

### LONE STAR LE MANS

2025

--- SEPT. 5 - 7, 2025

























#### REACH FOR THE CROWN





THE COSMOGRAPH DAYTONA

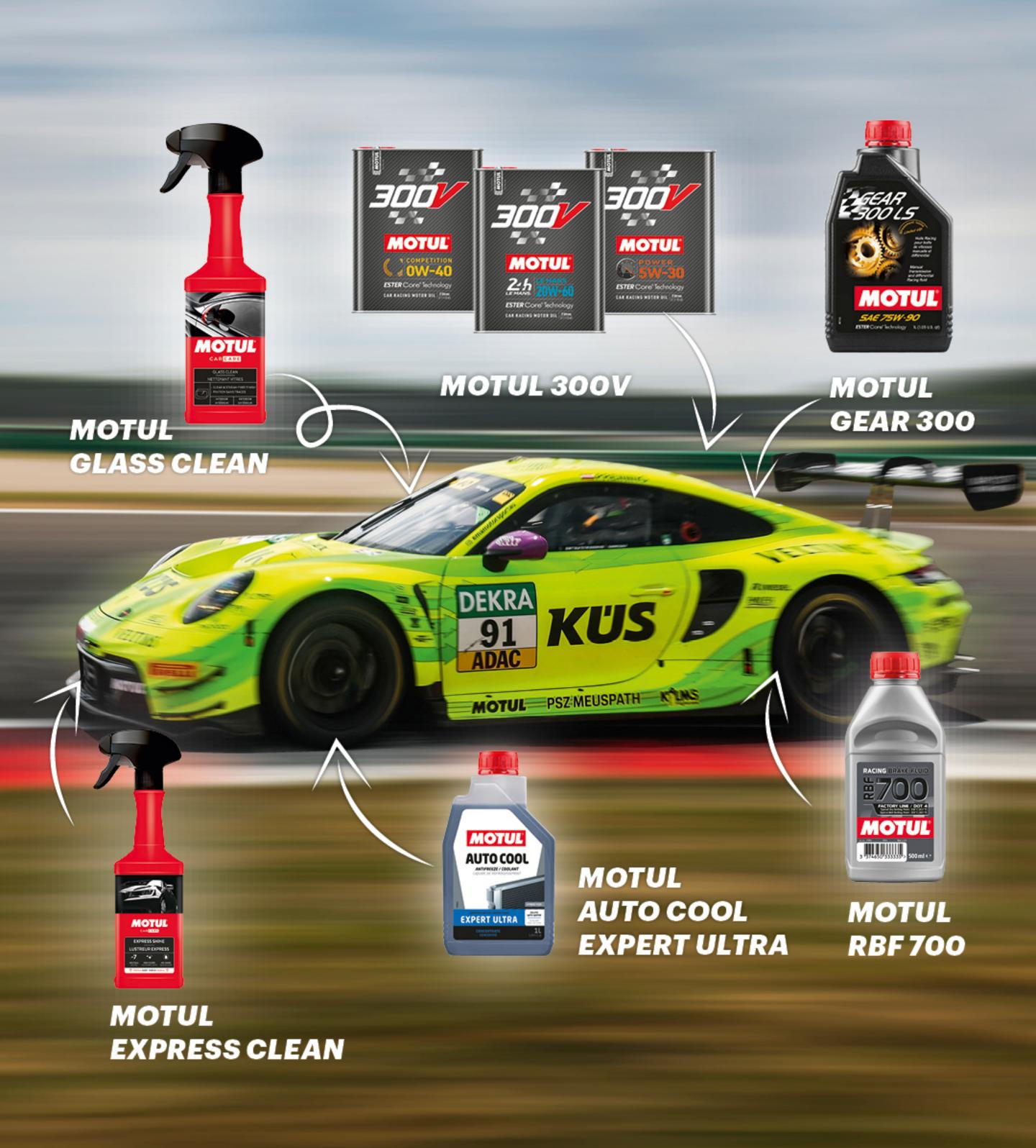






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## POWERED BY PERFORMANCE









RICHARD
MILLE
FIA ENDURANCE
COMMISSION PRESIDENT

#### Dear Friends,

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

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

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

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

As in previous seasons, the eightround 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.



PRESIDENT OF THE AUTOMOBILE CLUB DE L'OUEST

#### Endurance racing headed for new heights

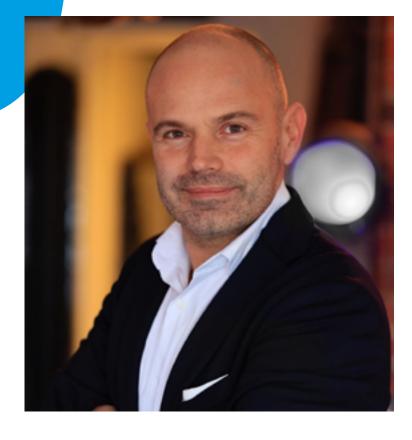
Last season was outstanding and 2025 is set to incite the same enthusiasm we have witnessed in the past few years.

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

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

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

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



#### FRÉDÉRIC LEQUIEN FIA WEC CEO

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

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

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

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

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



#### "THE LONE STAR LE MANS IS BACK IN THE LONE STAR STATE!

We're so glad you made it to Austin for the 2025 FIA WEC Lone Star Le Mans, where the cars are fast, the fans are passionate, and the Texas hospitality runs deep. With Hypercars, LMGT3s, and some of the most talented drivers in the world in town, this weekend's action is going to be nothing short of electric.

This year's race is shaping up to be another unforgettable showdown, with a world-class field of drivers and a packed grid featuring 19 Hypercars and 18 LMGT3s. Expect to see fan-favorite manufacturers like Ferrari, Toyota, Porsche, Cadillac, BMW, Lamborghini, and more—all bringing cutting-edge engineering and serious horsepower to the track.

Whether this is your first time or your seventh, we're so glad you're here. Wander through the paddock,

explore the fan zones, catch the action from Turn 1 or the Esses, and don't forget to relax at the Velocity Lounge in the Main Grandstand. While you're there, try your hand at our brand-new mini golf course or take a spin on our karting track (both just steps away).

These incredible teams and machines continue to inspire awe, and it's a privilege to share that experience with you. Special thanks to Frédéric Lequien, Pierre Fillon, and the entire WEC team for bringing this amazing championship back to Texas.

The Lone Star Le Mans is back in the Lone Star State!

#### **BOBBY EPSTEIN**

Chairman, Circuit of The Americas





## FIA WORLD ENDURANCE CHAMPIONSHIP FIA STATE A PARTNERSHIP FIA STATE OF THE STATE OF

















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BY DONATING, YOU SUPPORT THE CENTRAL TEXAS FOOD BANK IN PROVIDING FOOD TO FAMILIES ACROSS 21 COUNTIES. EVERY \$1 HELPS PROVIDE 3 NUTRITIOUS MEALS.

















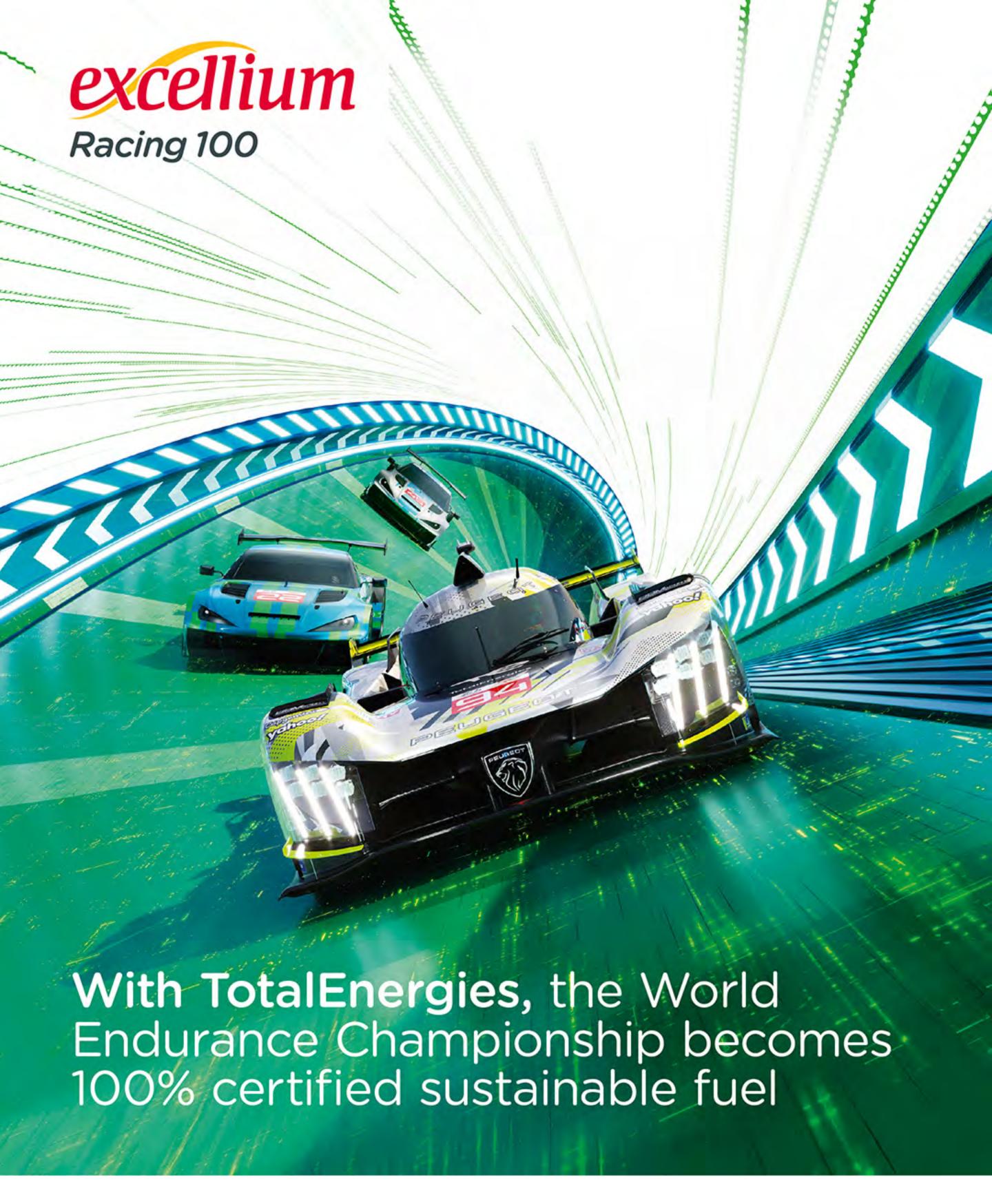


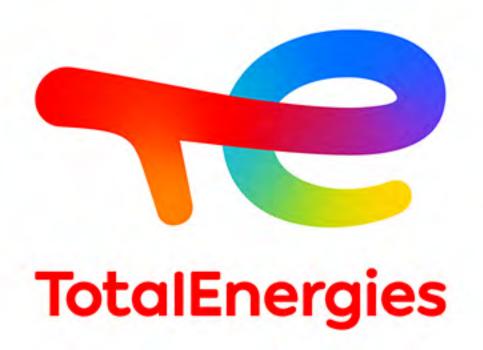


















competition.totalenergies.com/en



#### WHAT YOU NEED TO KNOW TO UNDERSTAND FIA WEC IN 2025

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

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

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

#### 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 costeffective 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 Mansconquering 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 HYPERGAR)

Where brands design and construct their own car

#### **LMDH** (LE MANS DAYTONA HYPERGAR)

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

























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.



#### LMGT3

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

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

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...





















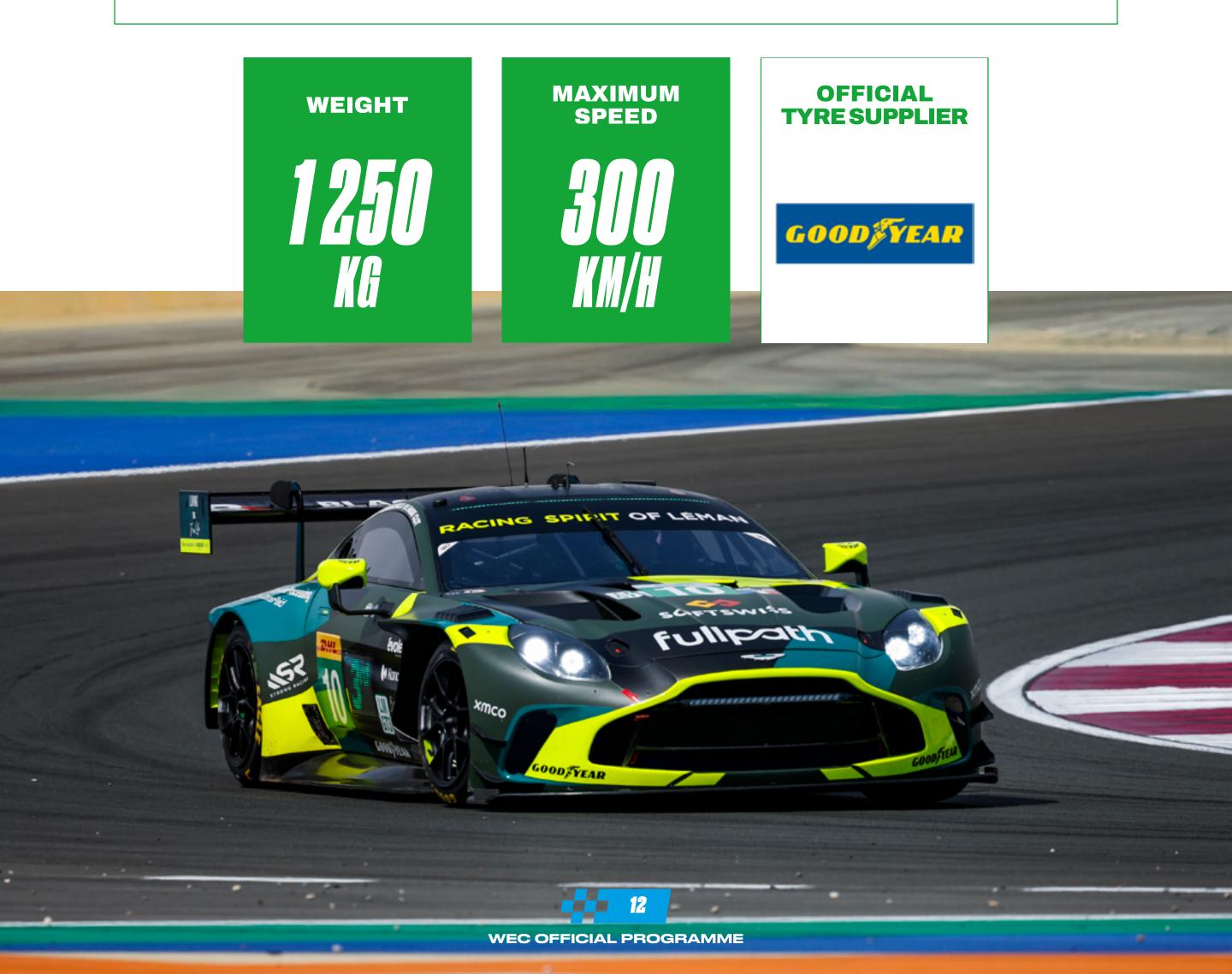


#### THE CROWNS

#### 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.





#### 3 DRIVERS PER TEAM, BRONZE DRIVERS PROHIBITED

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

#### **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.

#### 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.

#### 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.

#### 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.

#### **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.





**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

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

**QUALIFYING** 

#### **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 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**

Fre	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



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

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



#### **SLICK TYRES**







#### **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

(yellow sidewall marking):

- Soft compound
- Dry conditions

**MEDIUM** 

- 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 TYRES**

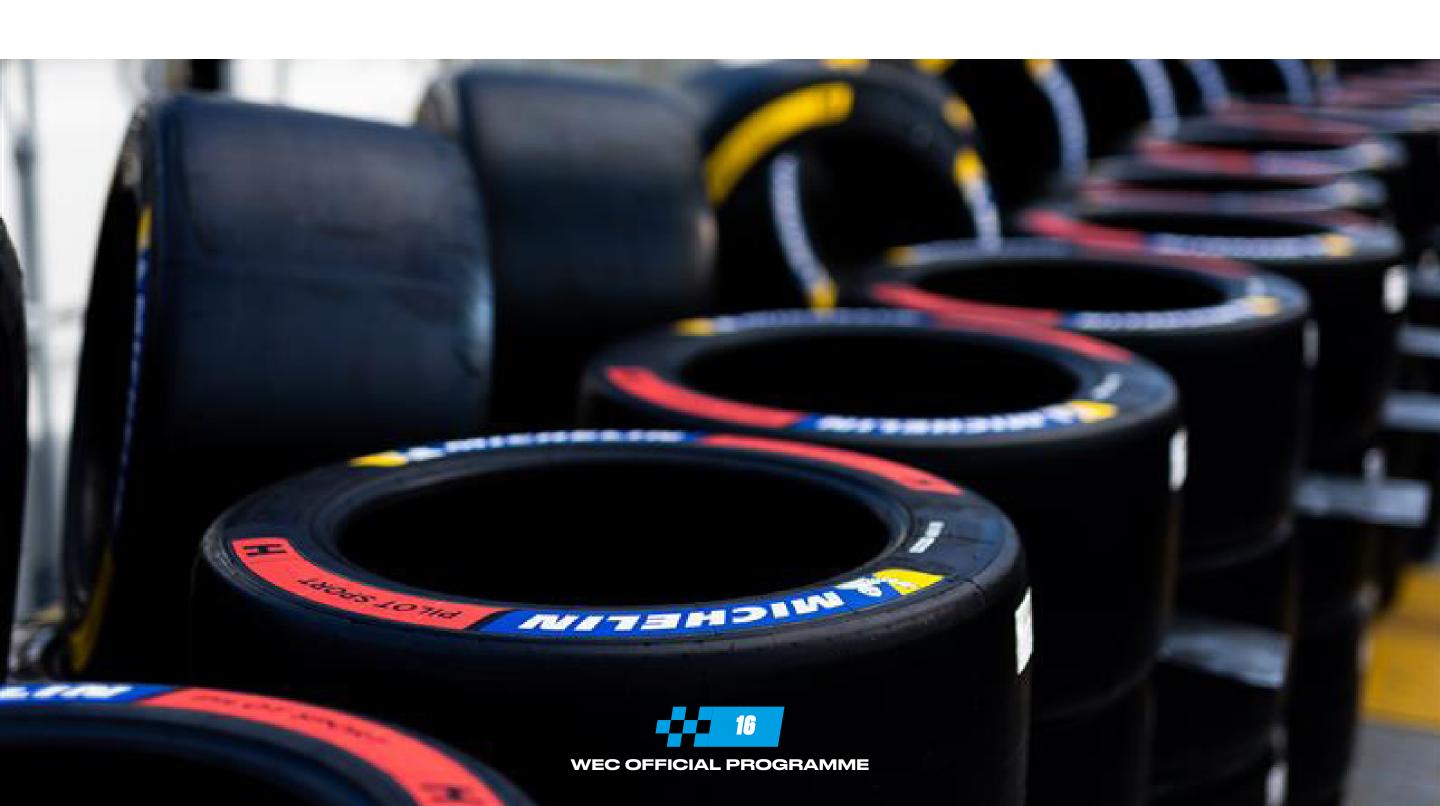




#### **WET**

(blue sidewall marking):

- Soft compound
- Wet conditions
- Versatile







## OFFICIAL LONG LASTING PERFORMANCE SUPPLIER



From left to right, MICHELIN Pilot Sport (the Hypercar category tire in the FIA World Endurance Championship), MICHELIN Pilot Sport<sup>5</sup>, MICHELIN Pilot Sport<sup>5</sup>.





#### **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.

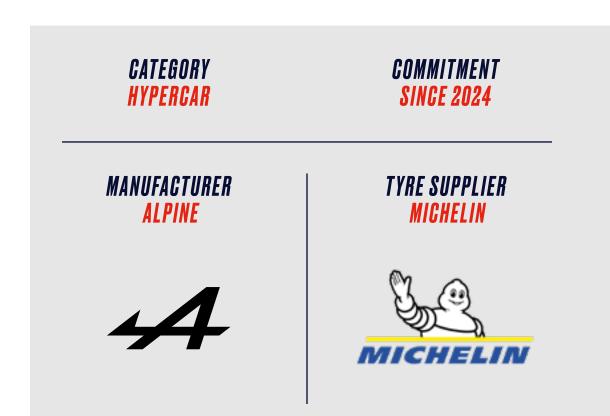
Les Bleues ended its maiden season in 2024 strongly with an excellent podium finish at the 6 Hours of Fuji. That was backed up by an equally impressive fourth position in the season finale at Bahrain.

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.

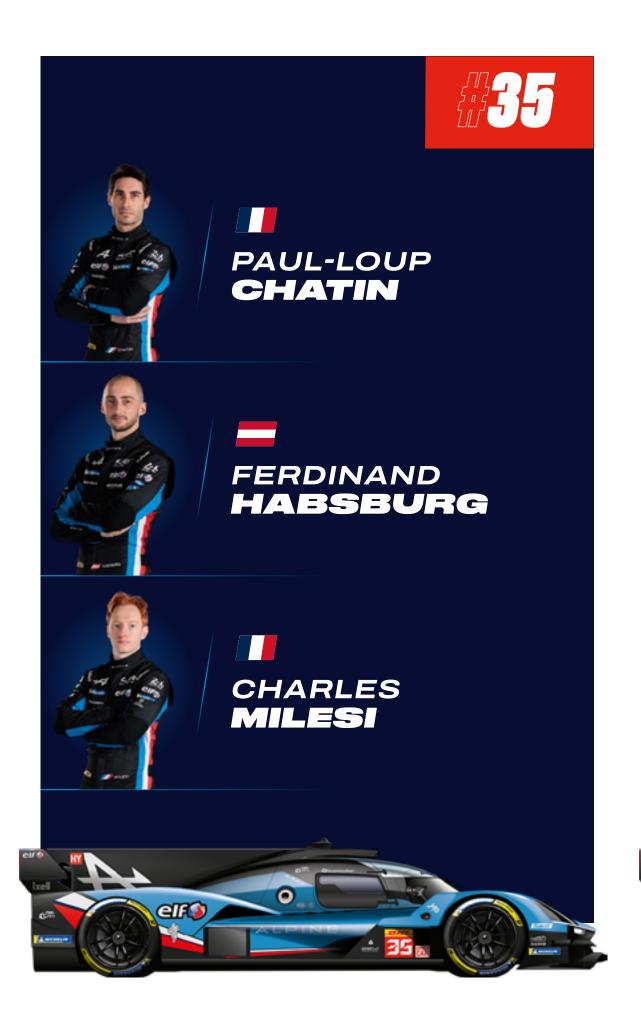
He joins Alpine regulars Mick Schumacher, Paul-Loup Chatin, Jules Gounon, Ferdinand Habsburg and Charles Milesi in the dynamic looking squad.

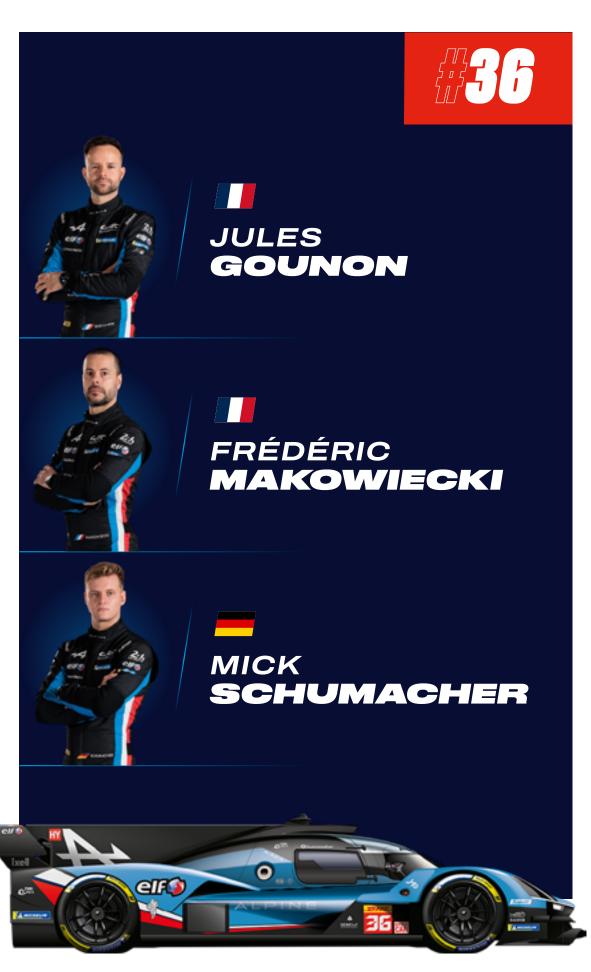
The ambitious team, spearheaded by team principal Philippe Sinault, now also has the wisdom of former driver Nicolas Lapierre, after the four time LMP2 Le Mans winner hung up his helmet after earning the Fuji podium last September.



#### **SEASON 2025 CURRENT RESULTS**











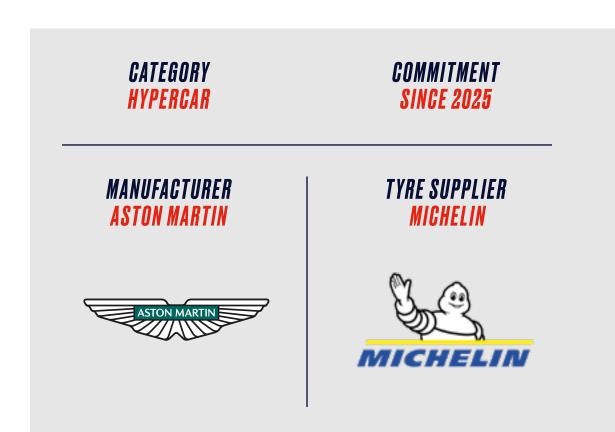
#### ASTON MARTIN VALKYRIE



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.

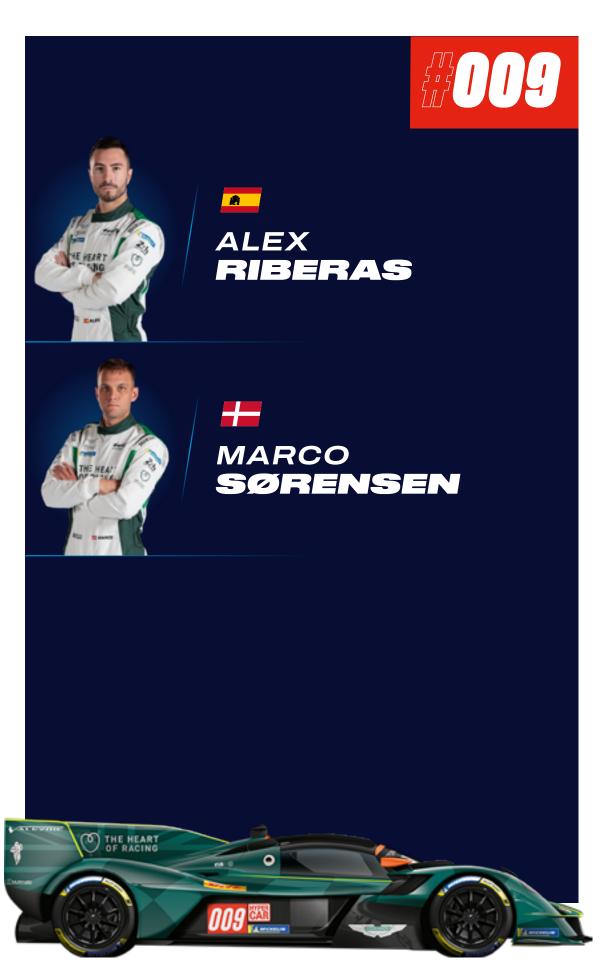
The #009 sister car will see experienced Dane, Marco Sorensen, joined by LMGT3 graduate Alex Riberas, while successful IMSA racer Roman de Angelis joins that duo for Qatar and Le Mans.



#### **SEASON 2025 CURRENT RESULTS**













#### **BMW MHYBRID 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.

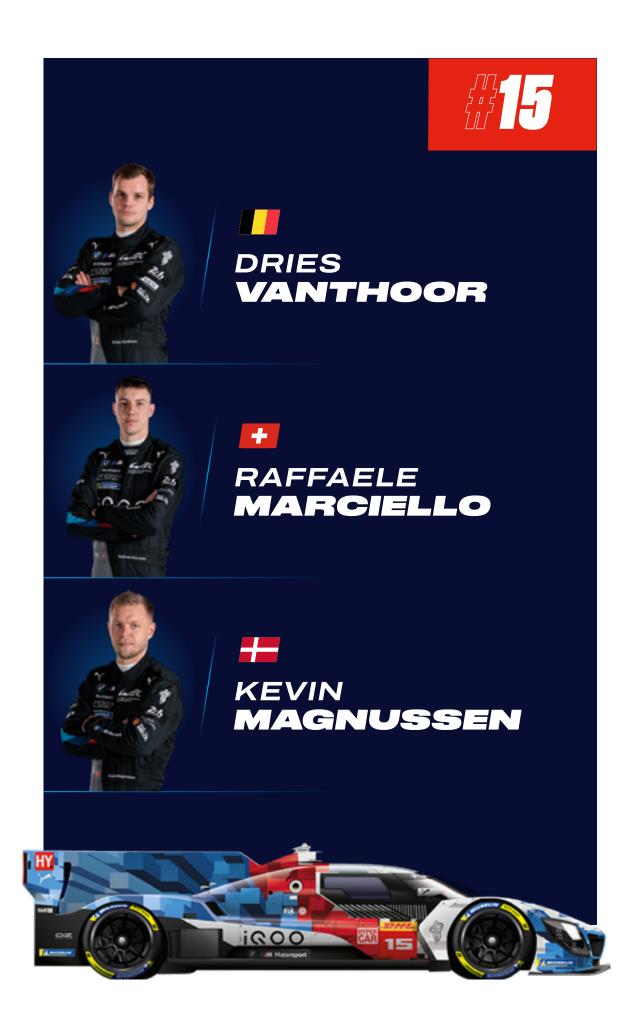
The No.20 BMW sees continuity for 2025 as Robin Frijns, Rene Rast and Sheldon van der Linde are retained for their second season together.

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.



#### SEASON 2025 CURRENT RESULTS













#### **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.

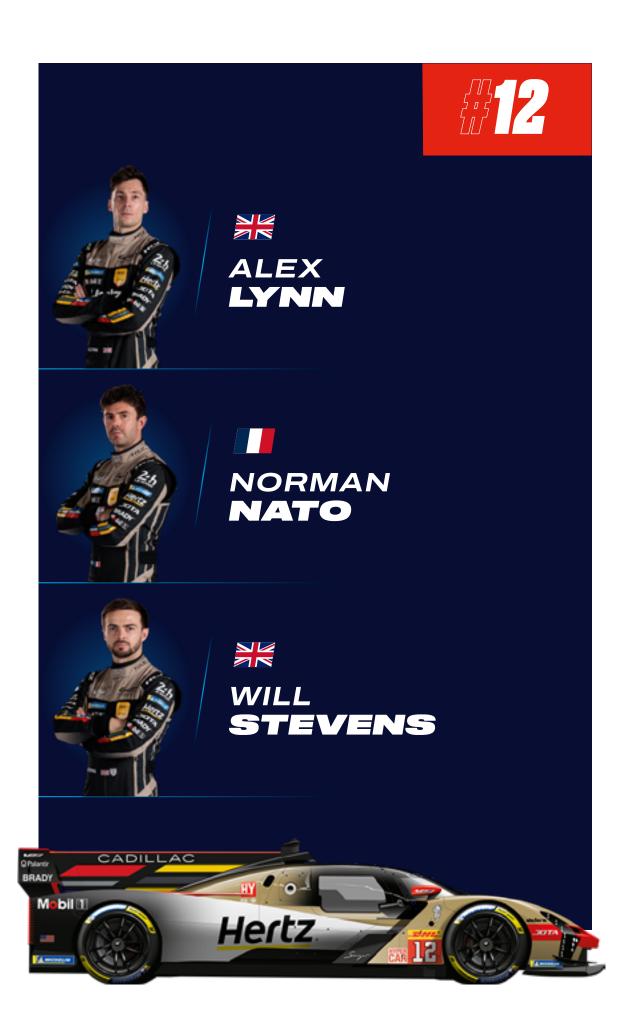
Cadillac has been racing in global sportscar competition on and off since 1950 and its rich history has seen new chapters written in recent campaigns, notably with a podium at Le Mans in 2023 and a pole, via Alex Lynn, at Fuji last year.

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.



#### SEASON 2025 CURRENT RESULTS











#### FERRARI 499P

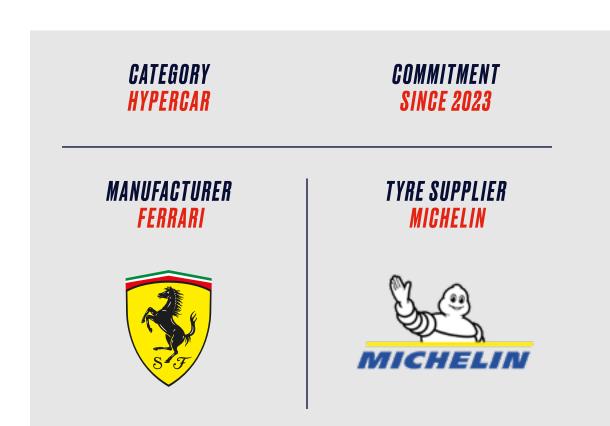


The Prancing Horse has had two unforgettable back-to-back wins at Le Mans with the #51 and #50 Ferrari 499P respectively in what has been a sensational return to the world's greatest endurance race.

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.

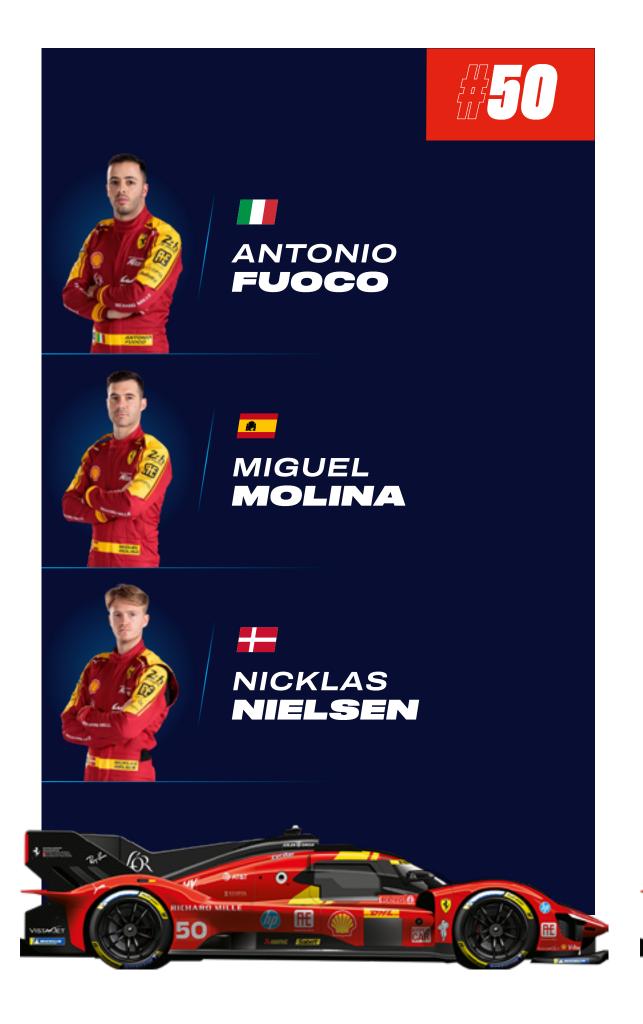
A new face though has emerged to partner Robert Kubica and Yifei Ye in the predominantly yellow liveried #83 car as Phil Hanson switches from Hertz Team Jota to the AF Corse run 499P this season.

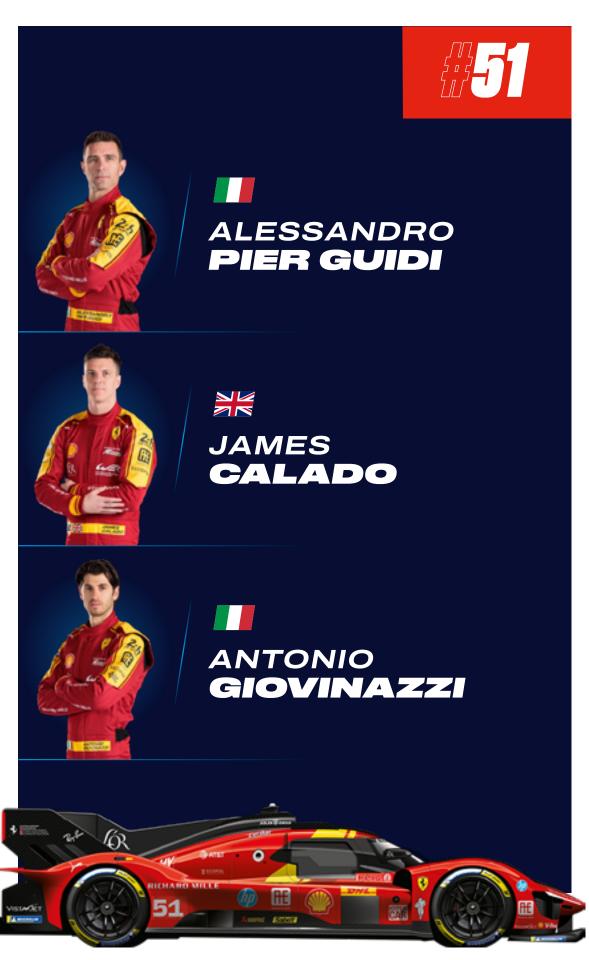


#### **SEASON 2025 CURRENT RESULTS**

FIA WORLD ENDURANCE MANUFACTURERS' CHAMPIONSHIP

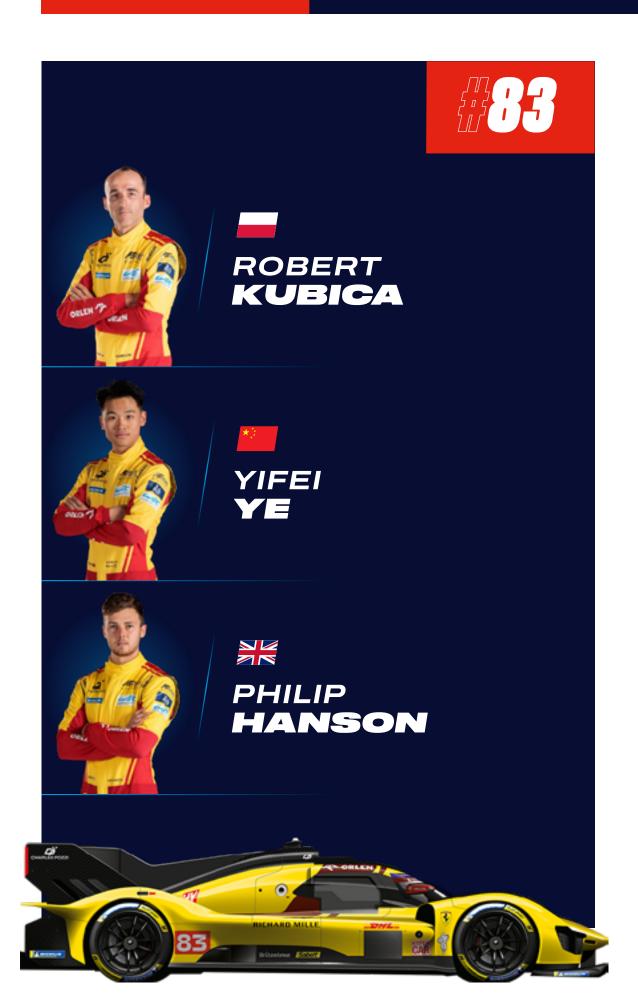
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HYPERCAR FERRARI





#### **SEASON 2025 CURRENT RESULTS**

FIA WORLD CUP FOR HYPERCAR TEAMS



Provisional Entry List (1st September 2025)



#### 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, Mikkel 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.

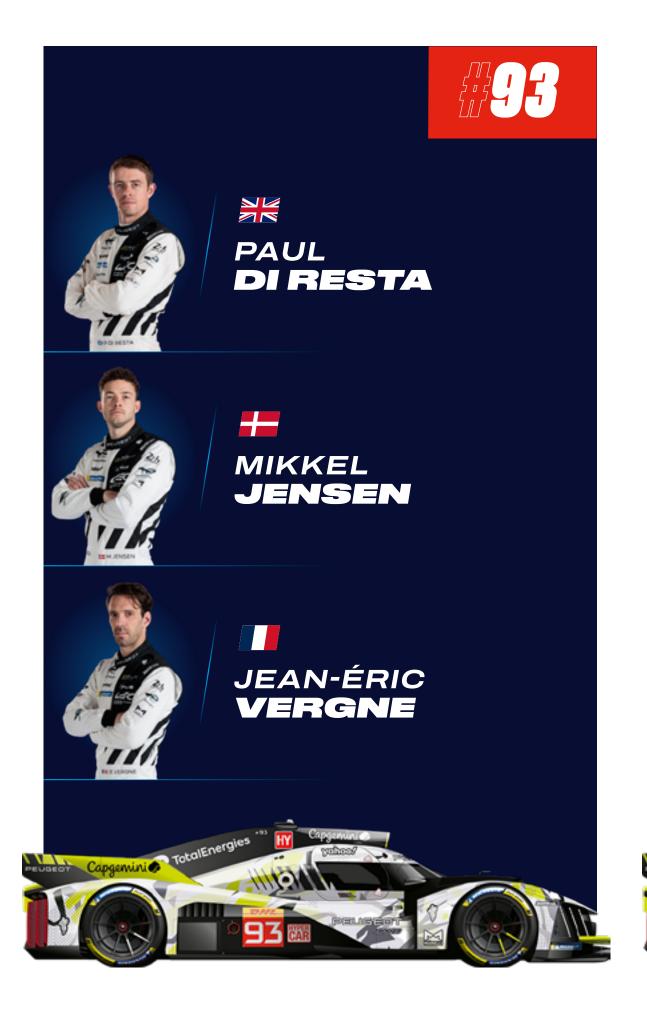
The #93 car this season will see Paul di Resta move in to the Vergne and Jensen car, while the out-going Mueller is replaced by up-and-coming Danish youngster Malthe Jakobsen, who joins Vandoorne and Duval in #94.



#### SEASON 2025 CURRENT RESULTS FIA WORLD ENDURANCE

MANUFACTURERS' CHAMPIONSHIP











#### 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

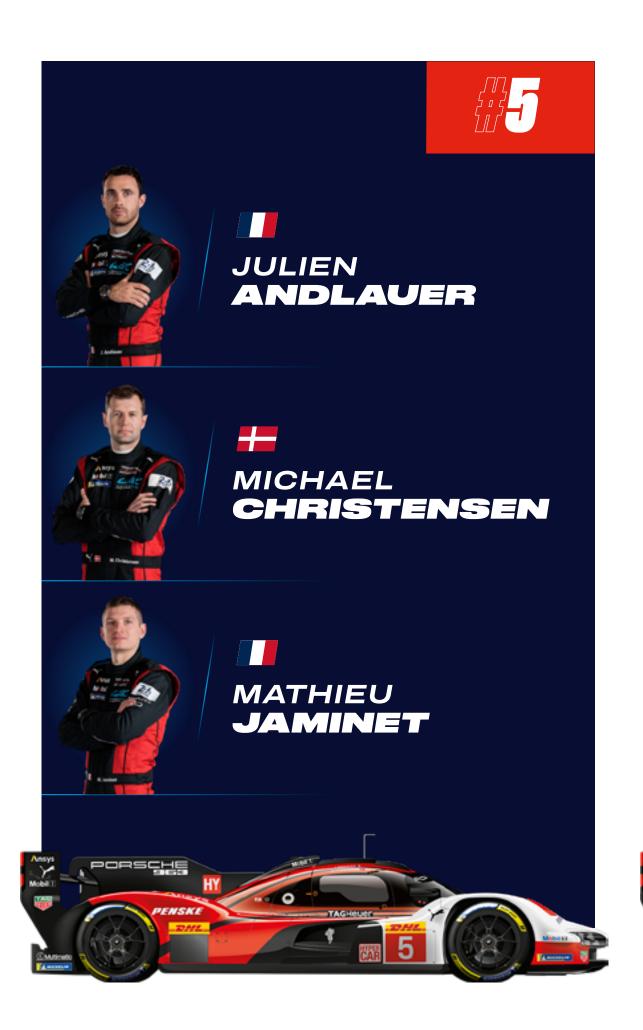
The title defending #6 duo of Laurens Vanthoor and Kevin Estre are joined at Qatar, Le Mans and Bahrain by Matt Campbell who moves over from the #5 car and who will this year major on a full IMSA campaign.

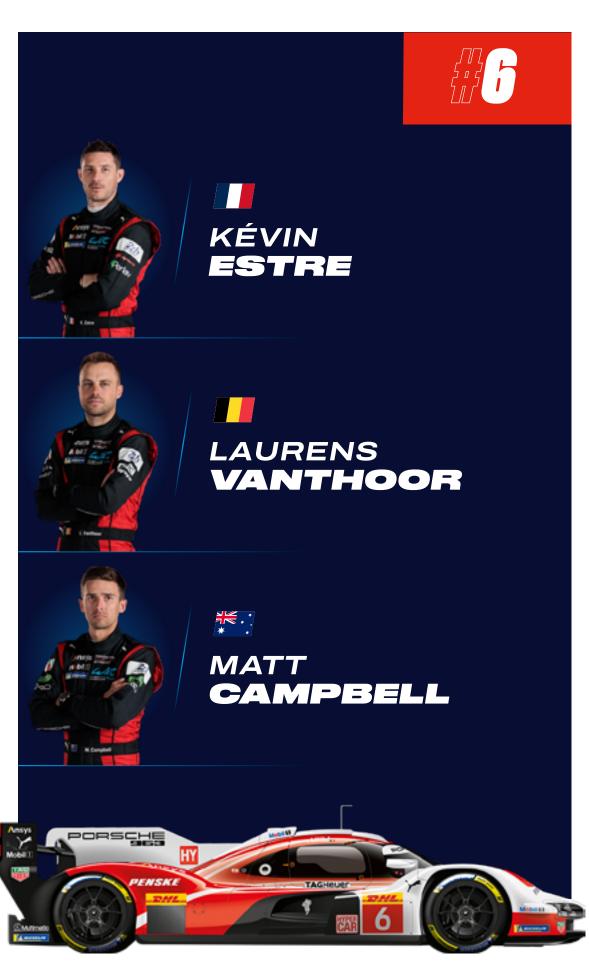
Proton Competition will continue to race a customer Porsche 963 Hypercar this season as Neel Jani is joined by Hypercar newbies Nicolas Varrone and Nicolas Pino. The South American duo are ambitious to make their name as young aces in the team that starred at Spa last season by leading during stages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



#### **SEASON 2025 CURRENT RESULTS**

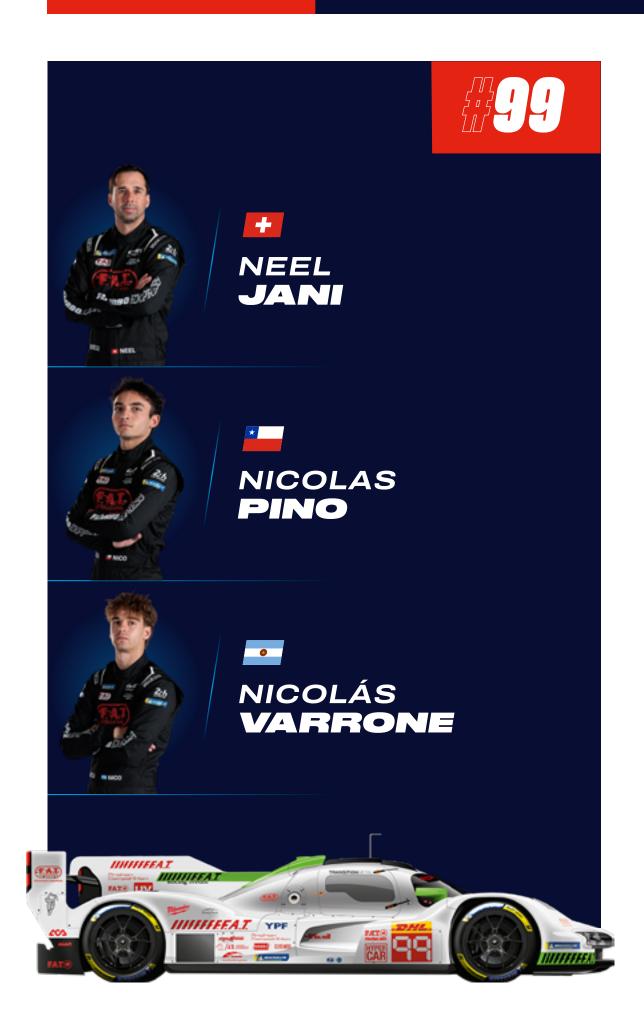












## 963 TEAM COMPETITION

#### SEASON 2025 CURRENT RESULTS

FIA WORLD CUP FOR HYPERCAR TEAMS

2<sup>ND</sup>

Provisional Entry List (1st September 2025)





#### TOYOTA GRO10-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.

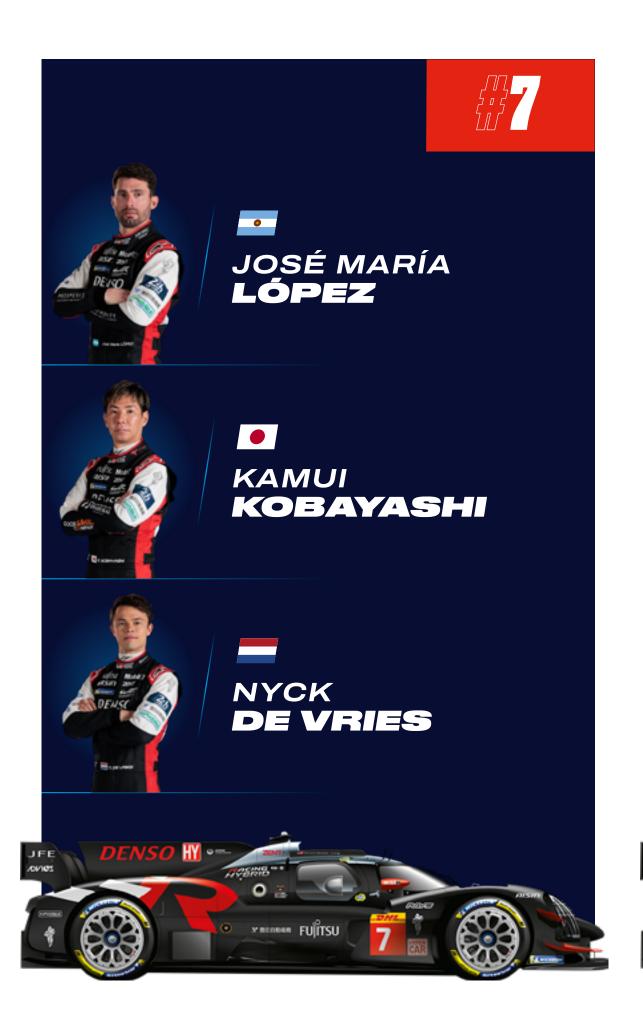
Toyota Gazoo Racing will race with a largely unchanged Toyota GR010-Hybrid Hypercar and the team also retains

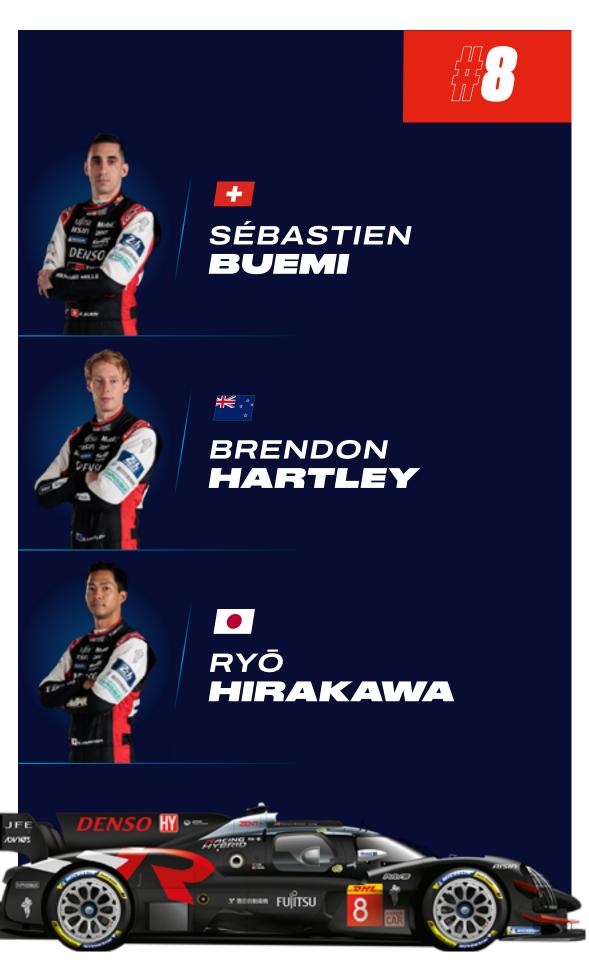
an unchanged driver line up of Mike Conway, Kamui Kobayashi (also team principal) and Nyck de Vries in the #7 car, while Buemi, Brendon Hartley and Ryo Hirakawa are aboard the #8 car.

## CATEGORY HYPERCAR COMMITMENT SINCE 2022 MANUFACTURER TOYOTA MICHELIN TOYOTA COMMITMENT SINCE 2022

#### SEASON 2025 CURRENT RESULTS FIA WORLD ENDURANCE













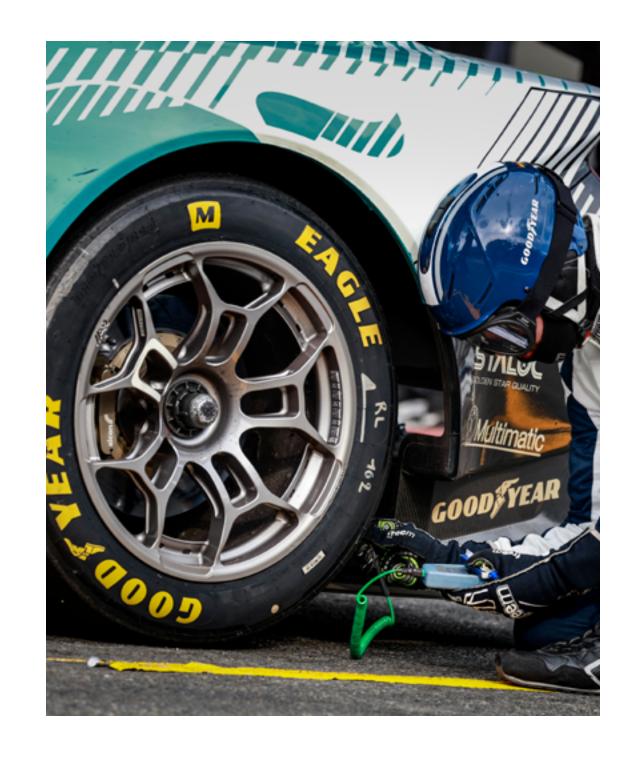
Goodyear played a defining role in the 2024 season, a year that introduced fresh regulations, thrilling new circuits, and the launch of the LMGT3 category.

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 roadlegal 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.

Morecompetition. Moreinnovation. Betterfanengagement. The 2025 season is here; and Goodyear is setting the pace.













#### 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.

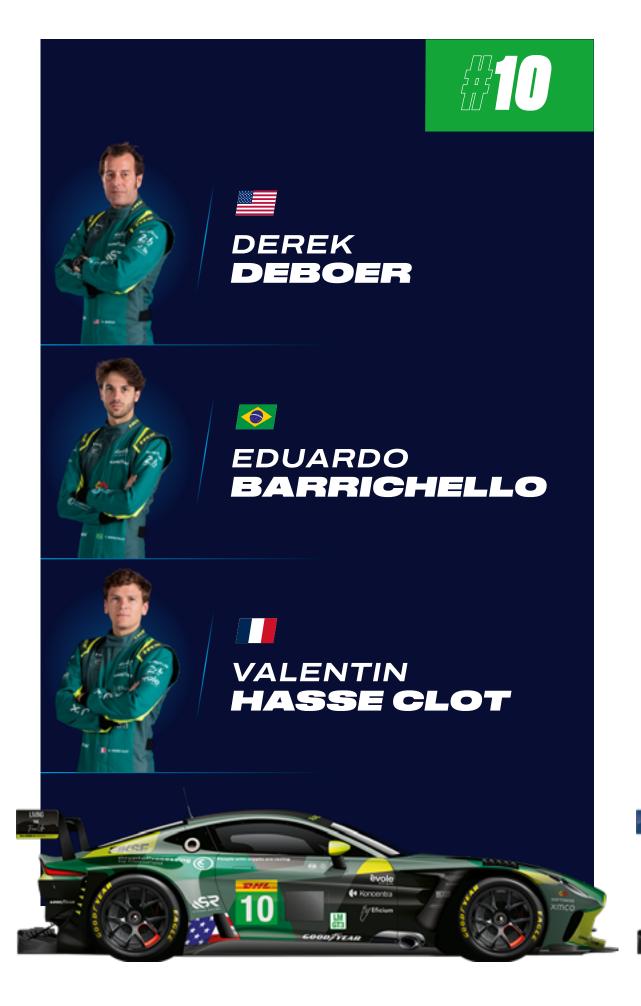
The brains behind the Heart of Racing business, which raises money for the Seattle Cardiology Research Fund through its racing activities, is Ian James who stays in the cockpit of #27 but with new teammates. Zacharie Robichon moves over from the Proton Ford Mustang team, while former Audi factory GT3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













#### **BMW M4 LMGT3**

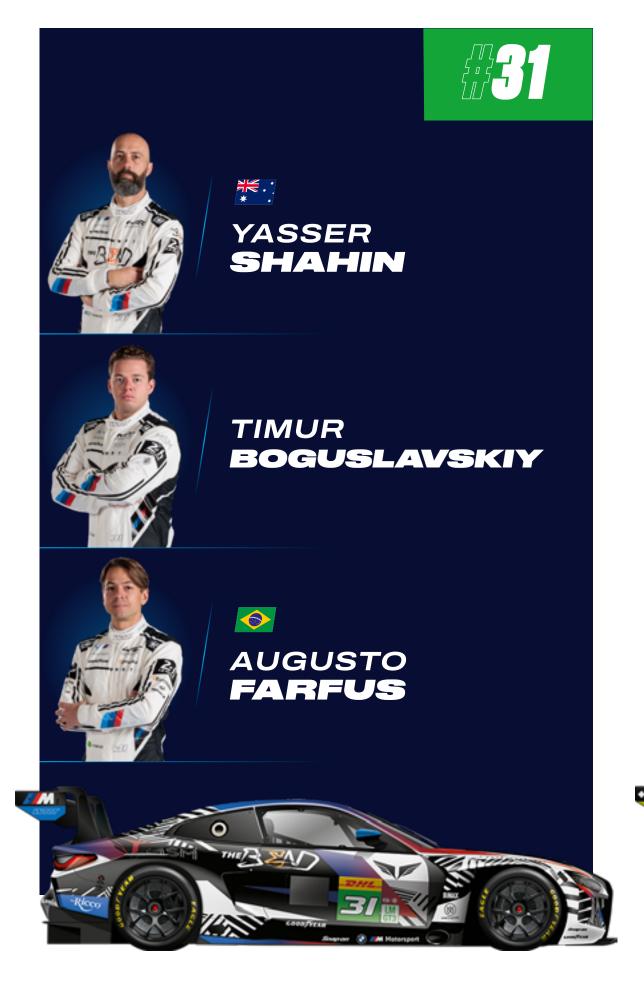


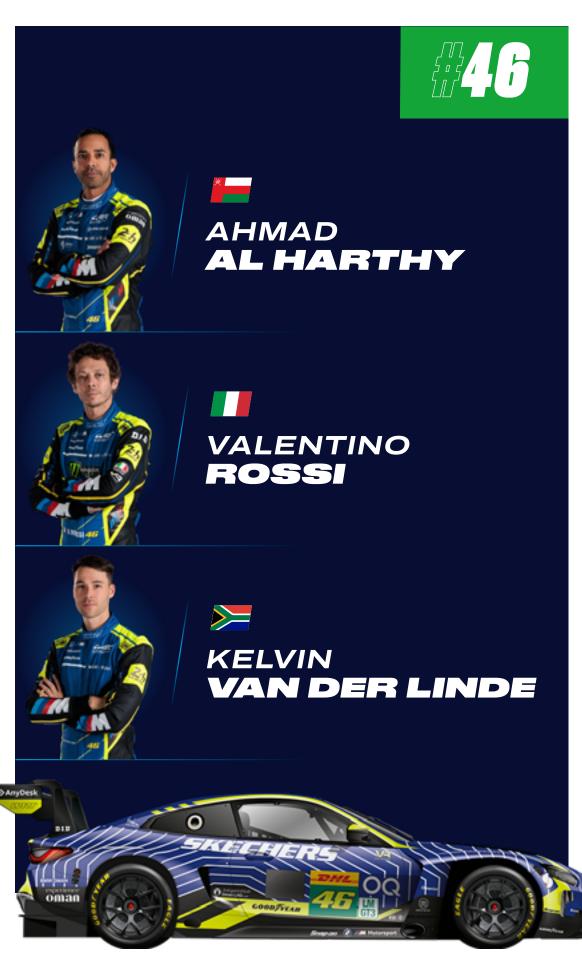
Team WRT is back with the popular BMW M4 LMGT3 in 2025 after they notched up the first WEC win for the Bavarian marque at Imola last spring.

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		IRRENT RESULTS NCE TROPHY T3 TEAMS
MANUFACTURER BMW	TYRE SUPPLIER GOODYEAR	#31	#46
	GOODFYEAR	<b>12</b> TH	<b>13</b> TH









LMGT3 CORVETTE

#### CORVETTE ZO6 LMGT3.R

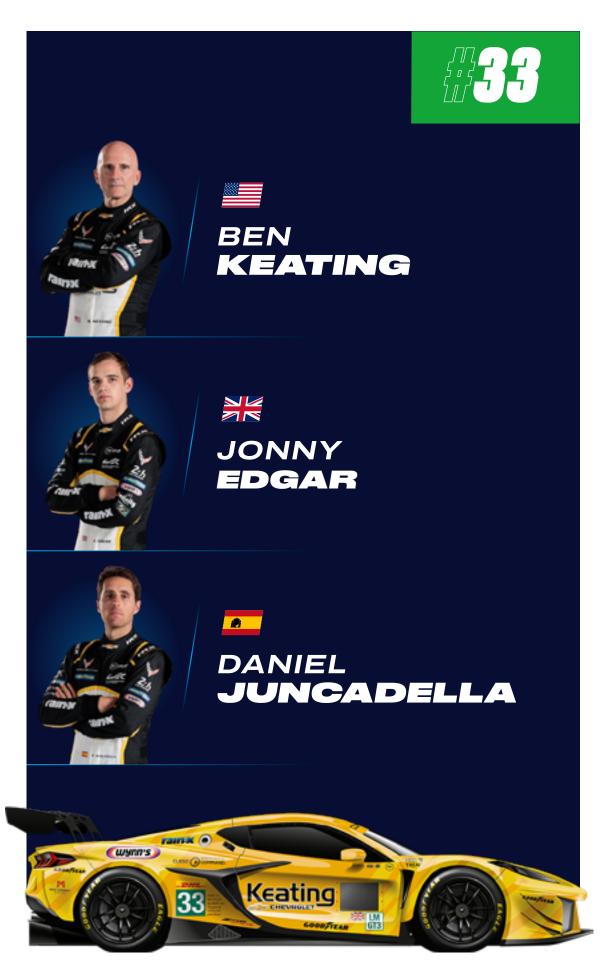


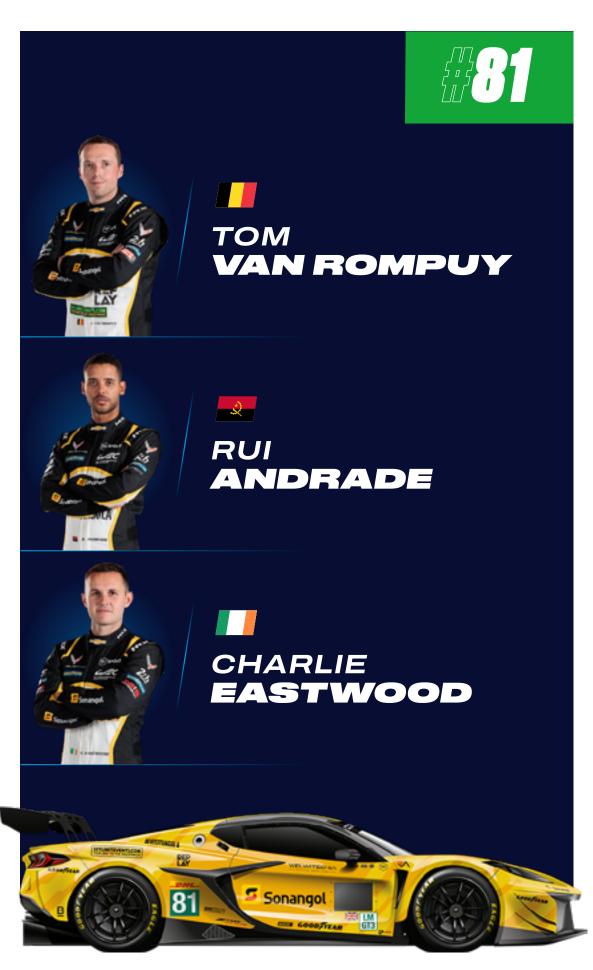
The mighty Corvette Z06 is back for more LMGT3 action this season as TF Sport aim to put behind them a difficult 2024, its first in partnership with the iconic American manufacturer.

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.













#### FORD MUSTANG LMGT3





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.

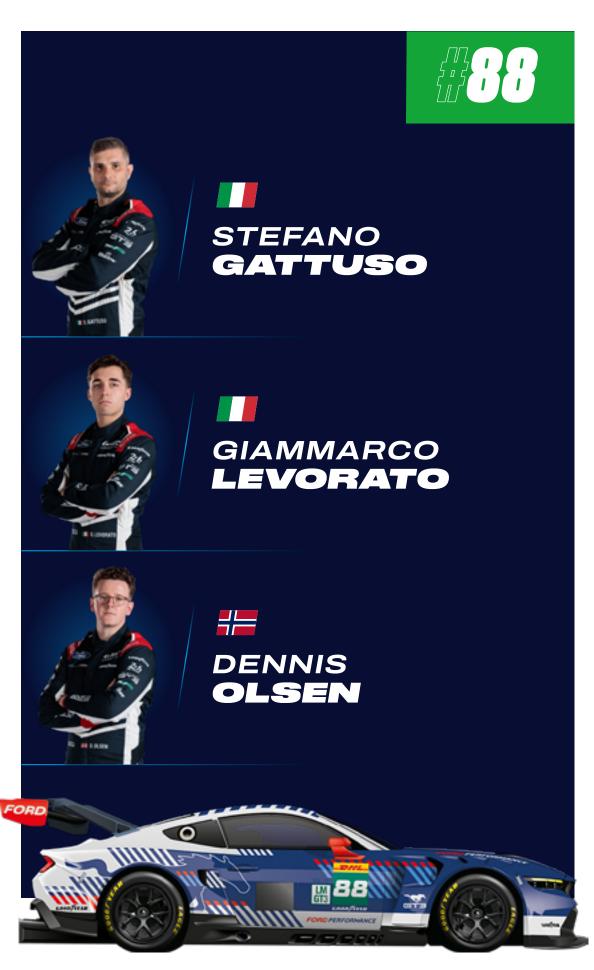
Run by Proton Competition with engineering assistance from the renowned Multimatic company that led the design of the car with Ford Performance, two of the cars will again be on the grid.

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  FIA ENDURANCE TROPHY FOR LMGT3 TEAMS	
MANUFACTURER FORD	TYRE SUPPLIER GOODYEAR	#77	#88
Ford	GOODFYEAR	<b>11</b> <sup>TH</sup>	<b>14</b> TH









#### FERRARI 296 LMGT3

## VISTA AFCORSE

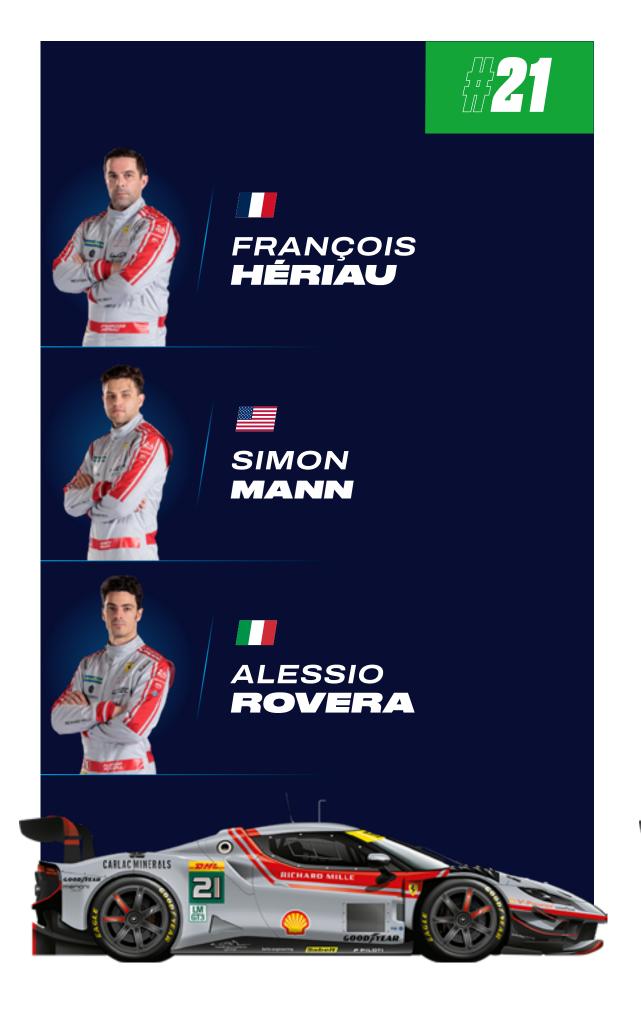
With a proud history in just about every endurance racing category over the years, Ferrari also opened its LMGT3 account in 2024 with a well-earned victory by the #54 VISTAAF Corse run Ferrari 296. That car crew of Thomas Flohr, Davide Rigon and Francesco Castellacci will stay together for a third consecutive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

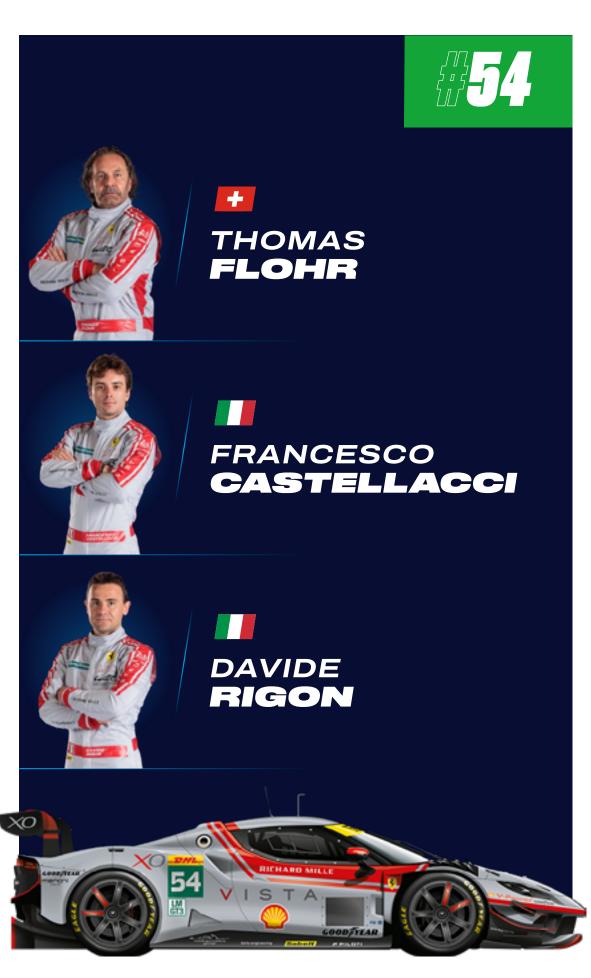
The second of the VISTA AF Corse entries also sees an unchanged line-up of Francois Heriau, Alessio Rovera and Simon Mann, albeit with a different race number as they will #21 this season as opposed to #55 the number

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 SINGE 2024	FIA ENDURA	IRRENT RESULTS NCE TROPHY T3 TEAMS
MANUFACTURER FERRARI	TYRE SUPPLIER GOODYEAR	#21	#54
SF	GOODFYEAR	<b>2</b> ND	9TH









LMGT3 LEXUS

#### 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.

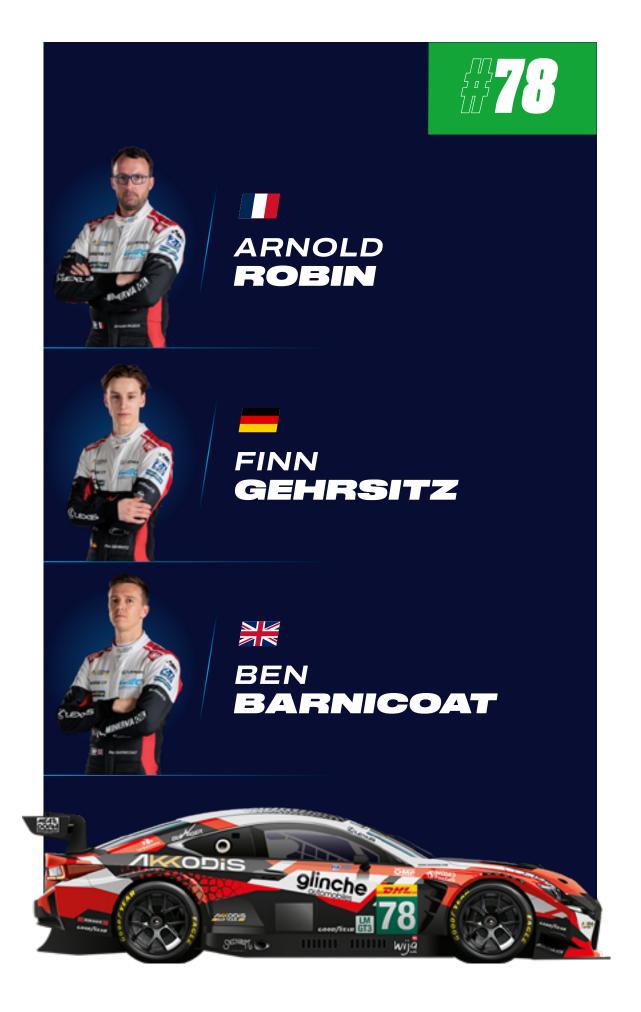
Run by the French Akkodis ASP team, owned by former racer Jerome Policand, the team endured a tough 2024 but also showed flashes of real speed and four points finishes.

Some new faces on the driving strength have emerged for 2025 with Romanian racer Petru Umbrarescu 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 CU FIA ENDURAI FOR LMG	NCE TROPHY
MANUFACTURER LEXUS	TYRE SUPPLIER GOODYEAR	#78	#87
(C) LEXUS	GOODFYEAR	<b>6</b> TH	<b>4TH</b>









LMGT3 MCLAREN

#### MCLAREN 7205 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.

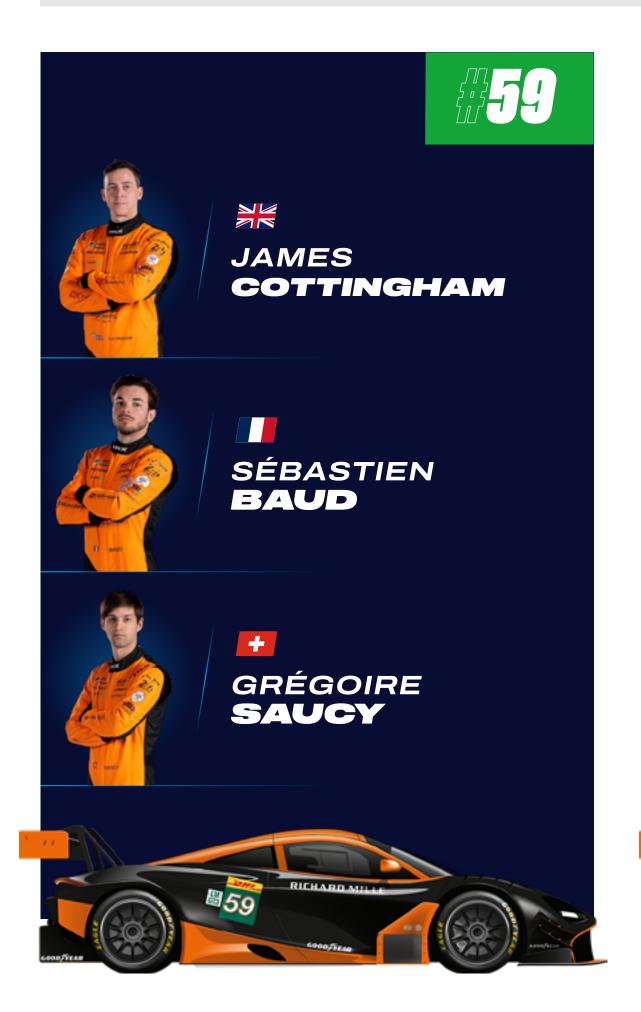
The Zak Brown and Richard Dean run team sees a changed line-up in 2025 as new faces Sebastien Baud, Darren Leung and Sean Gelael join 2024 drivers Gregoire Saucy, Marino Sato and James Cottingham.

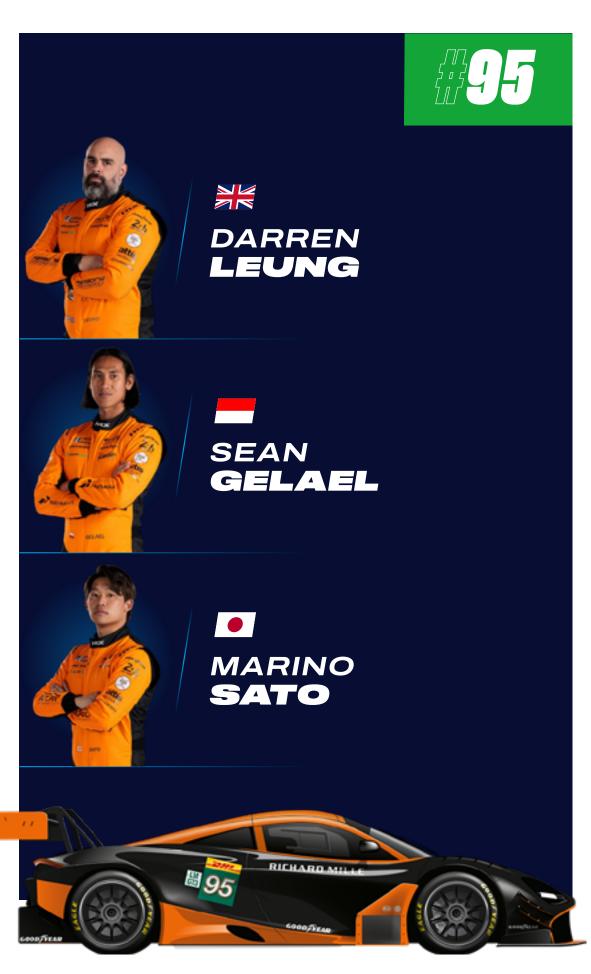
Leung, Gelael and Sato combine in the No.95 car, while Cottingham, Saucy and Baud will race the No.59 car.

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 SINGE 2024	SEASON 2025 CURRENT RESULTS  FIA ENDURANCE TROPHY FOR LMGT3 TEAMS	
MANUFACTURER MCLAREN	TYRE SUPPLIER GOODYEAR	#59	#95
McLəren	GOODFYEAR	8 <sup>TH</sup>	16 <sup>TH</sup>









LMGT3

#### **MERCEDES-AMG LMGT3**



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

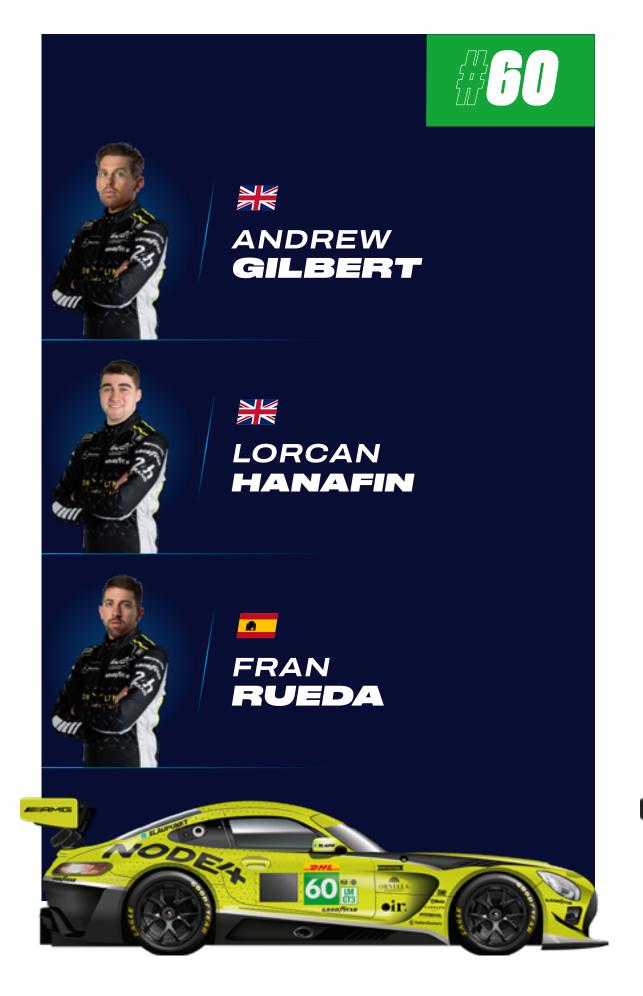
The pair of Mercedes AMG LMGT3 Evo cars will be operated by the Iron Lynx organisation which previously competed with Lamborghinis.

An all-Italian squad of Claudio Schiavoni, Matteo Cressoni and Matteo Cairoli 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 Hodenius.

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 LMGT3	COMMITMENT SINGE 2024	FIA ENDURA	IRRENT RESULTS NCE TROPHY T3 TEAMS
MANUFACTURER MERCEDES-AMG	TYRE SUPPLIER GOODYEAR	#60	#61
MOTORSPORT	GOODFYEAR	<b>18</b> <sup>TH</sup>	<b>17</b> TH









#### 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 Gatting and Rahel Frey as the Iron

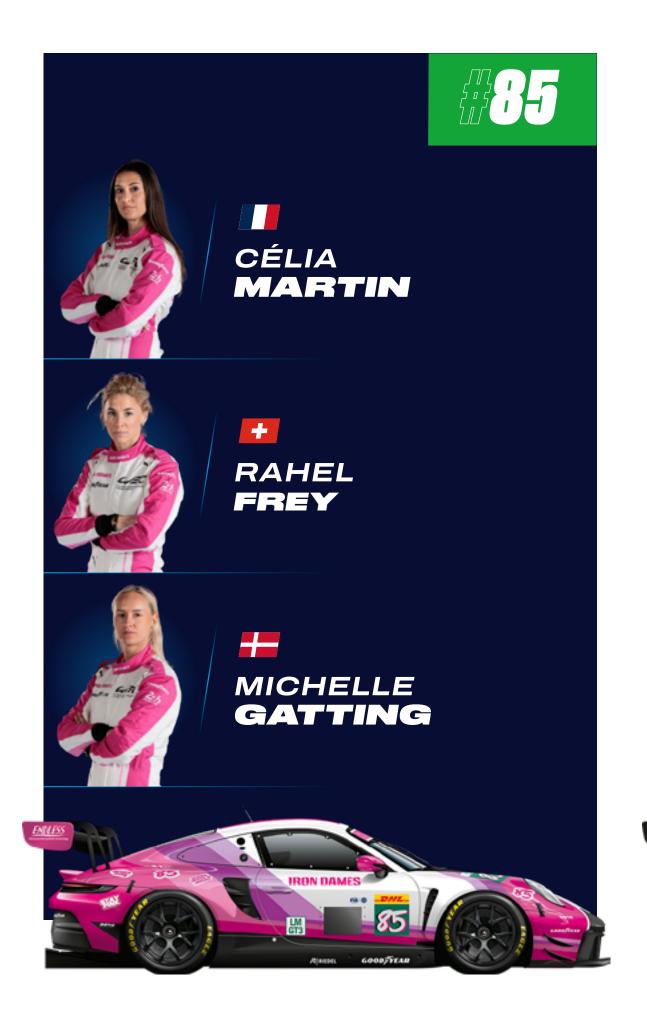
Dames return to a Porsche after first competing with an LMGTE Am spec one in 2023.

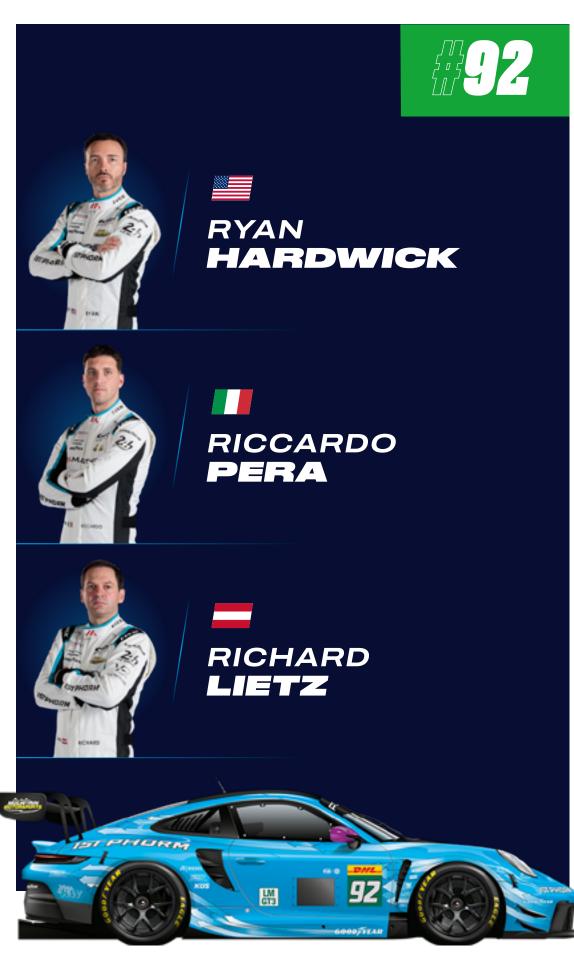
The 1st Phorm car has a fearsome looking line-up full off pace and experience as Ryan Hardwick, formerly of Proton Ford Mustang, forms a trio that includes 2015 WEC champion and five time Le Mans winner Richard Lietz, as well as the rapid Italian, Riccardo Pera.



#### **IRON DAMES**

## // MANTHEY 15TPHORM











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## MID-SEASON REVIEW: REIGNING CHAMPIONS IN CHARGE IN LMGT3

Five rounds into the 2025 FIA World Endurance Championship campaign and the LMGT3 battle is simmering away nicely, with at least three different marques firmly in the mix for glory – and a familiar name at the top of the table...

Reigning champion Manthey's title defence got off to a slow start in the Qatar curtain-raiser, where the Manthey 1st Phorm car piloted by Ryan Hardwick, Richard Lietz and Riccardo Pera both started and finished outside of the top ten – around a circuit where the Porsche 911 GT3 R LMGT3 had dominated 12 months earlier.

If Manthey's rivals thought the tide was turning, however, they were swiftly forced to think again. In round two at Imola, the #92 trio produced a strategic masterclass to convert seventh on the grid into a first victory of the season, as Lietz artfully withstood the pressure applied by a hard-charging Kelvin van der Linde (#46 Team WRT BMW M4 LMGT3 Evo) in a tense duel that went right the way to the chequered flag.

The Manthey crew triumphed again two months later at the 24 Hours of Le Mans – repeating the Eifel-based team's 2024 success in the legendary twice-round-the-clock contest – to vault to the summit of the standings, and that is where they remain following a sixth-place finish in São Paulo, 13 points clear of their closest pursuer with 91 still to play for over the final three outings.

That closest pursuer is Vista AF Corse's #21 Ferrari 296 LMGT3. Alessio Rovera, Simon Mann and François Heriau won at Spa-Francorchamps and scooped the runner-up spoils at La Sarthe, with the Italian – a Ferrari factory driver – receiving particular praise for his performances. They were denied another shot at a trophy at Imola when Mann was the victim of a collision with Valentino Rossi.

TF Sport's #33 Corvette Z06 LMGT3.R came out-of-the-blocks quickest to prevail in Qatar – where Daniel Juncadella fended off a fired-up Grégoire Saucy (#59 United Autosports McLaren 720S LMGT3 Evo) in a thrilling fight to the finish – but the Spaniard and stablemates Jonny Edgar and Ben Keating have yet to reach the rostrum again, causing them to slip to third in the overall ranking.

They are just nine points in front of the #87 Akkodis ASP Team Lexus RC F LMGT3, with José María López, Clemens Schmid and Petru Umbrărescu finally converting the promise shown by the Jérôme Policand-helmed squad all year to triumph in Brazil last month – making Toyota's premium brand FIA WEC's newest winner.



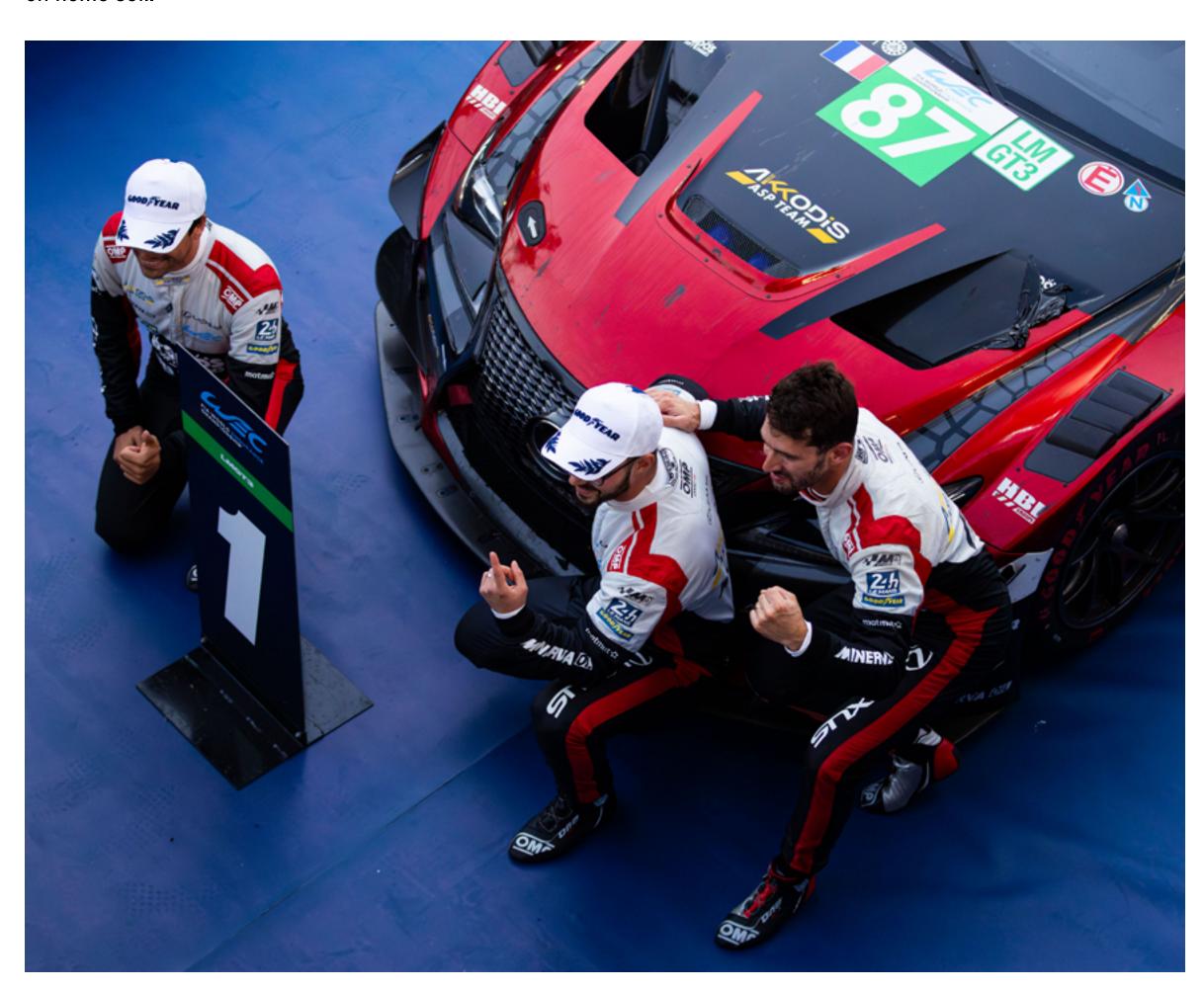


The #81 Corvette and #78 Lexus are next in the order – the former climbing the classification off the back of consecutive podium appearances at Le Mans and Interlagos, and the latter tallying three top five finishes including a rostrum result at Imola.

Aston Martin factory driver Mattia Drudi qualified Heart of Racing Team's Vantage AMR LMGT3 on pole position at Le Mans, but the #27 line-up has so far fallen short of the podium in 2025. The similar car run by Racing Spirit of Léman did, however, have cause to celebrate in São Paulo, as head-turning rookie Eduardo Barrichello sent the partisan crowd into rapture with a late charge to third on home soil.

Completing the top ten, the #59 United Autosports McLaren has yet to repeat its Qatar heroics – drawing a blank from the subsequent three rounds before returning to the points with eighth place in Brazil – while the #54 Vista AF Corse entry has generally struggled to match the form of its headline-grabbing sister car, a trip to the Spa podium aside.

The chase for the crown will continue with the six-hour Lone Star Le Mans at Texas' Circuit of The Americas on 5-7 September.









## IRON DAMES CONFIDENT PODIUM IS IN SIGHT AFTER BRAZILIAN BREAKTHROUGH

They might have narrowly missed out on a top three finish in the Rolex 6 Hours of São Paulo earlier this month, but buoyed by their finest display of the season to-date, the Iron Dames are convinced a return to the FIA World Endurance Championship rostrum is not far away.

After advancing to the Hyperpole top ten shootout for the first time in 2025 courtesy of a solid performance by Célia Martin, Rahel Frey went on to secure seventh on the LMGT3 class grid behind the wheel of the distinctive #85 Porsche 911 GT3 R.

The following day, FIA WEC rookie Martin exploited a strong turn-of-speed and a clever pit-stop strategy to climb to fourth during her double stint at the start of the race around the Brazilian Grand Prix-hosting Autódromo José Carlos Pace.

Frey then picked up the mantle two hours in, rejoining the track in fifth and maintaining her team-mate's momentum. After deftly relieving the #33 TF Sport Corvette of fourth, she caught and passed the #61 Iron Lynx Mercedes, which she out-dragged for third at a Full Course Yellow (FCY) re-start.

The Swiss star's next target was Yuichi Nakayama, whose #78 Akkodis ASP Team Lexus she boldly despatched just over three-and-a-half hours in to rise to second. When Michelle Gatting took over for the final two hours, the podium was solidly in sight.

The Dane may have been moving around on crutches outside of the car after sustaining foot fractures in the build-up to June's 24 Hours of Le Mans, but inside the cockpit, Gatting unleashed a characteristically gritty effort. While a drive-through penalty for accelerating too early at the end of a FCY period dropped her to sixth, the 31-year-old's pace and energy advantage kept the Iron Dames in the hunt for a champagne celebration.

Despite putting up a valiant defence against rivals on fresher Goodyear tyres, however, Gatting ultimately had to give best to Charlie Eastwood and home hero Eduardo Barrichello in the closing stages, taking the chequered flag fourth following a pulsating conclusion to the fifth round of the FIA WEC campaign.

"Unfortunately, I made a mistake that cost us our first podium in FIA WEC alongside Manthey," rued the official Porsche-contracted driver. "While fighting for second, I misjudged the release of the Full Course Yellow and was penalised for it. I take full responsibility for the error.

"In motorsport, we win and lose as a team, and on this occasion, the fault was mine. I sincerely apologise to my team-mates and the entire team. Now, it's time to recharge, refocus and come back stronger after the break."

Indeed, notwithstanding the disappointment of falling less than 1.5 seconds short of a rostrum result, the Iron Dames' best finish since returning to Porsche machinery for 2025 has sent them into the summer hiatus brimful of optimism for the second half of the season.

"It's bittersweet, because we definitely had the potential for more than fourth place," echoed Frey. "Since Le Mans, we've gained momentum and we had pace throughout the race but unfortunately, we weren't faultless. We'll keep on working hard and keep on pushing. I'm happy with the team's performance and we were so close to the podium. Next time, we're going to make it!"





## NEW WINNERS AT INTERLAGOS AS CADILLAC AND LEXUS BREAK THROUGH IN BRAZIL

The FIA World Endurance Championship celebrated two new winners at Interlagos today, as Cadillac and Lexus both claimed their breakthrough victories following a sensational showdown in the Rolex 6 Hours of São Paulo.

In the headlining Hypercar category, Cadillac Hertz Team JOTA finally fulfilled the promise it has shown all season by converting a peerless performance in qualifying into an equally dominant display in the race.

After Will Stevens and Earl Bamber overhauled early leader Julien Andlauer in the #5 Porsche Penske Motorsport 963 – the former in the pit-lane and the latter courtesy of a gutsy on-track pass – the two Cadillac V-Series.R prototypes went on to establish themselves as the 18-strong field in front of a record trackside audience for FIA WEC in Brazil of 84,741 enthusiastic fans.

Despite having to serve a drive-through penalty for a technical infringement, the #12 entry crewed by Stevens – whose wife hails from São Paulo – pole-sitter Alex Lynn and Norman Nato, who celebrated his 33rd birthday earlier in the week, ultimately proved to be unbeatable.

The trio fought back from their early delay to assert their supremacy and cement Cadillac's status as the first American brand to triumph in the series, while their success means the race has still never been won from lower than the front row of the grid.

"This is my third year racing the V-Series.R, and honestly, seeing what it has become in the hands of JOTA and what the programme has become as well, I'm extremely grateful to be a part of it and honoured to finally win a race in the FIA World Endurance Championship for Cadillac," enthused Lynn.

"You can't imagine what it feels like; it means everything, and I'm hugely proud of everyone. It sounds so simple on paper, but it's so difficult to do. We executed a very good race — not a perfect one, but we put it all together — and this is just the beginning. I think we can achieve everything we dream of with this partnership. The sky's the limit, and I'm so excited!"

Bamber – another Cadillac birthday boy, having turned 35 last Wednesday – Jenson Button and Sébastien Bourdais completed a one-two finish for the American manufacturer, after the latter held off a charging Andlauer in the closing stages, with the Porsche-piloting Frenchman and Michael Christensen rounding out the rostrum in third.

Defending world champions Kévin Estre and Laurens Vanthoor wound up fourth in the #6 Porsche – albeit a lap down on the winning Cadillac – with BMW M Team WRT's #20 entry saving a set of fresh tyres until the end to vault up to fifth. That catapulted the BMW M Hybrid V8 past the two Team Peugeot TotalEnergies 9X8 Hypercars, which ran up towards the sharp end throughout but had to settle for sixth and seventh at the flag, the #94 ahead of the #93.

The result nonetheless represented the Lion's first double top ten finish of 2025, but it was, by contrast, a quiet weekend for runaway championship leader Ferrari. The best-placed 499P—the 24 Hours of Le Mans-winning #83—crossed the finish line eighth, while the two scarlet factory cars could manage no better than 11th and 12th. There was similarly disappointment for reigning Manufacturers' title-holder Toyota, as for the first time in FIA WEC's Hypercar era, the Japanese giant failed to score a point.

#### **LEXUS LIGHTS UP LMGT3**

Much like Cadillac, Lexus has been threatening to steal the show all year, and at Interlagos, the Japanese marque did just that, with José María López, Clemens Schmid and Petru Umbrărescu storming to glory in Akkodis ASP Team's #87 RC F LMGT3.

"This race was the worst one for us last year, but we learned a lot from that, we knew where to work and the team did an amazing job this weekend," reflected former world champion López. "If I had to choose a place to win, this would be the one. It's close to home, and I had my dad and my brothers here, and some friends, so it was very, very special. Of course, I got a drive-through (for pit-lane speeding), but it wouldn't be me if I didn't make a little mistake! Fortunately, I had a bit of a gap so we were ok..."

The #81 TF Sport Corvette ultimately prevailed in a multicar scrap for second, but the crowd's biggest cheers were reserved for home hero Eduardo Barrichello. Following up on his pole position on Saturday, the Paulista grittily battled his way past the Iron Dames Porsche almost within sight of the chequered flag to clinch a hugely popular podium finish for Racing Spirit of Léman.







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#### ACCREDITATION CENTRE **OPENING HOURS**



From September 4<sup>th</sup> to 6<sup>th</sup> 8:00 AM - 6:00 PM

September 7<sup>th</sup> 8:00 AM - 3:00 PM

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- 🙆 WEC OFFICIAL STORE
- **MEDICAL CENTRE**
- FIRST AID POINT
- ANZONE!!!!
- TREASURE HUNT
- LE MANS TROPHY
- MINI-GOLF
- SHADED AREA
- **EVENT PARKING**

- 🔃 GIANT SCREEN
- 5TAGE
- X FOOD & BEVERAGE
- WATER POINT
- 🚻 TOILET
- SHUTTLES
- **GATE**
- TUNNEL
- **─** FOOTBRIDGE



#### **FRIDAY**

10:45 AM | 11:15 AM 11:30 AM | 01:00 PM 02:15 PM | 02:45 PM 04:00 PM | 05:30 PM

Mustang Challenge - FREE PRACTICE 1

FIA WEC - FREE PRACTICE 1

Mustang Challenge - FREE PRACTICE 2

FIA WEC - FREE PRACTICE 2

#### SATURDAY

09:45 AM | 10:00 AM | 10:10 AM | 10:50 AM | 11:00 AM | 12:00 PM | 12:15 PM | 02:00 PM | 01:00 PM | 01:55 PM | 01:05 PM | 01:35 PM | 03:00 PM | 03:12 PM | 03:20 PM | 03:30 PM | 03:40 PM | 03:52 PM | 04:40 PM | 05:25 PM | 04:40 PM | 04:40 PM | 05:40 PM | 04:40 PM | 04:40 PM | 05:40 PM | 04:40 PM |

Mustang Challenge - QUALIFYING
CAR CORRAL PARADE LAPS
FIA WEC - FREE PRACTICE 3
CAR CORRAL PARADE LAPS
FIA WEC - PITWALK
FIA WEC - AUTOGRAPH SESSION
FIA WEC - QUALIFYING - LMGT3
FIA WEC - HYPERPOLE - LMGT3
FIA WEC - QUALIFYING - HYPERCAR
FIA WEC - HYPERPOLE - HYPERCAR
Mustang Challenge - RACE 1

#### SUNDAY

09:50 AM | 10:35 AM | 10:45 AM | 11:30 AM | 10:50 AM | 11:20 AM | 11:20 AM | 11:44 AM | 11:50 AM | 12:15 PM | 12:25 PM | 12:43 PM | 01:00 PM | 07:00 PM

FIA WEC - PITWALK
FIA WEC - AUTOGRAPH SESSION
EXOTIC CAR PARADE
FIA WEC - LAP OF HONOR
FIA WEC - GRID WALK OPENING
FIA WEC - GRID GATE CLOSING
FIA WEC - GRID WALK END OF EVACUATION
FIA WEC - RACE - ROLLING START

#### FANZONE STAGE

#### SATURDAY

#### **MAIN STAGE**

11:00 AM DJ KICKIT
12:00 PM THE REVERENT FEW
01:15 PM TONY KAMEL
03:00 PM ELIJAH DELGADO
04:45 PM JON MUQ
05:45 PM DJ KICKIT

SINGER SONGWRITER STAGE:

11:30 PM NATHAN HINOJOSA 01:00 PM 34K 02:30 PM NATALIE PRICE

#### SUNDAY

#### **MAIN STAGE**

11:00 AM CHRIS MELAS
BLUEGRASS BAND
12:00 PM DJ NIXX
01:45 PM ELLE TOWNSLEY
03:00 PM BARB
04:45 PM WILD CHILD
06:00 PM DJ NIXX

SINGER
SONGWRITER
STAGE:

01:00 PM NATALIE PRICE
02:00 PM DOUBLE OR NOTHING
TWO STEPLINE
DANCING CLASS
03:00 PM NATHAN HINOJOSA
04:00 PM SCOTT STRICKLAND
05:00 PM DOUBLE OR NOTHING
TWO STEPLINE
DANCING CLASS

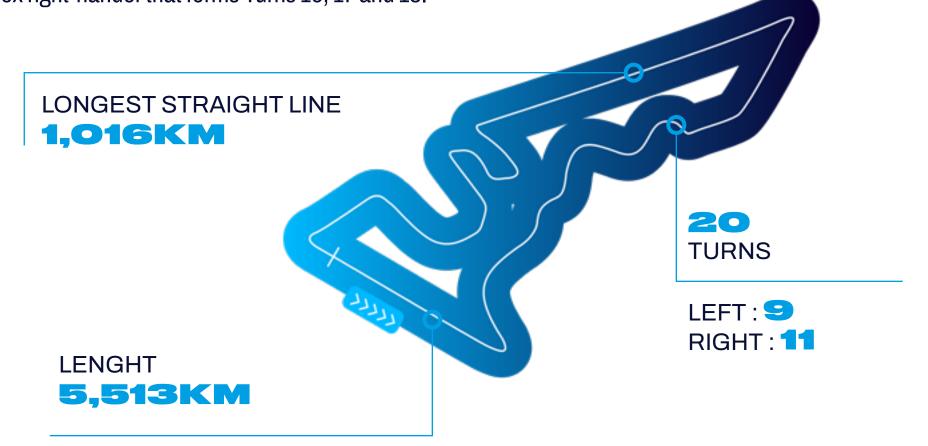


Designed with the input of former motorcycling world champion Kevin Schwantz and built to bring Formula 1 back to the US, the Circuit of The Americas (COTA) staged its first race – the United States Grand Prix – in 2012, going on to welcome the FIA World Endurance Championship ten months later with the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

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

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

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



#### **WINNERS 2024**

HYPERCAR

83



#### AF CORSE

R. Kubica

R. Shwartzman

Y. Ye

LMGT3

27



#### HEART OF RACING TEAM

I. James

D. Mancinelli

A. Riberas

#### **POLE POSITION BY CATEGORY 2024**

HYPERCAR

1:50.390

-51

**FERRARI AF CORSE** 

A. Pier Guidi

J. Calado

A. Giovinazzi

LMGT3

2:05.587

27

**HEART OF RACING TEAM** 

I. James

D. Mancinelli

A. Riberas

#### FASTEST LAP 2024

HYPERCAR

1:52.564

7

TOYOTA GAZOO RACING

K. Kobayashi

LMGT3

2:04.707

31

**TEAM WRT** 

A. Farfus

#### RACE DISTANCE COVERED

**1008,28KM** (183 laps)

AF CORSE #83





Despite competing at COTA seven times, *Toyota has never won at this venue*. Its best result of P2 has occurred in 2013, 2020 and 2024.

Both of the previous two overall wins at COTA have been by non-factory teams. In 2020, Rebellion Racing achieved their final series victory, before Hypercar privateers AF Corse won in 2024.

**Porsche LMP1 Team achieved the most overall victories at COTA**, winning three times between 2015 and 2017. Audi won twice, in 2013 and 2014, before a win apiece for Rebellion Racing and AF Corse.

USA-flagged *Heart of Racing* achieved their first *WEC* win at home in *COTA* in 2024, with its Bronze-rated driver Ian James also representing the USA.

Last time out in Sao Paulo, USA-flagged *Cadillac Hertz Team Jota* recorded the first overall win by an American team. USA became the second nation to win in all of the major WEC classes, after the UK.

Americandrivers have achieved four wins at COTA, across three classes. Gustavo Menezes won twice in LMP2 and once in LMP1, before lan James won in LMGT3.

As well as the above drivers, **Scott Sharp**, **Ed Brown** and **Ricky Taylor have also finished on podiums at their home** round in COTA.

**Sixteams which have previously** won in COTA compete at the 2025 edition: AF Corse, Heart of Racing, Manthey, Signatech Alpine, United Autosports and TF Sport.

Aston Martin have achieved 10 total wins at COTA, more than twice as many as any other marque – five in GTE Am, four in GTE Pro and one in LMGT3. These include GTE-class lockouts in 2013, 2014, 2016 and 2020.

The 2024 6 Hours of COTA staged the **250th total victory by cars utilising Michelin tyres**.

An eighth race at **COTA matches the number of races held at Silverstone and Shanghai**, or the joint 4th-most of all circuits.

Iron Dames' Rahel Frey became the first woman to reach 25 WEC starts, at COTA 2024.

**Eight cars did not finish this race** in 2024, which is as many as failed to finish this race in 2014, 2015, 2016, 2017 and 2020 races combined.

Only **France** (141) and the **UK** (131) have produced more WEC drivers than the **USA's 89**.

America looks likely to produce an LMGT3 champion in 2025, currently occupying the lead in LMGT3 (Ryan Hardwick), 2nd place (Simon Mann) and 3rd place (Ben Keating).

At 16 years and 32 days old, the USA's **Josh Pierson remains the youngest driver to win in a major WEC class** (LMP2 at Sebring 2022).

The **0.276 seconds which** separated Porsche's two **919** Hybrids in 2017 remains the closest-ever overall finish.

The seven races in COTA have seen **211 entrants combine** for **33,596 laps** of racing, or **115,133 miles**.

36 entrants at COTA 2025 marks the joint-biggest grid in Austin, level with 2024's total starters.

Yifei Yebecame the first Chinese driver to win a race overall in COTA 2024, having previously won in LMP2 at Sebring 2023, maintaining his 100% win streak in the country.

Victory for Robert Kubica and Robert Shwartzman at COTA 2024 marked the first time two teammates with the same first name have won a race together.

Robert Kubica became the 3rd driver to win both an F1 Grand Prix, and a WEC race overall, at COTA 2024, joining Mark Webber, who also won the 6 hour enduro in Texas in 2015, and Fernando Alonso.

Current championship-leaders
Ferrari AF Corse #51 failed to
finish this race in 2024, marking
the first time Alessandro Pier Guidi
and James Calado had not finished
a race since Le Mans 2016, almost
3,000 days earlier.





# THEY RACE 24, WE RACE 24/7.

As the long-running Official Logistics Partner of the WEC and the 24 Hours of Le Mans, we know, a thing or two about tearing up the miles. Our highly-skilled team moves the cars and equipment thousands of miles across the world, around the clock, ensuring every driver makes it to the starting grid on time.





### 2025 WEC CHAMPIONSHIP



#### HYPERCAR MANUFACTURERS

87.9	FERRARI	<b>≫ 175</b> pts
CADILLAC RACING	CADILLAC	<b>≫ 120</b> pts
DESCHE	PORSCHE	<b>** 111</b> PTS

#### HYPERCAR TROPHY TEAMS

AF CORSE (FERRARI #83)	<b>≫ 163</b> pts
PROTON COMPETION (PORSCHE #99)	<b>33</b> 99 PTS

#### HYPERCAR DRIVERS

A. PIER GUIDI - A. GIOVINAZZI - J. CALADO (FERRARI #51)	200	<b>105</b> PTS
P. HANSON - R. KUBICA - Y. YE (FERRARI #83)	305	<b>93</b> PTS
A. LYNN - N. NOTA - W. STEVENS (CADILLAC #12)	200	<b>68</b> PTS

#### LMGT3 TEAMS

// MANTHEY	#92 MANTHEY 1ST PHORM	<b>≈ 89</b> pts
VISTA AF CORSE	#21 VISTA AF CORSE	<b>≫ 76</b> pts
TF SPORT	#33 TF SPORT	<b>35 66</b> PTS

#### LMGT3 DRIVERS

R. PERA - R. LIETZ - R. HARDWICK (MANTHEY 1ST PHORM #92)	**	<b>89</b> PTS
A. ROVERA - F. HÉRIAU, S. MANN (VISTA AF CORSE #21)	305	<b>76</b> PTS
B. KEATING - D. JUNCADELLA - J. EDGAR (TF SPORT #33)	200	<b>66</b> PTS

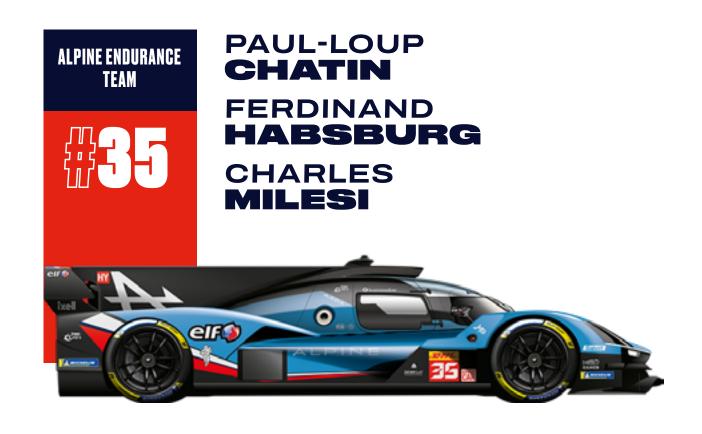


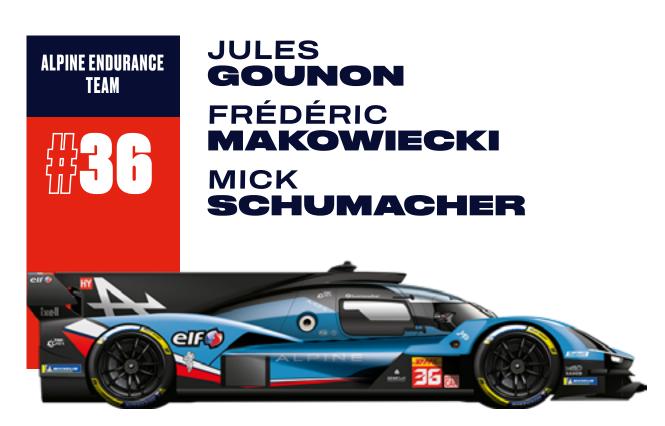
HYPERCAR

### ENTRY LIST



PROVISIONAL ENTRY LIST (1<sup>ST</sup> SEPTEMBER 2025)







































LMGT3

### ENTRY LIST

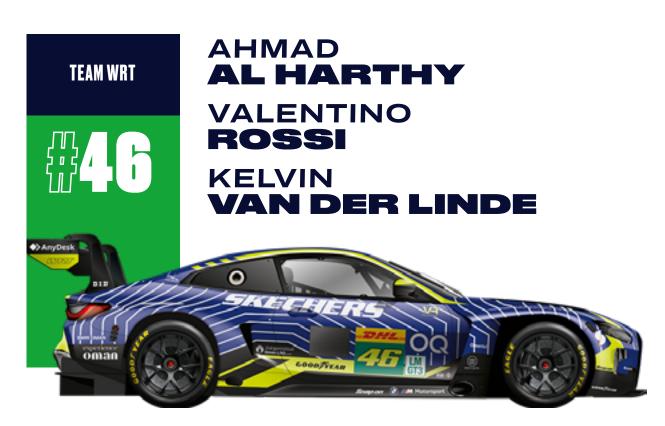


PROVISIONAL ENTRY LIST (1<sup>ST</sup> SEPTEMBER 2025)

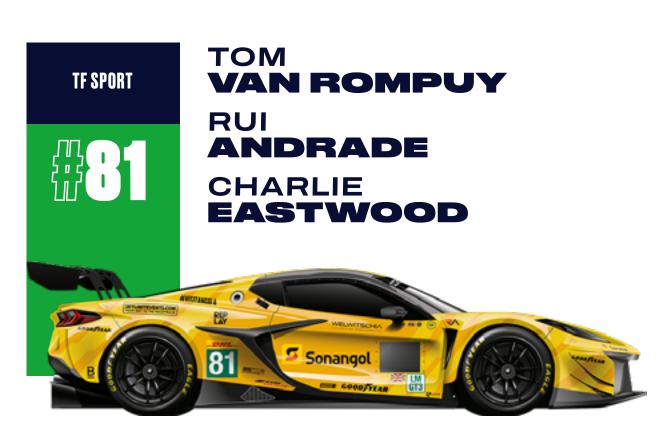










































Debuted in 2024, Mustang Challenge allows drivers to experience the excitement of sports car racing while competing on a level playing field. Sanctioned by the International Motorsports Association (IMSA) and organized by Ford Performance Racing School (FPRS), the series is open to drivers up to FIA silver ratings and features two classes — Dark Horse and Dark Horse Legends. The Dark Horse class is open to any driver in the series while the Legends class is an optional categorization for any bronze-level driver who is 45 and over. Each Mustang Challenge race weekend features two 30-minute practice sessions, one 15-minute qualifying session, and two 45-minute sprint races. Each driver competes behind the wheel of a Mustang Dark Horse R, a car similar to the production Mustang Dark Horse but with a few modifications to make it race ready. With 500+ horsepower screaming out of the 5.0-liter V8 linked to a manual transmission and out through the rear wheels, the Dark Horse R is the perfect launching point to train drivers in the art of auto racing.

Mustang Challenge is an integral part of the Ford Racing Pyramid, which aims to create a pathway for racing drivers and Mustang enthusiasts to reach the upper echelons of global sports car racing. The pyramid encompasses all forms of sports car racing, from club racing all the way up to Mustang GT3 racing in series like IMSA's WeatherTech SportsCar Championship and the FIA World Endurance Championship. The Ford Racing Pyramid will grow to include Ford's announced WEC Hypercar program in 2027, a new addition as the peak of Ford's sports car racing efforts.

As the third step of the pyramid, Mustang Challenge serves as the natural progression for drivers coming from Mustang Cup, for already established racers looking to further their careers and for those finally able to live their motorsport dream. The series provides close racing in front of large crowds and streamed to a global audience. Only in its second year, Mustang Challenge has already helped drivers move up the Ford Racing Pyramid.

Mustang Challenge typically races at iconic tracks across the United States as part of IMSA weekends, but Lone Star Le Mans will be the second time the series has raced alongside WEC in 2025. In June, Mustang Challenge made its first trip overseas, holding two nonpoint-paying races at the Circuit de la Sarthe in support of the 24 Hours of Le Mans. The Le Mans Invitational gave Mustang Challenge drivers a chance to race on a bucket list track in front of a record-breaking Le Mans crowd.



# LE MANS ULTIMATE

THE OFFICIAL GAME OF THE FIA WORLD ENDURANCE CHAMPIONSHIP

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LE MANS







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#### FOR FOLLOWING US AND ENJOY THE RACE









