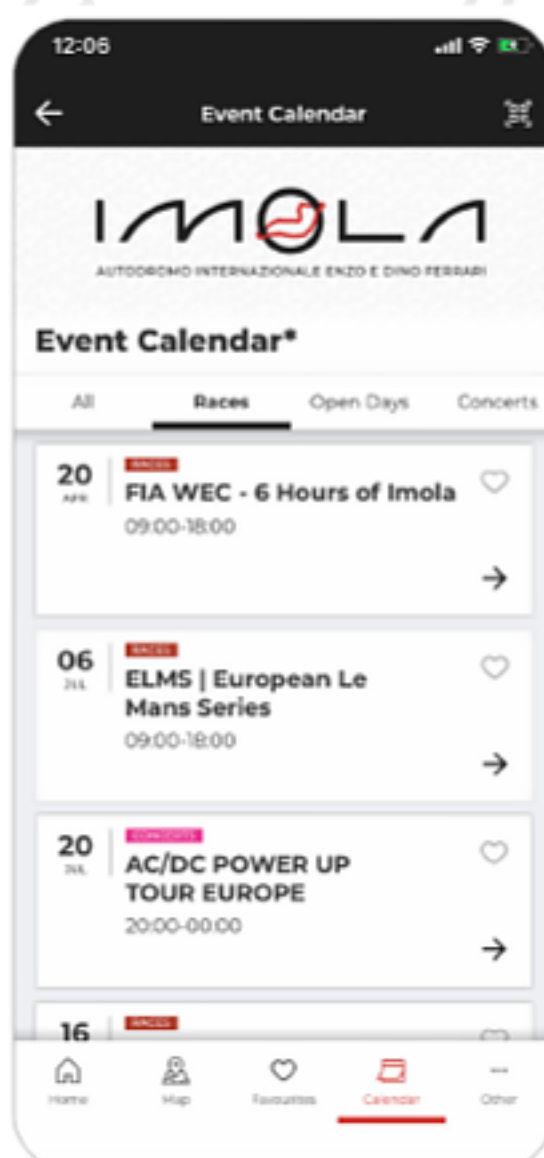
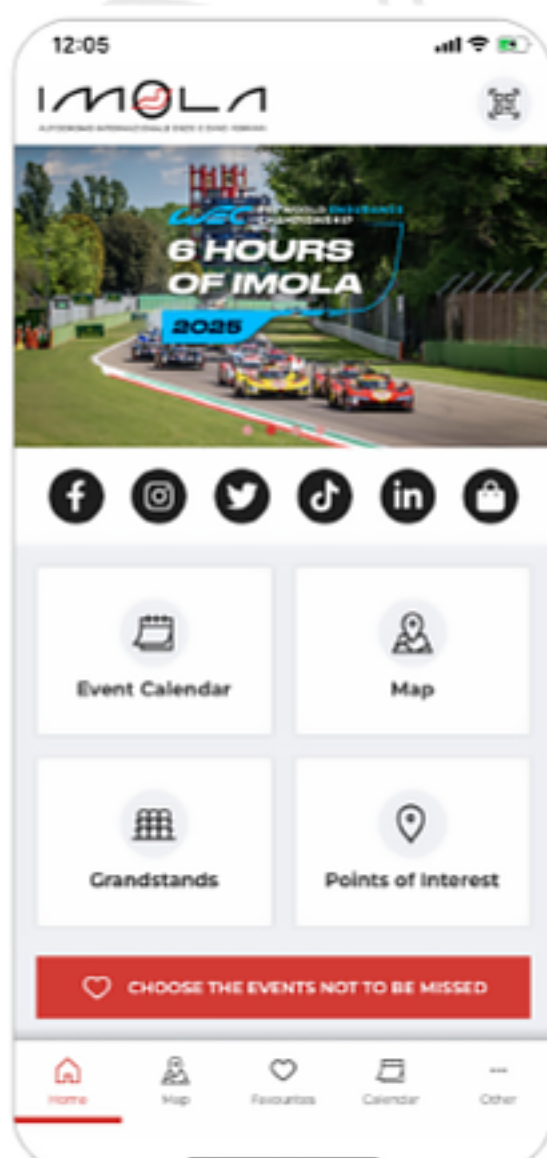
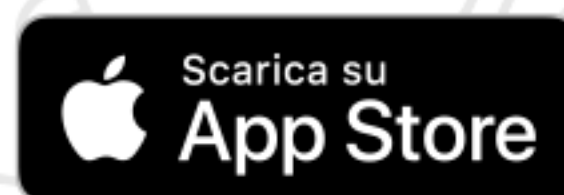
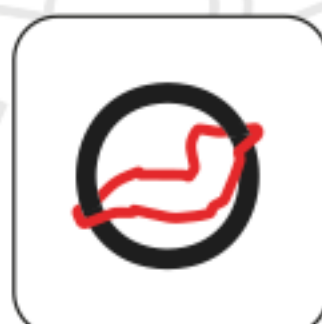
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BMW DRIVERS HAIL 'HUGE STEP FORWARD' OVER 2024

Following a double top seven finish in last month's Qatar curtain-raiser, BMW M Team WRT has hailed a 'huge step forward' at the beginning of the Bavarian brand's second season in the FIA World Endurance Championship's headlining Hypercar category.

The two BMW M Hybrid V8s showed strong speed during the traditional 'Prologue' group test at Lusail International Circuit – Robin Frijns posting the outright benchmark time in the final session – before carrying that form over into race week.

Both cars advanced comfortably through to the Hyperpole shootout in qualifying, on the way to securing second (Dries Vanthoor) and sixth (Frijns) on the grid for the Qatar 1812km – the former duly claiming the prototype's maiden front row start in FIA WEC competition, a scant 0.136secs shy of pole position.

Team newcomer Kevin Magnussen began the ten-hour contest in the #15 entry, slipping to third before fending off challenges from Ferdinand Habsburg (Alpine) and Earl Bamber (Cadillac), but the Dane would hit dramas at the conclusion of an early Full Course Yellow period, when a pit speed-limiter issue followed by contact with an LMG3 car dropped the BMW well down the Hypercar order and necessitated an unscheduled nose change.

A drive-through penalty for Vanthoor due to a collision just over three hours in cost the #15 crew further time, but a quick and consistent run thereafter – allied to a solid strategy – hauled the Belgian, Magnussen and Raffaele Marciello up to fourth at the chequered flag, less than ten seconds adrift of victory and 'best-of-the-rest' behind the all-conquering Ferraris. Vanthoor's fastest lap towards the end of the second hour proved to be the quickest of the non-499P drivers.

"After starting second, fourth is maybe not the result we had hoped for, but we didn't have the cleanest of races, also from my side," he reflected. "Without that, we probably had a shot at fighting for third, even if the Ferraris were untouchable – they were flying in every session, so it was very difficult to beat them."

"I think we can be happy with fourth and with the progress we've made compared to last year. Back then, we got lapped three times in one or two hours, but P4 shows the car is fast now. We're not there yet and clearly we are still not the fastest, so we need to execute cleanly – myself included – and keep improving."

"I'm very happy!" added Magnussen. "The pit-stops and strategy were very good, and fourth was the best result we could have achieved with the pace we had. The team did a very good job. We just had a few hiccoughs that we will certainly resolve. BMW and Team WRT have definitely made a big step, which is very good to see!"

In the sister car, René Rast initially climbed a spot to fifth, with Frijns subsequently settling into fourth following the #15's delays as the experienced Dutchman took up the charge. A clash with the pole-sitting Ferrari – for which the latter was penalised – cost the #20 crew time, but the BMW remained in the mix throughout and went on to cross the line in seventh place, cementing the German manufacturer's best double finish to-date.

"We can be really happy with the progress we've made in one year," mused Rast and Frijns' stablemate, Sheldon van der Linde. "When you look at where we were last season, with both cars out of the top ten and no real chance to fight anybody else on-track, we have made a huge step forward."

"I think we can be really proud of BMW M Motorsport for giving us a car we can properly race with; it has been a huge step from their side. Driveability has improved a lot, which allows us to really race other cars now."

The #20 trio – unchanged since last season – registered its best result of 2024 at Imola, and BMW will travel to the Autodromo Internazionale Enzo e Dino Ferrari for round two of the current campaign (18-20 April) sitting second in the Manufacturers' standings as it bids to build upon its early momentum.

"Looking at where we were in Qatar a year ago, this is a very big improvement," acknowledged Team Principal, Vincent Vosse. "We can all be proud of this achievement. Not being on the podium in the end was a bit tough, but the Ferraris were hard to catch. The guys did an incredible job, and we will certainly take this result."

"This was a very good start to our second season in FIA WEC," echoed Head of BMW M Motorsport, Andreas Roos. "Our two BMW M Hybrid V8s showed strong pace from the Prologue, and with second place in qualifying, we underscored our ambition to compete for the podium. Unfortunately, the Ferraris were a bit too strong in the race, but we are satisfied with fourth and seventh places."

"We're happy about the important points towards the world championship standings, and the continuation of our positive trend from the end of 2024 and the 24 Hours of Daytona a few weeks ago. Thanks to everyone who worked hard over the winter to get us into this good starting position for the season. We can definitely build on this performance."

ASTON MARTIN SAYS QATAR SHOWED 'REAL EVIDENCE' OF VALKYRIE'S POTENTIAL

Aston Martin came away from last month's Qatar 1812km – the opening round of the 2025 FIA WEC campaign – 'encouraged' by the pace and potential of its new Valkyrie Hypercar and confident of being able to 'fight' with its rivals as the season progresses.

Following an extensive testing programme, the pair of eagerly-anticipated Valkyries – derived from the road-going model of the same name and run by Aston Martin THOR Team – took to the track at Lusail International Circuit to do battle against opposition from Alpine, BMW, Cadillac, Ferrari, Peugeot, Porsche and Toyota at the beginning of an historic year for the iconic British brand.

After lining up 16th and 18th on the grid for the ten-hour curtain-raising contest – the race-tuned Valkyrie's global debut – the #007 and #009 contenders showed a solid turn-of-speed as they settled into an accomplished rhythm.

Three-time FIA WEC class champion Marco Sørensen produced two purple sectors during the first hour, with team-mate Tom Gamble in the sister entry posting the car's fastest lap of the race, outpacing drivers from Peugeot, BMW, Toyota, Porsche and Alpine as he got to within a tenth-of-a-second of Robert Kubica's best effort in the second-placed Ferrari.

"It's been a bit of a rollercoaster," reflected the rising British star. "There is a such a big build-up in Qatar, but it was actually really positive. We learned so much – both about the car and how the team works together – and that was our main objective.

"In order for us to eventually win, we need to learn and improve, and there are a lot of areas we can work on before we go to Imola (for round two on 18-20 April) – I'm already looking forward to hitting the track there. To be part of the Valkyrie debut has been incredible and a huge honour. It's going to be a really exciting year!"



The all-British #007 piloted by Gamble alongside countrymen Harry Tincknell and Ross Gunn was ultimately forced to withdraw due to a transmission issue, but the #009 – crewed by Sørensen, LMGTD graduate Alex Riberas and 2022 IMSA GTD title-winner Roman De Angelis – continued on to take the chequered flag 17th, despite losing time during the second hour to replace a missing door.

"It was very special to finish the first race," remarked the Dane. "Of course we have a lot to learn, and we need to make sure we improve and have fewer issues, but all this kind of stuff is normal for a new programme. It feels like we are moving forward all the time and I think we showed with our race pace that the car has a great deal of very exciting potential that we will unlock."



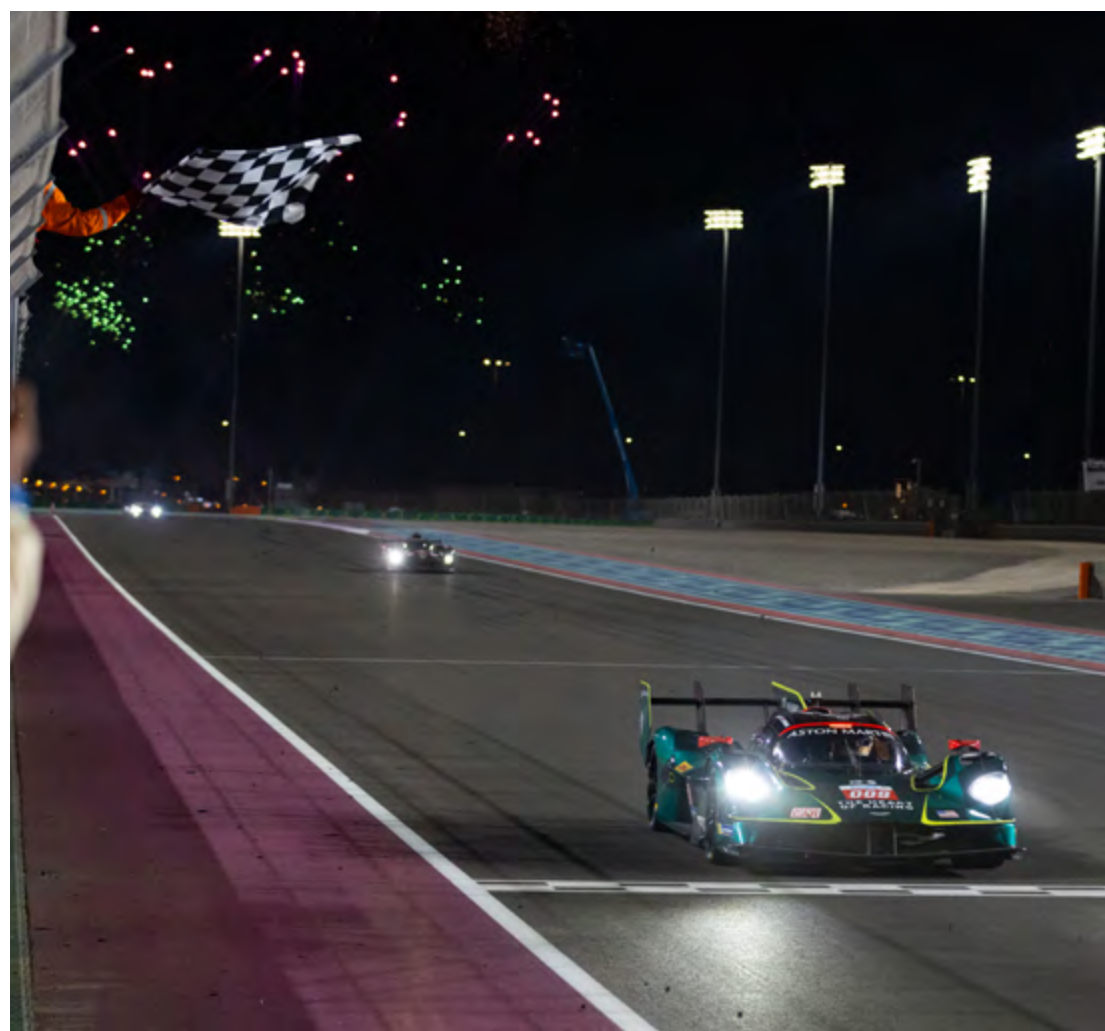
While the Valkyrie's maiden appearance in such a fiercely-disputed Hypercar category in the world's premier endurance racing series was always likely to be a steep learning curve, Aston Martin THOR Team is hopeful it will not be long before the striking British-built challenger is pushing for points if not indeed more.

"We knew this was going to be a 'learning week' for the Valkyrie," acknowledged Aston Martin Head of Endurance, Adam Carter, "and we encountered some of the 'teething issues' you would associate with a new racing programme.

"That said, we were encouraged by the pace both cars showed during their stints. We saw plenty of indications throughout the 'Prologue' and race that give us cause to believe we can be competitive as the season matures. We've learned a huge amount and gathered considerable data – and that gives us plenty to build upon."

"We knew the first race was going to be tough," echoed Team Principal, Ian James, "but the team has gelled so well and worked so hard, and we saw real evidence of what the car is capable of as we start to apply the lessons we learn on this exciting journey.

"It was amazing to see how we measured against the competition already, and I think inside the team we really have the feeling that we can fight with our rival teams and manufacturers, who are well-established in the championship. We also know we have the most learning to do and the most to come from our package, which is right at the beginning of its development curve and understanding. There's much to be excited about."





‘A LOT TO CELEBRATE’ FOR UNITED AUTOSPORTS AFTER ‘EXCEPTIONALLY STRONG SEASON-OPENER’

United Autosports might have narrowly missed out on its maiden LMG3 class triumph in the 2025 FIA WEC curtain-raiser in Qatar last week, but the team nonetheless left Lusail International Circuit confident in its chances of challenging for the title.

With its brace of distinctive, papaya-and-black-liveried McLaren 720S LMG3 Evos, the British outfit entered the new season in bullish mood. Backing up that optimism, FIA Bronze-graded drivers Darren Leung (#95) and James Cottingham (#59) advanced comfortably through the first part of qualifying placed respectively first and third in the 18-strong field, with Silver-graded stablemates Sean Gelael (#95) and Sébastien Baud (#59) – the latter making his first appearance for United Autosports – subsequently setting the pace in the Hyperpole shootout.

The performance marked an unprecedented second consecutive front row lock-out after the team had done the same in last year’s Bahrain finale, and in the next day’s Qatar 1812km, the McLarens held sway at the head of the order during the early stages.

The two United Autosports cars largely stayed out-of-trouble as the race progressed, carefully managing their tyres, fuel and energy use. The #95 entry led for almost a third of the overall distance, but with little over an hour left on the clock, a drive-through penalty for a pit-stop infringement dashed Leung, Gelael and Marino Sato’s hopes of victory. They ultimately took the chequered flag a frustrated and unrepresentative seventh.

As a consolation, Gelael was voted ‘Driver of the Day’, taking a landslide win in the public vote and scooping the first Goodyear Wingfoot Award of 2025 for his consistency inside the cockpit.

With the #95 falling back following its penalty, the sister car picked up the mantle, as Grégoire Saucy determinedly hunted down Daniel Juncadella in the leading TF Sport Corvette during a thrilling final hour. Despite applying sustained pressure on the Spaniard, the Swiss star was unable to prise the door open, flashing across the finish line less than half-a-second in arrears.

The runner-up spoils nevertheless represented United Autosports’ finest finish to-date in FIA WEC’s LMG3 category, which it is already aiming to build upon next time out at Imola (18-20 April).

“I said a number of times since arriving in Qatar that I felt like we could hit the ground running,” reflected Cottingham. “The efforts put in by the team over the winter have been translated into a well-deserved podium at long last for the #59 car, super-close to the race win. I couldn’t be happier. “We had a teeny bit of bad luck with a gearbox malfunction, which cost us 40 seconds. Without that, undoubtedly we could have been on the top step, but we have seven more rounds and I am confident you will see McLaren on the podium at multiple points during the season – which is where the team should be!”

“I have to say, on a personal level, I’m disappointed, but huge thanks to the team and congratulations to the #59 – they did a brilliant job and the result is great motivation for everybody,” added Gelael. “We are very happy with the progress shown, and hopefully we can continue this momentum at Imola, Spa and beyond. I’m looking forward to it!”

Those sentiments are echoed by United Autosports CEO Richard Dean and McLaren Automotive Director of Motorsport, Ian James, both of whom are positive that the squad’s form in Qatar can be reproduced on a regular basis.

“It was an exceptionally strong season-opener, and one that we are very proud of,” acknowledged Dean. “We have two cars that have instantly established themselves as front-runners and we’ve secured our first podium of the season – huge congratulations to James, Grégoire, Séb and the #59 crew. Second place in the world championship is a massive achievement.

“The #95 crew also had a stellar week, with P1 in qualifying for Darren, pole position for Sean and top work as usual from Marino. Sadly, their race didn’t end the way we had hoped but Imola is just a few weeks away and we will go there with the same race-winning ambitions.”

“The last 20 minutes of the race had us all on the edge of our seats as Grégoire came so close to taking the win,” mused James. “Darren and Sean did very well to take pole position on their McLaren debut as well, so there was a lot to celebrate in Qatar. We were quick throughout.

“It really is testament to all the hard work done by the engineering team in Woking and everyone at United Autosports over the winter that we have been able to perform straightaway. You must score in every race to win championships, and we are certainly off to a very good start.”



DEFENDING CHAMPIONS PORSCHE ‘DESERVED MORE’ FROM ‘DISAPPOINTING’ QATAR CURTAIN-RAISER

Twelve months on from a dominant performance at Lusail International Circuit, Porsche came away frustrated from the 2025 FIA World Endurance Championship curtain-raiser at the same track – and with work to do to kick its title defence into gear.

For the first time since debuting in the series in 2023, there were no Porsche 963s inside the top ten on the grid for the Qatar 1812km, with Porsche Penske Motorsport new boy Julien Andlauer qualifying the #5 hybrid prototype 11th – missing out on Hyperpole by a mere two hundredths-of-a-second – and reigning Drivers’ champion Kévin Estre 13th in the sister #6 entry. The following day’s ten-hour race would be no more straightforward.

An eventful start obliged Andlauer to make an unscheduled pit visit barely half-an-hour in due to a damaged tyre, dropping the car he was sharing with compatriot Mathieu Jaminet and Denmark’s Michael Christensen to 18th and last position in the Hypercar class.

An early refuelling stop during a safety car intermission helped to elevate the #5 crew temporarily to third, only for another tyre issue and a damper element on the rear axle – which needed to be fixed at the halfway mark – to cost the trio further time, restricting Andlauer, Jaminet and Christensen to a lapped tenth at the chequered flag.

“An exhausting, sometimes really difficult race,” the latter reflected. *“It was pretty tough on the track – rarely have I had contact with so many other cars in such a short space of time. I did not want that at all, but sometimes that’s the way it is.”*

“Our Porsche felt very good at times, but in the end I had to fight with tyre and brake wear as well as the energy level. I was aiming for ninth place, but then we fell out of the performance window and no longer had a chance. We crossed the finish line and have two championship points, which counts because they could become important.”



“AN EXHAUSTING, SOMETIMES REALLY DIFFICULT RACE”

Crewed by Estre, fellow defending champion Laurens Vanthoor and Matt Campbell, the #6 963 wound up just over 20 seconds further in arrears in 11th. That car similarly suffered an early setback, after Vanthoor found himself hit from behind, necessitating a rear wing replacement at the crew’s first pit-stop.

Porsche Penske Motorsport will be hoping for significantly better fortunes in round two – the 6 Hours of Imola in Italy on 18-20 April – around a circuit where last year, the German-American alliance raced to a rostrum double.

“We knew from the start that we were in for a difficult race,” acknowledged Porsche Factory Motorsport LMDh Director, Urs Kuratle. *“Last year, we finished with three Porsche 963s on the podium in Qatar, but the situation has changed. We were not completely faultless, but the team and the drivers did a good job. Nevertheless, the result is disappointing.”*

“We only scored two points – but I feel like we deserved more,” added Porsche Penske Motorsport Managing Director, Jonathan Diuguid. *“Our two Porsches had a long day. The #6 was caught out by the Virtual Safety Car through no fault of its own. From then on, it was one lap down but running with good pace and no real mistakes.”*

“The #5 suffered two punctures and a technical problem. Despite this, they were able to stay on the lead lap until shortly before the end. We will improve a few things and work on our performance for Imola.”



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ACCREDITATION CENTRE

OPENING HOURS

Thursday April 17th	08:00 - 17:30
Friday April 18th	08:00 - 17:30
Saturday April 19th	09:00 - 18:00
Sunday April 20th	08:00 - 15:00

Via ugo Lambertini,8,
40026,Imola BO



See the itinerary to
the accreditation centre



COMPETITORS

- 1 ACCREDITATION CENTRE
- 2 PADDOCK
- 3 PADDOCK ENTRANCE
- 5 GRIDWALK
- 6 PITWALK
- SCRUTINEERING

GENERAL

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

MEDIA

- MEDIA MIXED ZONE
- TV COMPOUND
- MEDIA PARKING

- ORGANISATION PARKING
- EVENT PARKING
- GUEST PARKING
- LE MANS SPIRIT CLUB PARKING
- SUPPORT RACE PARKING
- PRM PARKING



FRIDAY, APRIL 18

10:30	10:55	X-GT4 Supersport GT - FREE PRACTICE 1
11:15	12:45	FIA WEC - FREE PRACTICE 1
13:55	14:55	Porsche Sixt Carrera Cup Deutschland - FREE PRACTICE
15:15	15:40	X-GT4 Supersport GT - FREE PRACTICE 2
16:00	17:30	FIA WEC - FREE PRACTICE 2

SATURDAY, APRIL 19

9:50	10:25	X-GT4 Supersport GT - QUALIFYING
10:40	11:40	FIA WEC - FREE PRACTICE 3
11:55	12:30	Porsche Sixt Carrera Cup Deutschland - QUALIFYING
13:15	14:00	FIA WEC - PIT WALK
13:20	13:50	FIA WEC - AUTOGRAPH SESSION
14:30	14:42	FIA WEC - QUALIFYING - LMGT3
14:50	15:00	FIA WEC - QUALIFYING - HYPERPOLE LMGT3
15:10	15:22	FIA WEC - QUALIFYING - HYPERCAR
15:30	15:40	FIA WEC - QUALIFYING - HYPERPOLE HYPERCAR
16:30	17:00	X-GT4 Supersport GT - RACE 1
17:30	18:05	Porsche Sixt Carrera Cup Deutschland - RACE 1

SUNDAY, APRIL 20

9:05	9:30	X-GT4 Supersport GT - RACE 2
9:55	10:30	Porsche Sixt Carrera Cup Deutschland - RACE 2
10:45	11:30	FIA WEC - PIT WALK
10:50	11:20	FIA WEC - AUTOGRAPH SESSION
11:44	11:50	FIA WEC - LAP OF HONOUR
12:15		FIA WEC - GRID WALK opening
12:30		FIA WEC - GRID WALK gate closing
12:45		FIA WEC - GRID WALK end of evacuation
12:55		FIA WEC - GREEN FLAG
13:00	19:00	FIA WEC - RACE - Rolling Start

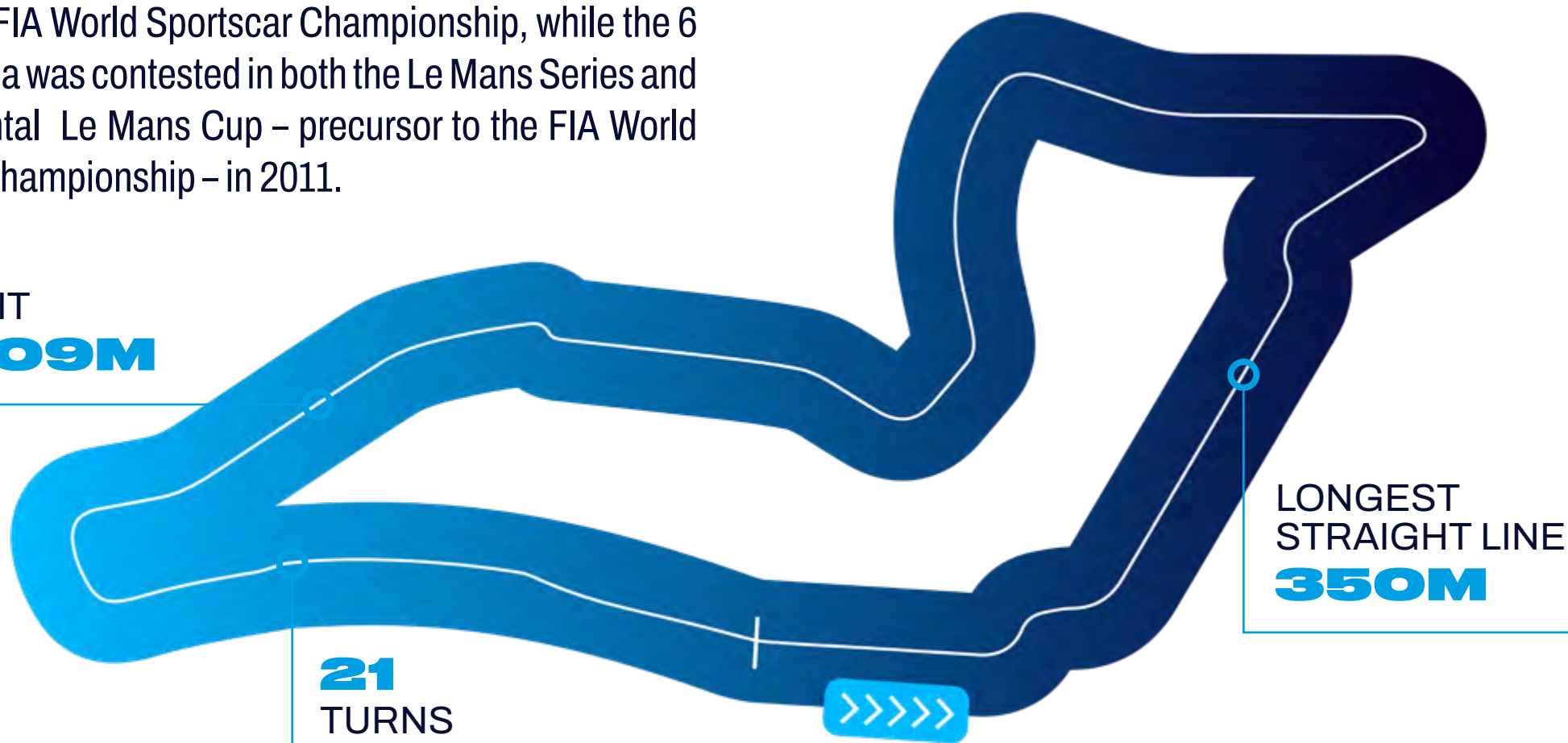
Built in 1953 and named after Ferrari's founder and his first-born son, Italy's Autodromo Internazionale Enzo e Dino Ferrari was initially associated with two-wheeled motorsport, hosting top-flight motorcycle grands prix on multiple occasions between 1969 and 1999. The FIA Grade 1 venue simultaneously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

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

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

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

LENGHT
4,909M



21
TURNS

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

LONGEST
STRAIGHT LINE
350M

WINNERS 2024

HYPERCAR **7**



TOYOTA GAZOO RACING

- | M. Conway
- | K. Kobayashi
- | N. de Vries

LMGT3 **31**



TEAM WRT

- | D. Leung
- | S. Gelael
- | A. Farfus

POLE POSITION BY CATEGORY 2024

HYPERCAR **1:29.466**

50 **FERRARI AF CORSE**

- | A. Fuoco
- | M. Molina
- | N. Nielsen

LMGT3 **1:42.365**

92 **MANTHEY PURERXCING**

- | A. Malykhin
- | J. Sturm
- | K. Bachler

FASTEST LAP 2024

HYPERCAR **1:31.794**

50 **FERRARI AF CORSE**

- | A. Fuoco

LMGT3 **1:42.257**

55 **VISTA AF CORSE**

- | A. Rovera

RACE DISTANCE COVERED

1006,09KM
(205 laps)

STATS

The WEC race lap records in both classes at Imola are held by Italian drivers – Antonio Fuoco in Hypercar and Alessio Rovera in LMGT3. **Home.**

Ferrari visits its namesake circuit – Autodromo Internazionale Enzo e Dino Ferrari, on the back of a 1-2-3 finish in Qatar, marking the first time a team could directly defend a 1-2-3 finish at its home race.

Darren Leung and Augusto Farfus achieved their first series victories at Imola in 2024. Both compete in 2025, now for McLaren and BMW respectively.

All six race winners from the inaugural 6 Hours of Imola compete in 2025 – Mike Conway, Kamui Kobayashi, Nyck de Vries, Darren Leung, Augusto Farfus and Sean Gelael.

Toyota has won the second race of a season in all of the last seven campaigns, or since 2017, including the first visit to Imola in 2024

Eight teams which have won races in Italy compete at Imola in 2025 – Toyota, United Autosports, Manthey, AF Corse, Alpine, WRT, Jota and Proton Competition.

Imola 2025 is the 5th WEC race to occur on the 20th day of a month. Aston Martin has won at all of the previous four, but is yet to win a race in Italy.

Imola is the 15th circuit to stage multiple WEC rounds, and the 2nd circuit in a row to host its 2nd race, after Lusail International Circuit.

Ferrari comes into Imola leading the Hypercar World Manufacturers' standings (and Drivers'), whilst AF Corse leads the Hypercar World Cup standings.

Valentino Rossi's first WEC podium came in front of his home fans, at Imola 2024. Rossi is the first Grand Prix World Champion to stand on a podium at a home race.

Across all classes and sub-classes, **no marque has achieved more podiums in Italy than Porsche**, with 12. Imola 2024 produced two overall, two Hypercar privateer and one LMGT3 podium for the marque.

Italy's Antonio Fuoco is the first Italian driver to lead the overall world standings following a full race weekend since Dindo Capello after Le Mans 2012.

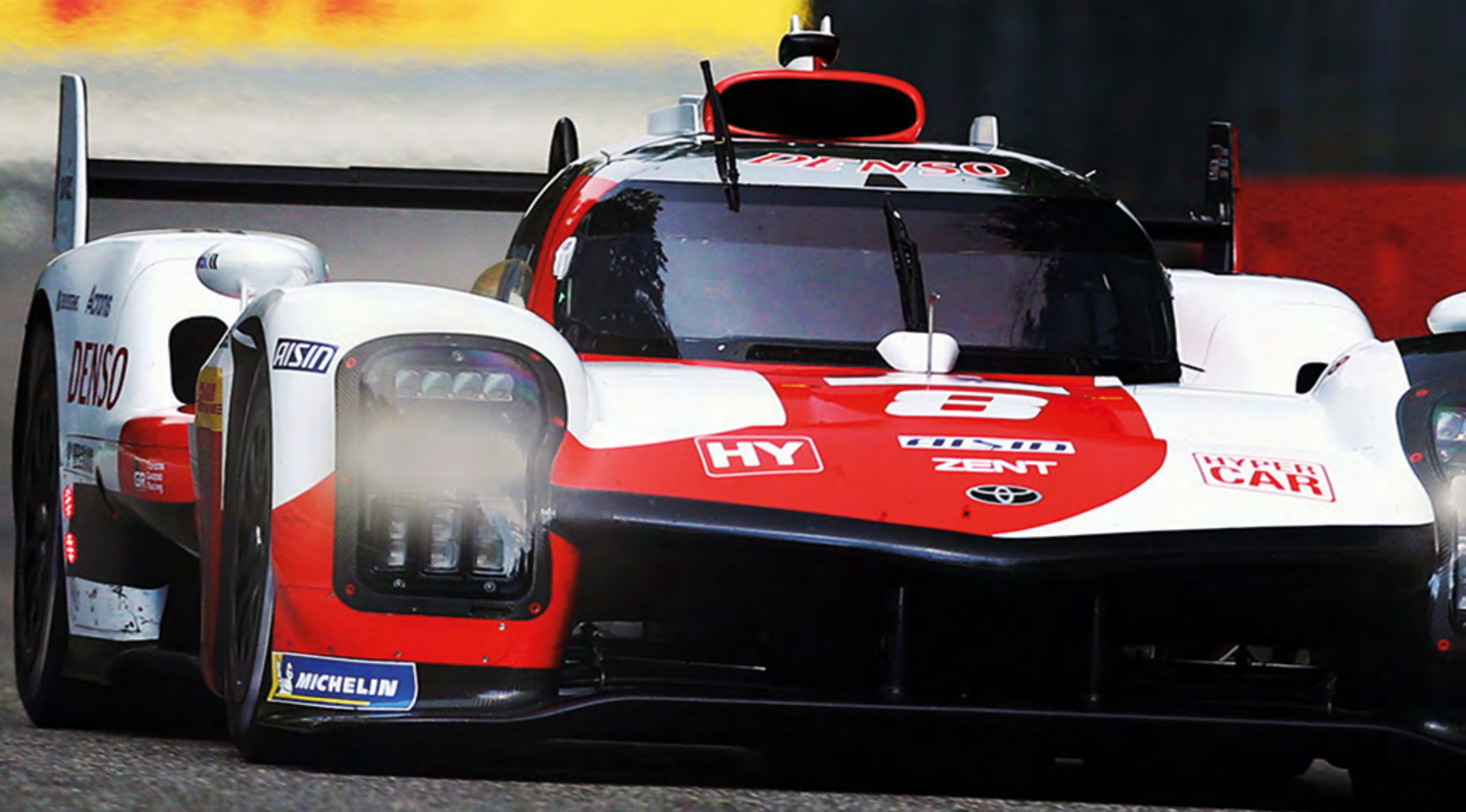
14 Italian drivers are set to compete at home in Imola 2025, and increase of one from the 2024 round.

A second consecutive double-podium for Porsche Penske at Imola 2024 saw the team double its podium total from the entire 2023 season, after only two races.

Mercedes-AMG makes its European WEC debut at Imola with Iron Lynx. The Italian team has already finished on podiums at home with Ferrari and Porsche machinery.

Imola has produced an **89.2% finish rate, 6,825 laps** of racing, for **33,504 kilometres** by all cars combined.





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Official Logistics Partner



2025 WEC CHAMPIONSHIP



HYPERCAR MANUFACTURERS

	FERRARI	66 PTS
	BMW M	35 PTS
	TOYOTA	33 PTS

LMGT3 TEAMS

	#33 TF SPORT	38 PTS
	#59 UNITED AUTOSPORTS	27 PTS
	#31 THE BEND TEAM WRT	23 PTS

HYPERCAR TROPHY TEAMS

AF CORSE (FERRARI #83)	38 PTS
PROTON COMPETITION (PORSCHE #99)	27 PTS

LMGT3 DRIVERS

B. KEATING - D. JUNCADILLA - J. EDGAR (TF SPORT #33)	38 PTS
G. SAUCY - J. COTTINGHAM - S. BAUD (UNITED AUTOSPORTS #59)	27 PTS
A. FARFUS - T. BOGUSLAVSKIY - Y. SHAHIN (THE BENDTEAM WRT #31)	23 PTS

HYPERCAR DRIVERS

A. FUOCO - M. MOLINA - N. NIELSEN (FERRARI #50)	38 PTS
P. HANSON - R. KUBICA - Y. YE (FERRARI #83)	27 PTS
A. PIER GUIDI - A. GIOVINAZZI - J. CALADO (FERRARI #51)	24 PTS

HYPERCAR

ENTRY LIST



FIA WORLD **ENDURANCE**
CHAMPIONSHIP

ALPINE ENDURANCE
TEAM

#35

PAUL-LOUP
CHATIN
FERDINAND
HABSBURG
CHARLES
MILES



ALPINE ENDURANCE
TEAM

#36

JULES
GOUNON
FRÉDÉRIC
MAKOWIECKI
MICK
SCHUMACHER



ASTON MARTIN
THOR TEAM

#007

HARRY
TINCKNELL
TOM
GAMBLE



ASTON MARTIN
THOR TEAM

#009

ALEX
RIBERAS
MARCO
SØRENSEN



BMW M TEAM WRT

#15

DRIES
VANTHOOR
RAFFAELE
MARCIELLO
KEVIN
MAGNUSSEN



BMW M TEAM WRT

#20

RENÉ
RAST
ROBIN
FRIJNS
SHELDON
VAN DER LINDE



CADILLAC HERTZ
JOTA TEAM

#12

ALEX
LYNN
NORMAN
NATO
WILL
STEVENS



CADILLAC HERTZ
JOTA TEAM

#38

EARL
BAMBER
SÉBASTIEN
BOURDAIS
JENSON
BUTTON



FERRARI
AF CORSE

#50

ANTONIO
FUOCO

MIGUEL
MOLINA

NICKLAS
NIELSEN



FERRARI
AF CORSE

#51

ALESSANDRO
PIER GUIDI

JAMES
CALADO

ANTONIO
GIOVINAZZI



PEUGEOT
TOTALENERGIES

#93

PAUL
DI RESTA

MIKKEL
JENSEN

JEAN-ÉRIC
VERGNE



PEUGEOT
TOTALENERGIES

#94

LOÏC
DUVAL

MALTHE
JAKOBSEN

STOFFEL
VANDOORNE



PORSCHE PENSKE
MOTORSPORT

#5

JULIEN
ANDLAUER

MICHAEL
CHRISTENSEN

MATHIEU
JAMINET



PORSCHE PENSKE
MOTORSPORT

#6

KÉVIN
ESTRE

LAURENS
VANTHOOR

MATT
CAMPBELL



TOYOTA GAZOO
RACING

#7

MIKE
CONWAY

KAMUI
KOBAYASHI

NYCK
DE VRIES



TOYOTA GAZOO
RACING

#8

SÉBASTIEN
BUEMI

BRENDON
HARTLEY

RYŌ
HIRAKAWA



AF CORSE

#83

ROBERT
KUBICA

YIFEI
YE

PHILIP
HANSON



PROTON
COMPETITION

#99

NEEL
JAMI

NICOLAS
PINO

NICOLÁS
VARRONE



LMGT3

ENTRY LIST



FIA WORLD **ENDURANCE**
CHAMPIONSHIP

RACING SPIRIT
OF LÉMAN

#10

DEREK
DEBOER
EDUARDO
BARRICHELLO
VALENTIN
HASSE CLOT



HEART OF
RACING TEAM

#27

IAM
JAMES
ZACHARIE
ROBICHON
MATTIA
DRUDI



THE BEND
TEAM WRT

#31

YASSER
SHAHIN
TIMUR
BOGUSLAVSKIY
AUGUSTO
FARFUS



TEAM WRT

#46

AHMAD
AL HARTHY
VALENTINO
ROSSI
KELVIN
VAN DER LINDE



TF SPORT

#33

BEN
KEATING
JONNY
EDGAR
DANIEL
JUNCADELLA



TF SPORT

#81

TOM
VAN ROMPUY
RUI
ANDRADE
CHARLIE
EASTWOOD



PROTON
COMPETITION

#77

BERNARDO
SOUSA
BEN
TUCK
BENJAMIN
BARKER



PROTON
COMPETITION

#88

STEFANO
GATTUSO
GIAMMARCO
LEVORATO
DENNIS
OLSEN



VISTA
AF CORSE

#21

FRANÇOIS
HÉRIAU
SIMON
MANN
ALESSIO
ROVERA

VISTA
AF CORSE

#54

THOMAS
FLOHR
FRANCESCO
CASTELLACCI
DAVIDE
RIGON

UNITED
AUTOSPORTS

#59

JAMES
COTTINGHAM
SÉBASTIEN
BAUD
GRÉGOIRE
SAUCY

UNITED
AUTOSPORTS

#95

DARREN
LEUNG
SEAN
GELAE
MARINO
SATO

IRON LYNX

#60

CLAUDIO
SCHIAVONI
MATTEO
CRESSONI
MATTEO
CAIROLI

IRON LYNX

#61

CHRISTIAN
RIED
LIN
HODENIUS
MAXIME
MARTIN

AKKODIS
ASP TEAM

#78

ARNOLD
ROBIN
FINN
GEHRSTZ
ESTEBAN
MASSON

AKKODIS
ASP TEAM

#87

PETRU
UMBRĂRESCU
CLEMENS
SCHMID
JOSÉ MARIA
LÓPEZ

IRON DAMES

#85

CÉLIA
MARTIN
RAHEL
FREY
MICHELLE
GATTING

MANTHEY
1ST PHORM

#92

RYAN
HARDWICK
RICCARDO
PERA
RICHARD
LIETZ



FIA PRESIDENT’S MEDALS TO BE AWARDED AT IMOLA

New personal silverware will be awarded to race winners starting from round two of the 2025 FIA World Endurance Championship season, the 6 Hours of Imola.

A sustainably crafted award, the FIA President’s Medal, is set to be presented to the winning drivers at the upcoming Italian round.

The medal, a personal keepsake for the winners, was first introduced in Formula 1, at the 2022 season-concluding Abu Dhabi Grand Prix. Now, this commemorative award is being adopted across other FIA World Championships. This weekend’s six-hour race held at Autodromo Internazionale Enzo e Dino Ferrari will mark the first time endurance race winners receive the honour.

The initiative has been brought to life by FIA President Mohammed Ben Sulayem, who envisioned a more personal and lasting way to celebrate success, allowing the winners to retain a unique symbol of their victory.

“When racing, our drivers give everything they have to secure a spot at the top of the podium, and I wanted to create an emblem that reflects their commitment and skill, a tangible reminder of their victory,” said Ben Sulayem.

Milan-based Libe Incisioni has partnered with the FIA to develop a unique production process that transforms scrap metal into high-quality items. All shavings and offcuts are recovered and reused, reducing waste to nearly zero.

“Crucially, this medal needs to represent the innovation and progress being made across our championships,” the FIA President added. *“By celebrating these victories with a sustainably crafted medal, we not only recognize our race winners and their achievements but also highlight the ongoing efforts within our sport to protect and preserve it for future generations,”* he concluded.

This month, the FIA President’s Medals also debut in other FIA World Championship-level competitions, the ABB FIA Formula E World Championship and the FIA World Rally Championship.





FIA'S GIRLS ON TRACK AND CAREERSHIFT PROGRAMMES TO EMPOWER FUTURE MOTOR SPORT TALENT AT IMOLA

The FIA will host its FIA Girls on Track and FIA CareerShift programmes on the occasion of this weekend's 6 Hours of Imola, round two of this year's FIA World Endurance Championship season.

Launched in 2019, FIA Girls on Track aims to inspire girls aged 8–18 to consider becoming motor sport industry professionals through series of workshops, interactive activities and career talks with women performing various roles in the paddock. In 2024 alone, a total of more than 2,500 girls participated in 27 Girls on Track events.

FIA CareerShift, introduced in late 2024, on the occasion of FIA WEC season finale in Bahrain, targets young adults aged 16–24. It provides behind-the-scenes experiences at FIA World Championship events, offering workshops on areas such as sporting, sustainability, media, medical and event management.

The initiative is part of the FIA's wider mission to double motor sport participation and promote diversity and inclusion across the sport.



PORSCHE

SIXT
CARRERA CUP
DEUTSCHLAND

PORSCHE SIXT CARRERA CUP DEUTSCHLAND

Porsche Sixt Carrera Cup Deutschland kicks off 2025 season with two races at Imola.

While the “6 Hours of Imola” mark already the second round of the 2025 FIA World Endurance Championship (WEC), the Porsche Sixt Carrera Cup Deutschland kicks off its season in northern Italy. The German one-make series features identical 510 hp strong 911 GT3 Cup cars. Three weeks after the teams ran the official pre-season test at the iconic Emilia-Romagna track, 32 of the cup racers return to Imola. They hit the Autodromo with two sprint races, one on Saturday, one on Sunday.

One of Porsche Sixt Carrera Cup Deutschland’s biggest teams is Italian outfit Target Competition. In only its second year in the series, the crew from the Bozen region runs a fleet of five Porsche 911 GT3 Cup. One of the drivers is 17-year old Matheus Ferreira. The Brazilian rookie is one of eight members of the “Talent Pool”, a dedicated support programme of Porsche Deutschland. Also part of this group is Emely de Heus, the only female driver on the grid. The 22-year-old from The Netherlands has swapped a F1 Academy single-seater for a Porsche 911 GT3 Cup of German team ID Racing.

Because reigning champion Larry ten Voorde has left the series, the Porsche Sixt Carrera Cup Deutschland will definitely see a new overall title winner in 2025. On the other hand, last year’s Rookie Champion Flynt Schuring is back with French team Schumacher CLRT, this time aiming for a top position in the overall classification. To defend their respective titles, is the goal for Teams’ Champion Proton Huber Competition and GP Elite’s ProAm Champion Sören Spreng, both from Germany. Five newcomers to the Porsche Sixt Carrera Cup Deutschland are eligible for the Rookies’ classification.

Founded in 1990, the Porsche Carrera Cup Deutschland has the longest history of any of the manufacturer’s current one-make cups. For the 2025 season, two races of around 30 minutes each are again scheduled over eight weekends. The main partner is once again the DTM with six races in Germany, Austria and the Netherlands. Additional international flair will be provided by appearances in the FIA World Endurance Championship (WEC) here in Imola and Spa-Francorchamps, Belgium.

Technically identical Porsche 911 GT3 Cup cars, all built centrally by Porsche Motorsport, make up the grid. The racing car, which is based on the current 992 generation nine-eleven, is powered by a six-cylinder boxer engine with a displacement of around four litres. The maximum output of 375 kW (510 hp) drives the rear wheels. The six-speed gearbox is shifted via paddles on the steering wheel. Electronic driving aids such as traction control and ABS are not permitted. To further increase equality of opportunity, all cars run on standard Michelin tyres.

In any case, the Carrera Cup Deutschland has proven itself as a successful school for young talent over the years. The WEC field at the “6 hours of Imola” features a couple of former Carrera Cup Deutschland competitors and even champions, among them today’s Porsche factory drivers Kévin Estre and Julien Andlauer.

ENTRY LIST

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| 4 | JONAS GREIF |
| 5 | SÖREN SPRENG |
| 11 | ALESSANDRO GHIRETTI |
| 12 | FLYNT SCHURING |
| 13 | ALEXANDER TAUSCHER |
| 14 | SENNA VAN SOELEN |
| 15 | DANIEL GREGOR |
| 21 | SACHA NORDEN |
| 24 | KAS HAVERKORT |
| 25 | ARIEL LEVI |
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| 27 | MATHEUS FERREIRA |
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Spectacle, adrenaline and emotions. This and much more is represented by the X-GT4 Italy and Supersport GT championships, ready to take place in the Italian stage of the FIA WEC on the Autodromo Enzo e Dino Ferrari in Imola. It will be a challenge full of passion and dream cars that will take place on the Emilian circuit, valid for the second appointment of the championship organized by FX Racing Weekend after the seasonal debut held at Mugello. Now in their third edition, both categories have quickly become a point of reference in the context of Italian motorsport, thanks to an ever-increasing level of Teams and Drivers at the start with an international flavor, with brands of absolute prestige such as Porsche, BMW, Mercedes, Lotus, Ligier and Aston Martin at the start.

The 2024 X-GT4 Italy title was won by Portuguese Tomas Guedes on his Porsche Cayman GT4 from the Autorlando Sport team, at the end of a very close battle with Finnish Benjamin Sylvestersson, in action with a BMW M4 GT4. In the competition reserved for the X-GTM division, the winner was Andrea Frizza on a BMW M2 Cup. But there will be many protagonists ready to play their chances of success this season, thanks to the presence on track of cars such as the McLaren 570S, Audi R8 LMS, Ligier JS2 R, Mercedes AMG, Lotus Emira and Aston Martin Vantage AMR. The same goes for the Supersport GT championship, where Lamborghini and Porsche will be the main protagonists: in this case, the 2023 overall

title was won by Alessio Salvaggio with the Lamborghini Super Trofeo Evo2, while the Porsche rankings were won by Riccardo De Bellis and Pierluigi Veronesi. For the Imola round, the two categories will be exceptionally reunited in a single starting grid with separate rankings, to provide an even more exciting challenge for all the fans in the stands!

The race format includes, after free practices and a double qualifying session, two races over a distance of 40' each with a mandatory pit stop and the possibility of changing drivers. It will certainly be a challenge not to be missed, where all the Teams and Drivers will want to express themselves to the maximum of their possibilities in what is certainly the most prestigious event of the entire season. This is part of a calendar that, in addition to the already mentioned Imola and Mugello, includes the other races on the main Italian racetracks such as Monza, Vallelunga and Misano, for a total of five events.

X-GT4 Italy and Supersport GT represent the point of reference for competitions dedicated to GT cars within the FX Racing Weekend championships: this organization hosts up to twelve categories on track in its events, with fantastic races and entertainment for the public without equal in Italy, thanks also to the live streaming of all the events and numerous entertainment activities in the paddock. Ready for Imola and...welcome to the show!



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