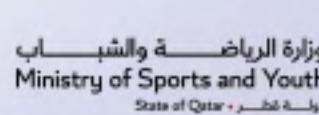
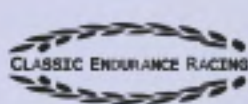


1842 QATAR

26TH, 27TH & 28TH FEB.





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



SUMMARY

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**RICHARD
MILLE**
FIA ENDURANCE
COMMISSION PRESIDENT

Dear Friends,

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

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

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

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

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

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



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

Endurance racing headed for new heights

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

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

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

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



**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!



“ WE ARE DELIGHTED TO SEE THE ONGOING EVOLUTION OF ELITE MOTORSPORT TALENT ”

I extend a warm welcome to you all as we return to the magnificent Lusail International Circuit for the Qatar 1812 KM. Once again, Qatar proudly takes its place as the season-opener for the FIA World Endurance Championship, setting the stage for what promises to be another thrilling year of endurance racing at this world-class facility.

In 2025, we are proud to unveil an exhilarating spectacle, as the track comes alive with the presence of 18 Hypercars and 18 LMGTC3 entries – a resounding testament to the growth of the landscape of endurance racing. Moreover, an impressive line-up of 13 manufacturers will be showcased across both classes, marking a momentous milestone in the rich history of the competition.

There are teams from world-renowned brands Alpine, Aston Martin, BMW, Cadillac, Corvette, Ferrari, Ford, Lexus, McLaren, Mercedes-AMG, Peugeot, Porsche and Toyota – each highlighting the continued expansion of the world’s premier endurance racing series.

We are delighted to see the ongoing evolution of elite motorsport talent. The legendary Valentino Rossi, seven-time MotoGP World Champion, continues his

remarkable endurance racing journey with Team WRT, while former Formula 1 driver Kevin Magnussen brings his exceptional single-seater experience to BMW’s works effort. We proudly welcome Mercedes-AMG to Qatar 1812 KM through their new partnership with Iron Lynx, representing the company’s return to top-level endurance racing, along with the pioneering Iron Dames project and its all-female driver line-up who continue to inspire the next generation of motorsport talent. And not forgetting, of course, Aston Martin’s head-turning new Valkyrie Hypercar, which is sure to capture attention both on and off-track.

I extend my sincere gratitude to all participants – teams, drivers, manufacturers, sponsors, organizers, media and fans – for their unwavering support.

I would also like to express my appreciation to His Highness, the Amir, Sheikh Tamim bin Hamad Al Thani, for his steadfast backing in fostering motorsport excellence in Qatar.

Let us come together in a celebration of endurance racing and create lasting memories at Lusail International Circuit.

Best regards,

**ABDULRAHMAN BIN
ABDULLATIF AL-MANNAI**

President of the Qatar Motor and Motorcycle
Federation (QMMF)
President of Lusail International Circuit (LIC)



FIA WORLD ENDURANCE
CHAMPIONSHIP

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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With TotalEnergies, the World Endurance Championship becomes 100% certified sustainable fuel



TotalEnergies becomes the 1st official supplier of 100% certified* sustainable fuel for the FIA World Endurance Championship (WEC), including the 24 Hours of Le Mans 2022, and European Le Mans Series (ELMS). A fuel composed of biofuel which reduces CO₂ emissions by 65%**.



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

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.

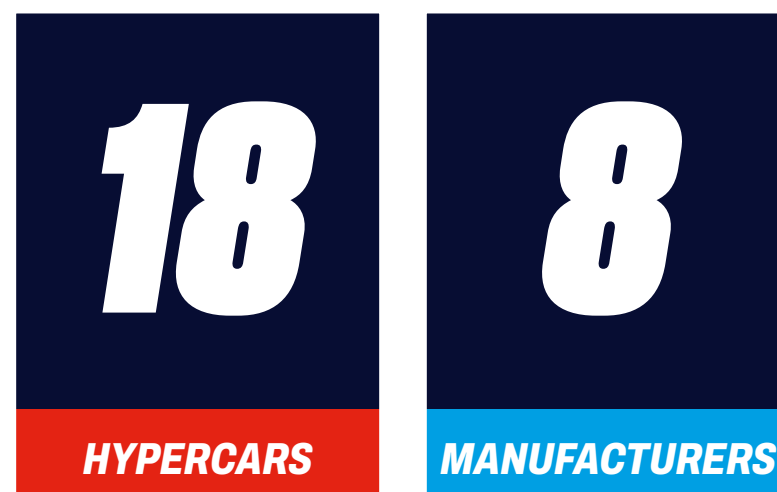
In addition to last year's title-winning and Le Mans-conquering marques, Alpine, BMW and Peugeot are eager to build upon their promising progress by challenging for victory, Cadillac has doubled up to a two-car effort by joining forces with Hertz Team JOTA and Aston Martin enters the fray with a pair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

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



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.

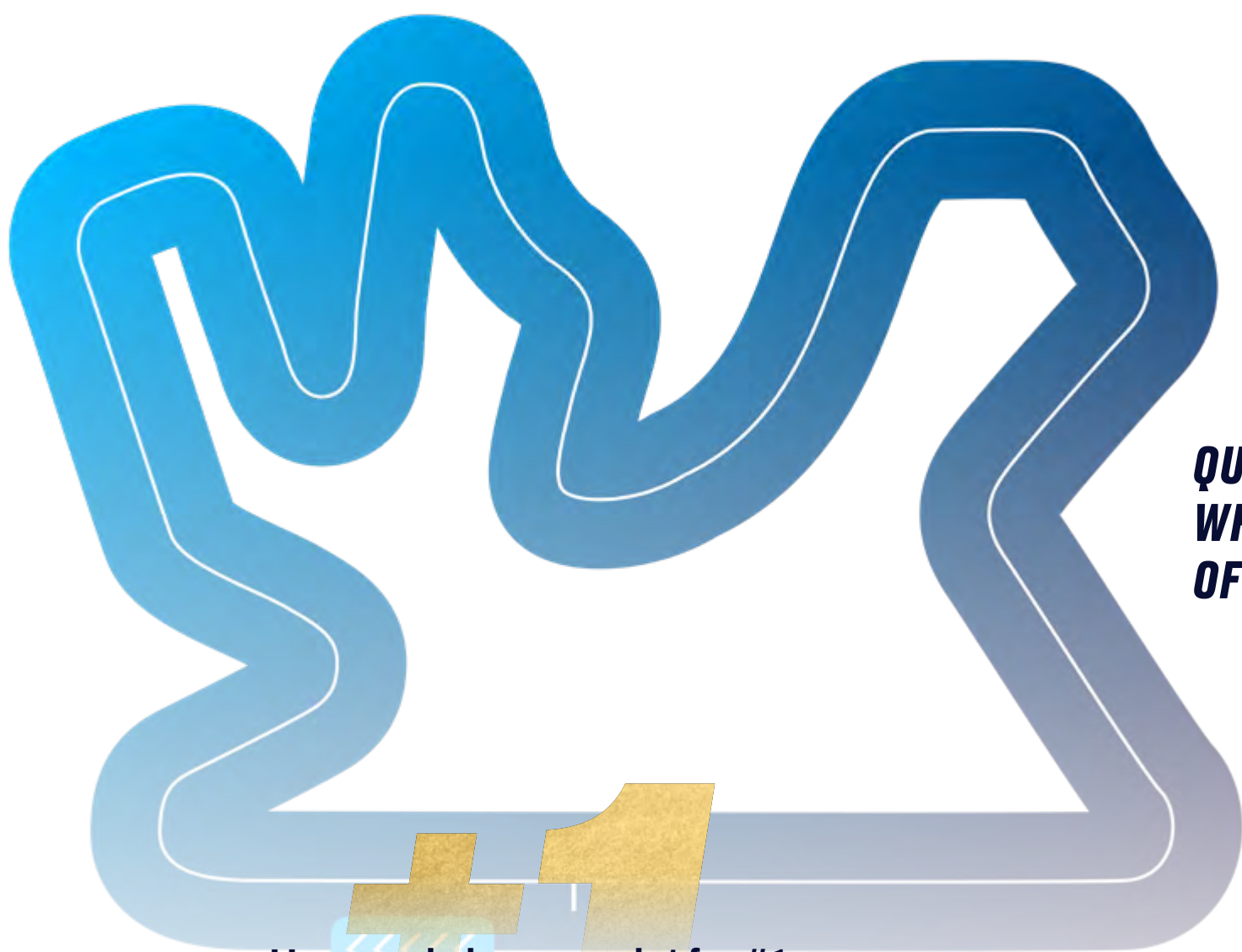
SILVER DRIVER

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

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.

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.

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



***BUILT TO LAST,
MADE TO PERFORM***



MICHELIN PILOT SPORT RANGE:

MICHELIN MOTORSPORT EXPERTISE CRAFTED FOR
YOUR DAILY JOURNEYS, DELIVERING PRECISE HANDLING
AND PERFORMANCE.



MICHELIN

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 2024 RESULTS

FIA WORLD ENDURANCE
MANUFACTURERS' CHAMPIONSHIP

4TH

#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
MANUFACTURER ASTON MARTIN	TYRE SUPPLIER MICHELIN
	

NEW IN
2025

#007



**HARRY TINCKNELL**



**TOM GAMBLE**



**ROSS GUNN**



#009



**ALEX RIBERAS**



**MARCO SØRENSEN**



**ROMAN DE ANGELIS**





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 2024 RESULTS
FIA WORLD ENDURANCE
MANUFACTURERS' CHAMPIONSHIP

5TH

#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.

CATEGORY
HYPERCAR

MANUFACTURER
CADILLAC


CADILLAC

COMMITMENT
SINCE 2025

TYRE SUPPLIER
MICHELIN


MICHELIN

SEASON 2024 RESULTS

FIA WORLD ENDURANCE
MANUFACTURERS' CHAMPIONSHIP

7TH

#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	COMMITMENT SINCE 2023	SEASON 2024 RESULTS FIA WORLD ENDURANCE MANUFACTURERS' CHAMPIONSHIP
MANUFACTURER FERRARI	TYRE SUPPLIER MICHELIN	
		3RD

#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 2024 RESULTS

FIA WORLD CUP
FOR HYPERCAR TEAMS

3RD



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

MANUFACTURER
PEUGEOT



COMMITMENT
SINCE 2022

TYRE SUPPLIER
MICHELIN




SEASON 2024 RESULTS


FIA WORLD ENDURANCE
MANUFACTURERS’ CHAMPIONSHIP

6TH


#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

COMMITMENT
SINCE 2023

MANUFACTURER
PORSCHE



TYRE SUPPLIER
MICHELIN



SEASON 2024 RESULTS

FIA WORLD ENDURANCE
MANUFACTURERS' CHAMPIONSHIP

2ND

#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 2024 RESULTS

FIA WORLD CUP
FOR HYPERCAR TEAMS

4TH



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 2024 RESULTS

FIA WORLD ENDURANCE
MANUFACTURERS' CHAMPIONSHIP

1ST

#7





MIKE
CONWAY





KAMUI
KOBAYASHI





NYCK
DE VRIES



#8





SÉBASTIEN
BUEMI





BRENDON
HARTLEY





RYŌ
HIRAKAWA



31

WEC OFFICIAL PROGRAMME



GOODYEAR ACCELERATING INTO THE 2025 SEASON



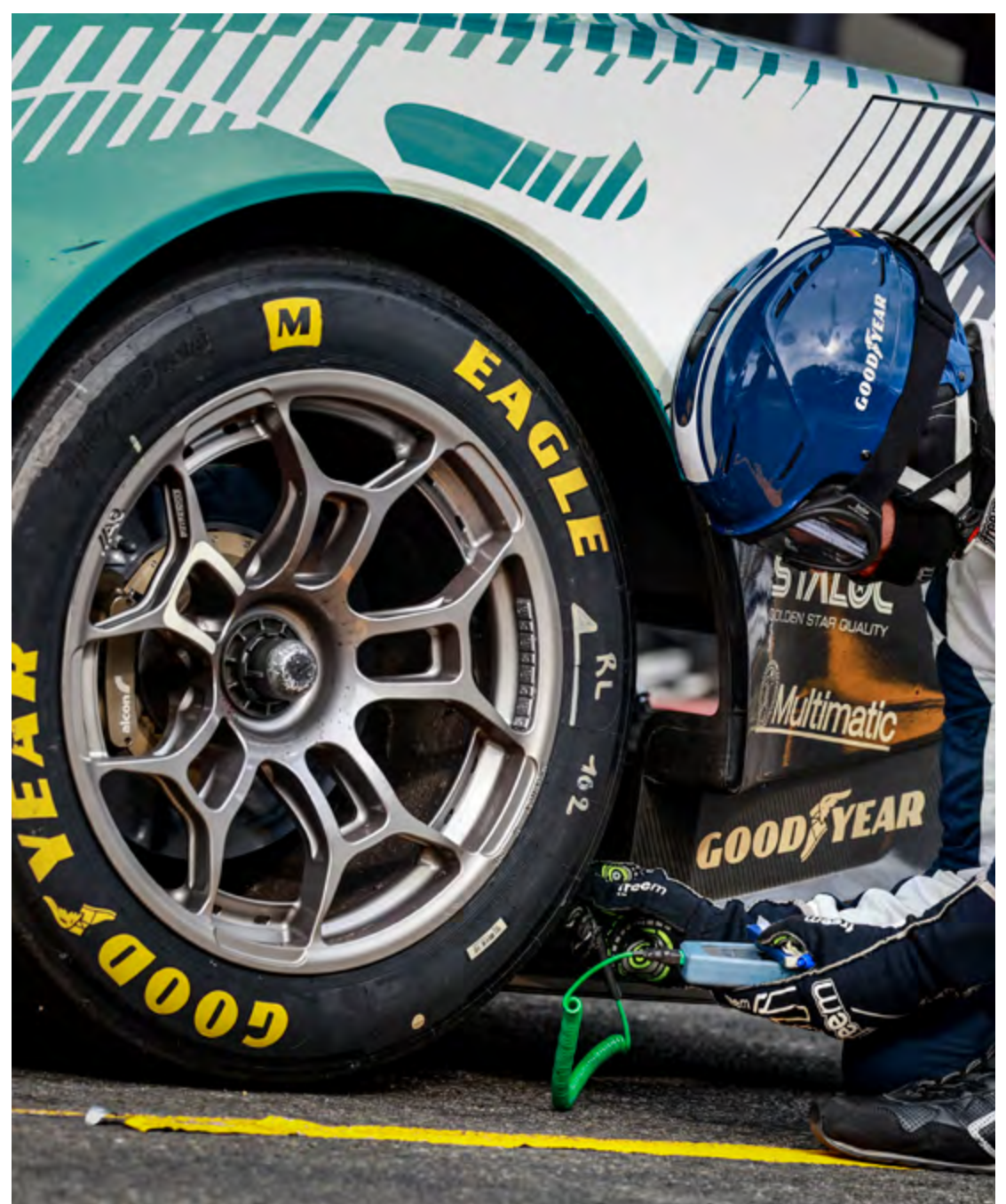
Goodyear played a defining role in the 2024 season, a year that introduced fresh regulations, thrilling new circuits, and the launch of the LMGT3 category.

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.





GO  **GOOD YEAR**



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ANYTHING***



GRIP



BRAKING



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 2024 RESULTS FIA ENDURANCE TROPHY FOR LMGT3 TEAMS	
MANUFACTURER ASTON MARTIN		TYRE SUPPLIER GOODYEAR		#10	#27
				NEW IN 2025	5 TH

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 2024 RESULTS FIA ENDURANCE TROPHY FOR LMGT3 TEAMS	
MANUFACTURER BMW	TYRE SUPPLIER GOODYEAR	#31	#46
		4 TH	6 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 LMGT3		COMMITMENT SINCE 2024		SEASON 2024 RESULTS FIA ENDURANCE TROPHY FOR LMGT3 TEAMS	
MANUFACTURER CORVETTE		TYRE SUPPLIER GOODYEAR		#33	#81
				12 TH	10 TH


#33






BEN
KEATING





JONNY
EDGAR





DANIEL
JUNCADELLA



#81






TOM
VAN ROMPUY






RUI
ANDRADE





CHARLIE
EASTWOOD





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 2024 RESULTS FIA ENDURANCE TROPHY FOR LMGT3 TEAMS	
MANUFACTURER FORD	TYRE SUPPLIER GOODYEAR	#77	#88
		17 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 2024 RESULTS FIA ENDURANCE TROPHY FOR LMGT3 TEAMS	
MANUFACTURER FERRARI		TYRE SUPPLIER GOODYEAR		#21	#54
				3 RD	7 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 2024 RESULTS FIA ENDURANCE TROPHY FOR LMGT3 TEAMS	
MANUFACTURER MCLAREN		TYRE SUPPLIER GOODYEAR		#59	#95
				9 TH	14 TH

#59





JAMES
COTTINGHAM





SÉBASTIEN
BAUD







GRÉGOIRE
SAUCY





#95







DARREN
LEUNG






SEAN
GELAEI





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 LMGT3	COMMITMENT SINCE 2024
MANUFACTURER MERCEDES-AMG	TYRE SUPPLIER GOODYEAR
	

NEW IN
2025

#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 2024 RESULTS FIA ENDURANCE TROPHY FOR LMGT3 TEAMS	
MANUFACTURER LEXUS		TYRE SUPPLIER GOODYEAR		#78	#87
				16 TH	18 TH


#78





**ARNOLD ROBIN**



**FINN GEHSITZ**



**BEN BARNICOAT**



#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 2024 RESULTS FIA ENDURANCE TROPHY FOR LMGT3 TEAMS	
MANUFACTURER PORSCHE		TYRE SUPPLIER GOODYEAR		#85	#92
				8 TH	1 ST

IRON DAMES


MANTHEY 1ST PHORM


#85







CÉLIA MARTIN






RAHEL FREY







MICHELLE GATTING





#92







RYAN HARDWICK






RICCARDO PERA





RICHARD LIETZ





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TOYOTA TARGETING ‘BETTER START’ TO ‘SPECIAL’ SEASON

For TOYOTA GAZOO Racing, the 2025 FIA World Endurance Championship holds greater significance than usual, since round four – the 24 Hours of Le Mans – will mark the 40th anniversary of the manufacturer’s debut in the legendary La Sarthe contest.

It might have taken Toyota 33 years to win Le Mans, but from 2018 to 2022, the brand was unbeatable in the race. It has subsequently been a leading protagonist and podium-finisher in the most recent two editions, falling short of a sixth victory last June by barely 14 seconds.

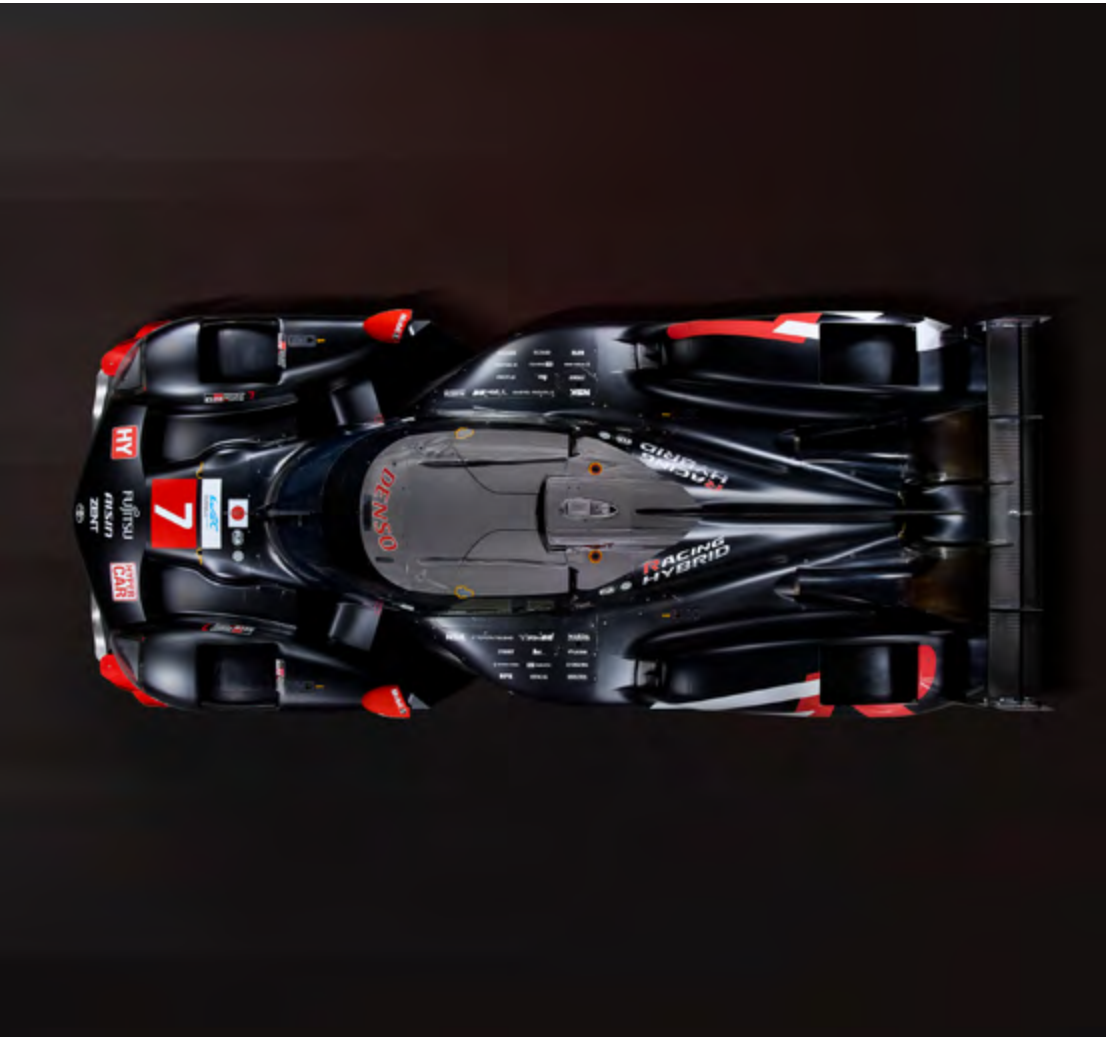
That was one of five rostrum results for the Japanese carmaker in FIA WEC in 2024, including three triumphs – in Italy, Brazil and Bahrain – with the last of those successes enabling Toyota to snatch the Manufacturers’ crown from rival Porsche’s grasp by the margin of just two points.

In the Drivers’ standings, however, its run of five straight titles dating back to 2018/19 came to an end, as the #7 crew wound up third and the #8 trio fourth. With only three weeks until the Qatar 1812km gets the forthcoming campaign underway (28 February), they are determined to reassert their supremacy in both battles.

“It’s always very interesting to start a new season,” acknowledged four-time world champion Sébastien Buemi, whose stirring recovery drive in Bahrain back in November was key to securing Toyota the Manufacturers’ spoils. “We won the championship last year, and clearly, we want to build upon that.

“We’ve analysed all the mistakes we made and all the things we needed to work on, and hopefully we can prove from the beginning that we’re strong. It’s true that last year, Qatar wasn’t a good race for us, so we definitely want to start this season in a better way.”

“You’re always pumped up for a new season, to start afresh and for everything that might be,” echoed team-mate Mike Conway, who lifted the FIA WEC laurels in 2019/20. “We’ve seen more and more exciting racing over the past few years, and 2024 was decent for us in terms of results, but we also know we can still improve.”



“ HAVING MISSED LE MANS LAST YEAR, I CAN’T WAIT TO GO BACK. MISSING IT CEMENTED HOW MUCH IT MEANS TO COMPETE IN THAT RACE, AND BEING TOYOTA’S 40TH ANNIVERSARY THIS YEAR, I THINK IT WILL BE PRETTY SPECIAL. ”





PICTURE-PERFECT PORSCHE: MANTHEY AND IRON DAMES REVEAL NEW LOOK FOR 2025

Manthey Racing and the Iron Dames have presented the pair of Porsches that will gun for glory in the FIA World Endurance Championship's fiercely-contested LMGT3 category this year.

It was announced in November that the Iron Dames would join forces with Manthey for the 2025 FIA WEC campaign, uniting the team that dominated proceedings in LMGT3 last season – winning four of the eight rounds to wind up first and second in the final standings – with the 2023 championship runners-up.

Notably, the Iron Dames' success two years ago – which included an historic maiden victory for an all-female crew in the series in Bahrain – was achieved in Porsche machinery. Michelle Gatting was one of the drivers back then and is still a member of the pioneering project – a fusion of power, passion and purpose – today.

"I'm super-excited to start the FIA WEC season very soon together with Manthey," enthused the 31-year-old Dane, who was recently elevated to official Porsche driver status. "I would be lying if I said I didn't have high expectations, because of the positive reputation that the team has. I'm looking forward to learning a lot from them, and hopefully pulling off some great accomplishments together. "I'm also looking forward to racing with our new livery that will make it easy for fans to find and follow us on-track. The fans already connect us with pink, and we now have even more colour using different shades."

Gatting will be partnered in the #85 Porsche 911 GT3 R LMGT3 by long-standing Iron Dames stablemate Rahel Frey and FIA WEC rookie Célia Martin, while in the sister #92 entry – running under the Manthey 1st Phorm banner – defending 24 Hours of Le Mans class-winner Richard Lietz will be flanked by newcomers Riccardo Pera and Ryan Hardwick.

"I'm thrilled to race for Manthey, the team that has proven to be the one to beat in this championship," enthused Hardwick, who campaigned a Ford Mustang in the series in 2024, scoring points in half of the races.

"As for the livery, we've combined two iconic designs – the distinctive Manthey arrow and the iconic 1st Phorm blue, which has been seen on many race and championship-winning Porsches in North America. It's really special to have these two great liveries come together on one car!"

The action will get underway with the Qatar 1812km on 28 February, preceded by the traditional 'Prologue' group test at the same circuit.





GREEN MEANS GO: ASTON MARTIN UNVEILS VALKYRIE COLOURS AND FULL HYPERCAR LINE-UP

The works Aston Martin THOR Team has revealed the livery that will adorn its pair of pure-bred Valkyrie Hypercars in the top-tier of the FIA World Endurance Championship this year, while confirming the full identities of its driving crews.

The ultra-luxury performance car brand is targeting outright victory at the 24 Hours of Le Mans for the first time since 1959, as it embarks upon a thrilling new chapter in its illustrious motorsport history with what will be the only production-derived Hypercar on the grid, emblazoned in a stunning green colour scheme synonymous with many of the great British glories in the race.

Developed by Aston Martin Performance Technologies in conjunction with The Heart of Racing (THOR), the race-tuned Valkyrie is consequently a unique proposition in FIA WEC, and is based upon a road car that was jointly conceived by Aston Martin Chief Creative Officer, Marek Reichman, and legendary Formula 1 designer, Adrian Newey.

“It would be almost unimaginable for Adrian, one of the greatest racing car designers in history, to design a car and not think about it going racing at some point,” commented Aston Martin’s Head of Endurance Motorsport, Adam Carter. *“The Aston Martin Valkyrie is a revolution in automotive engineering history, representing the pinnacle of performance, design and innovation.”*

“The race car shares many strands of DNA with the road car, with the same V12 power unit at its heart. With an extraordinary fusion of F1 technology and road car mastery, the Valkyrie is truly built for racing and its participation at the highest level of global endurance racing will only further cement its technological achievement.”

On the driving strength, Harry Tincknell and Alex Riberas were announced back in November and will be partnered, respectively, by rising British star Tom Gamble and three-time FIA WEC class champion Marco Sørensen, with Ross Gunn and Roman De Angelis coming on-board for the longer events.

Former European Le Mans Series (ELMS) title-holder Tincknell clinched LMGTE Pro honours at the 24 Hours of Le Mans in an Aston Martin Vantage in 2020, and spent last season contesting FIA WEC’s headlining Hypercar category in Proton Competition’s Porsche.

Countryman Gamble is a fellow ELMS champion – at LMP3 level – and similarly boasts both LMP2 and GT experience, while Aston Martin Racing works driver Gunn is a multiple race-winner with the marque in IMSA competition. The trio will form an all-British partnership in the #007 entry at La Sarthe in mid-June.

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“Marco is among the most experienced drivers ever to race for Aston Martin, and he’s waited a long time for his chance in the top class. Having worked with him and having seen his ability and how cool he is under pressure, I think he’s a perfect fit for this project. As for Roman, I first drove with him in 2018 and he’s gone from strength-to-strength. He’s won the AMR Academy and the IMSA GTD championship, which is a unique achievement, and he’s become an out-and-out performer.”

Since its initial test runs in July, 2024, the Valkyrie has embarked upon a comprehensive evaluation programme, completing more than 15,000km on circuits throughout Europe, the US and the Middle East. With barely three weeks until the car makes its world competition debut in Qatar, James is pleased with progress.

“You can always be further up the road, but I couldn’t be happier in terms of how everything is integrated and with the reliability we’ve shown,” he mused. “For anybody that’s been involved in sportscar racing, to be running a car at the premier level with Aston Martin, and a car that is widely accepted as one of the most beautiful in the world – the only one that is the genuine progeny of a road car – is a real honour. To be entrusted with this programme is most definitely a career highlight.”

“This is a proud moment for Aston Martin,” echoed Adrian Hallmark, Chief Executive Officer of Aston Martin Lagonda. “To be returning to the fight for overall honours at the 24 Hours of Le Mans exists at the very core of our values and marks a key milestone in our motor racing heritage. The Valkyrie is an embodiment of our enduring sporting ethos, which has defined the brand for more than a century.”

While expectations match ambition, they are also tempered by the reality of going up against more experienced rivals in a high-calibre Hypercar field, featuring no fewer than seven other major manufacturers all with at least one season in the championship under their belt.

“Of course, we are doing this because we want to win,” acknowledged Carter. “However, we respect the challenge of the events and the competition. [The other brands] are already established and at a high level, and that’s why we want to compete against them. Fundamentally, it is only worth winning if it’s against strong competition.”

“The ACO (Automobile Club de l’Ouest), IMSA and the FIA have collectively created championships of growing popularity through working collaboratively. They have done a great job of establishing the format and promoting the series’ to make this a golden era, and it’s an opportunity to compete on the global stage in a fair and competitive environment. This is a great time to be joining the pinnacle of endurance racing.”

The eight-round 2025 campaign will get underway with the curtain-raising Qatar 1812km on 28 February, preceded by the traditional ‘Prologue’ group test at the same circuit on 21-22 February.





ROSSI RETURNS FOR SECOND SEASON WITH BMW AND TEAM WRT

Nine-time world motorcycling champion Valentino Rossi will return for a second term in the FIA World Endurance Championship, after the Italian was confirmed in the Team WRT line-up for 2025.

Rossi enjoyed an encouraging maiden campaign in the series' fiercely-disputed LMGT3 category last year, finishing just shy of the podium on his bow in Qatar alongside team-mates Ahmad Al Harthy and Maxime Martin before popularly snaring the runner-up spoils next time out on home soil at Imola. Following a starring turn in the lead of the 24 Hours of Le Mans, a second rostrum result was achieved at Fuji, as the trio secured sixth spot in the final championship standings in their BMW M4 LMGT3.

"I'm very happy to continue my experience in FIA WEC, as last year was a strong debut season," Rossi remarked. "We had some good races, and we want to try to be stronger and faster. We will work hard together with BMW to improve our performance and be more competitive in every race."

"It's great to once again compete at some fantastic tracks that I know well from motorcycling, and this makes me enjoy racing in FIA WEC. Le Mans is, of course, the most important one; we were unlucky last year, but we will fight for the podium in 2025!"

Martin has since departed to pastures new with Mercedes-AMG and Iron Lynx, meaning Rossi and Al Harthy will be partnered by Kelvin van der Linde in the #46 entry this season. The South African – elder brother of BMW M Team WRT Hypercar driver Sheldon van der Linde – was recently appointed to the BMW M works stable and joins from Akkodis ASP Team, for whom he competed in 2024.

In the sister #31 car, Timur Boguslavskiy has similarly made the move from Lexus machinery, with Yasser Shahin arriving from Manthey EMA, having piloted the German outfit's Porsche 911 GT3 R LMGT3 to second in the FIA

WEC title table last year, triumphing at Le Mans along the way. The Australian also won the Pro-Am class in the legendary Bathurst 12 Hour race, while Boguslavskiy was crowned GT World Challenge Europe champion in both 2019 and 2023.

Replacing United Autosports-bound Sean Gelael and Darren Leung, the pair will team up with the incumbent Augusto Farfus, who spearheaded Team WRT's one-two finish at Imola last April and took the chequered flag second at La Sarthe en route to fourth in the Drivers' classification.

The upgraded BMW M4 LMGT3 EVO got off to a flying start last weekend by scorching to overall honours in the 20th anniversary edition of the 24H Dubai, raising expectations for further silverware and a successful season ahead in FIA WEC.

"As with our Hypercar works programme, we can look forward to great BMW M Motorsport driver line-ups in our GT3 customer racing programme in FIA WEC in 2025," enthused Head of BMW M Motorsport, Andreas Roos. "I congratulate Team WRT on once again securing some of the best 'Silver' and 'Bronze' drivers for the cockpits of our two new BMW M4 LMGT3 EVOs. They will hopefully create many great moments alongside our three works drivers."

"In 2025, the BMW M4 GT3 EVO makes its debut, and FIA WEC is one of the most prestigious arenas for the car," added Björn Lellmann, Head of Customer Racing at BMW M Motorsport. "Accordingly, our determination to achieve immediate success and demonstrate what the car is capable of is great – with Team WRT's strong driver line-up providing the optimal conditions for that."



لوسايل
INTERNATIONAL
CIRCUIT
طلبة لوسايل
الدولية

AT THE SPEED OF LIGHTS

WWW.LCSC.QA



18/19 QATAR

ACCREDITATION CENTRE

OPENING HOURS

Thursday February 20th	07:30 - 18:00
Friday February 21st	08:00 - 18:00
Saturday February 22nd	09:00 - 18:00
Sunday February 23rd	09:00 - 17:00
Monday February 24th	09:00 - 17:00
Tuesday February 25th	08:00 - 17:00
Wednesday February 26th	08:00 - 18:00
Thursday February 27th	08:00 - 19:00
Friday February 28th	09:00 - 20:00



COMPETITORS

- 1 ACCREDITATION CENTRE
- 2 PADDOCK
- 3 ORGANISATION OFFICES
- 4 CATERING
- GATE Lusail Circuit Main Entrance
- SCUTINEERING

GENERAL

- TUNNEL
- FAN ZONE
- WEC OFFICIAL STORE
- TOILETS
- WATER
- FOOD & BEVERAGE
- PADDOCK ENTRANCE
- GIANT SCREEN
- MEDICAL CENTRE

MEDIAS

- MEDIA CENTRE
- TV COMPOUND
- PARKING MEDIAS

- P2 PARKING EVENT
- P3 PARKING
- P4 PARKING ORGANISATION
- P5 PARKING MANAGEMENT
- P6 PARKING LE MANS SPIRIT CLUB
- P7 PARKING SUPPORT RACE
- P8 PMR PARKING
- TAXI POINT

WEDNESDAY, FEBRUARY 26

09:00	10:00	<i>F4 Middle East Championship - TEST SESSION 1</i>
10:15	11:15	<i>FR Middle East Championship - TEST SESSION 1</i>
11:30	13:00	FIA WEC - FREE PRACTICE 1
13:25	14:10	<i>Qatar Classic Challenge - FREE PRACTICE</i>
14:20	15:20	<i>F4 Middle East Championship - TEST SESSION 2</i>
15:35	16:35	<i>FR Middle East Championship - TEST SESSION 2</i>
16:50	18:20	FIA WEC - FREE PRACTICE 2
18:30	19:00	<i>F4 Middle East Championship - FREE PRACTICE</i>
19:15	19:45	<i>FR Middle East Championship - FREE PRACTICE</i>

THURSDAY, FEBRUARY 27

09:00	09:35	<i>F4 Middle East Championship - QUALIFYING 1 / 2</i>
09:50	10:25	<i>FR Middle East Championship - QUALIFYING 1 / 2</i>
10:35	11:20	<i>Qatar Classic Challenge - QUALIFYING</i>
12:00	13:00	FIA WEC - FREE PRACTICE 3
13:30	14:00	<i>F4 Middle East Championship - RACE 1</i>
14:30	15:00	<i>FR Middle East Championship - RACE 1</i>
15:30	16:30	<i>Qatar Classic Challenge - RACE 1</i>
17:00	17:12	FIA WEC - QUALIFYING - LMGT3
17:20	17:30	FIA WEC - QUALIFYING - HYPERPOLE LMGT3
17:40	17:52	FIA WEC - QUALIFYING - HYPERCAR
18:00	18:10	FIA WEC - QUALIFYING - HYPERPOLE HYPERCAR
18:30	19:30	FIA WEC - PIT WALK
18:40	19:10	FIA WEC - AUTOGRAPH SESSION
19:55	20:25	<i>F4 Middle East Championship - RACE 2</i>
21:00	21:30	<i>FR Middle East Championship - RACE 2</i>

FRIDAY, FEBRUARY 28

09:25	09:55	<i>F4 Middle East Championship - RACE 3</i>
10:30	11:00	<i>FR Middle East Championship - RACE 3</i>
11:30	12:00	<i>Qatar Classic Challenge - RACE 2</i>
12:45	12:51	FIA WEC - LAP OF HONOUR
13:15		FIA WEC - GRID WALK opening
13:35		FIA WEC - GRID WALK closing
13:45		FIA WEC - GRID WALK end of the track evacuation
13:54		FIA WEC - GREEN FLAG
14:00	00:00	FIA WEC - RACE



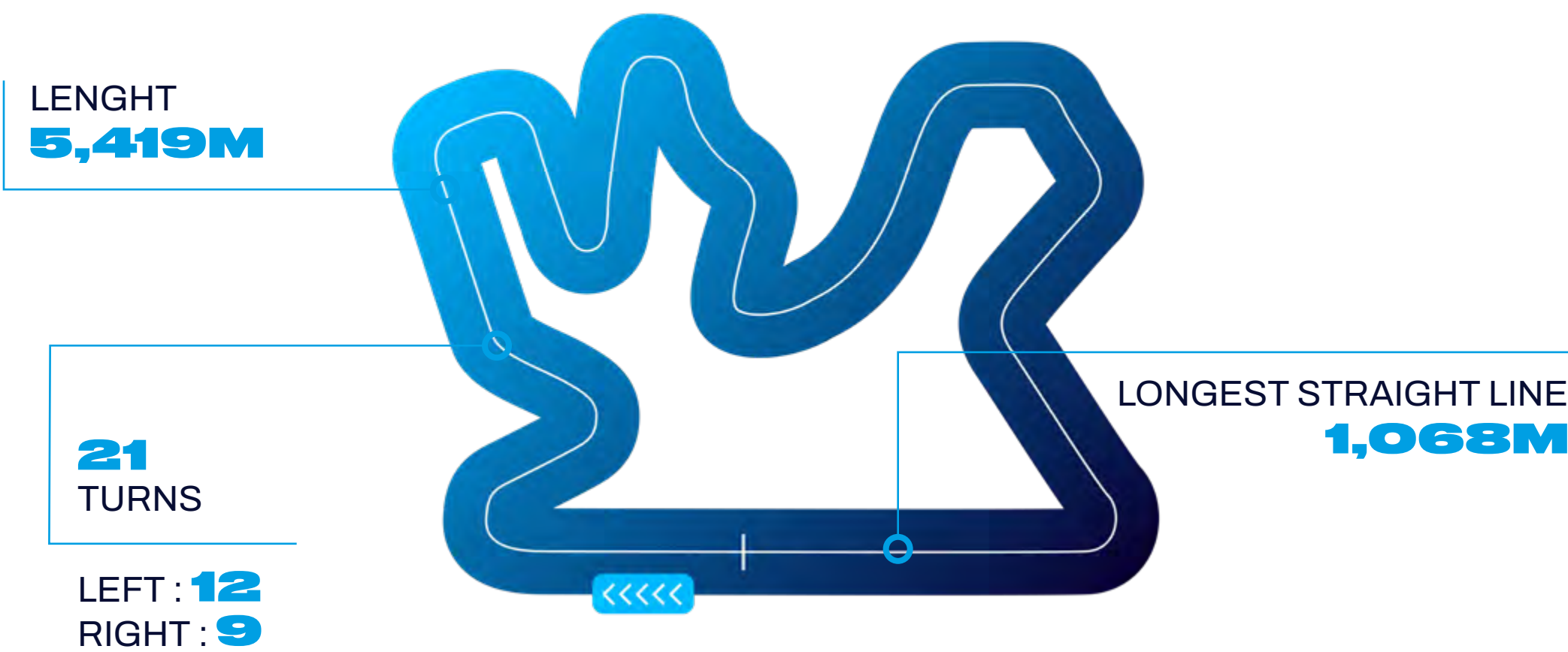
Built in under a year, Lusail International Circuit (LIC) - a state-of-the-art, world-class FIA Grade 1 and FIM Grade A venue, located 30km north of the Qatari capital, Doha - opened in 2004, when it welcomed its first event, the Qatar Motorcycle Grand Prix.

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

subsequently receiving visits from World Superbikes and the FIA World Touring Car Championship.

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

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



WINNERS 2024

HYPERCAR

6



PORSCHE PENSKEY MOTORSPORT

- | K. Estre
- | A. Lotterer
- | D. Vanthoor

LMGT3

92



MANTHEY PURERXCING

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

POLE POSITION BY CATEGORY 2024

HYPERCAR

1:39.347

5

PORSCHE PENSKE MOTORSPORT

- | M. Campbell
- | M. Christensen
- | F. Makowiecki

LMGT3

1:54.372

81

TF SPORT

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

FASTEST LAP 2024

HYPERCAR

1:39.748

5

PORSCHE PENSKE MOTORSPORT

- | M. Campbell

LMGT3

1:53.529

55

VISTA AF CORSE

- | A. Rovera

RACE DISTANCE COVERED

1814,87KM
(335 laps)

PORSCHE PENSKE
MOTORSPORT #5

STATS

QATAR 2024 was the 5th WEC race to occur in the month of March, whilst the 2025 race is just the 2nd to occur in February

The first visit to Qatar in 2024 featured **37 starters**, or the most-ever at the first round of a WEC season.

26 drivers made their series debut at Qatar 2024, including **Valentino Rossi** and **Mick Schumacher**. In 2025, a further 10 drivers join the party.

Qatar 2024 hosted the **first overall victory by a Porsche** car since COTA 2017 - a wait of 2,358 days

The first all-Porsche overall podium occurred at Qatar 2024, marking the first time **one marque had finished 1-2-3** since Audi at Spa 2013

The LMGTE Am era ended in Bahrain 2023 with a Porsche - Aston Martin - Aston Martin podium, and the **LMGT3 era opened with the same lineup in Qatar**

Qatar 2024 staged series debuts for **Isotta Fraschini**, **Lamborghini**, **Lexus** and **McLaren**. At Qatar 2025, **Mercedes-AMG** will join the world championship

Laurens Vanthoor became the **first Belgian driver to win a race overall** at Qatar 2024, whilst teammate Kevin Estre became the 9th French driver to win a race outright.

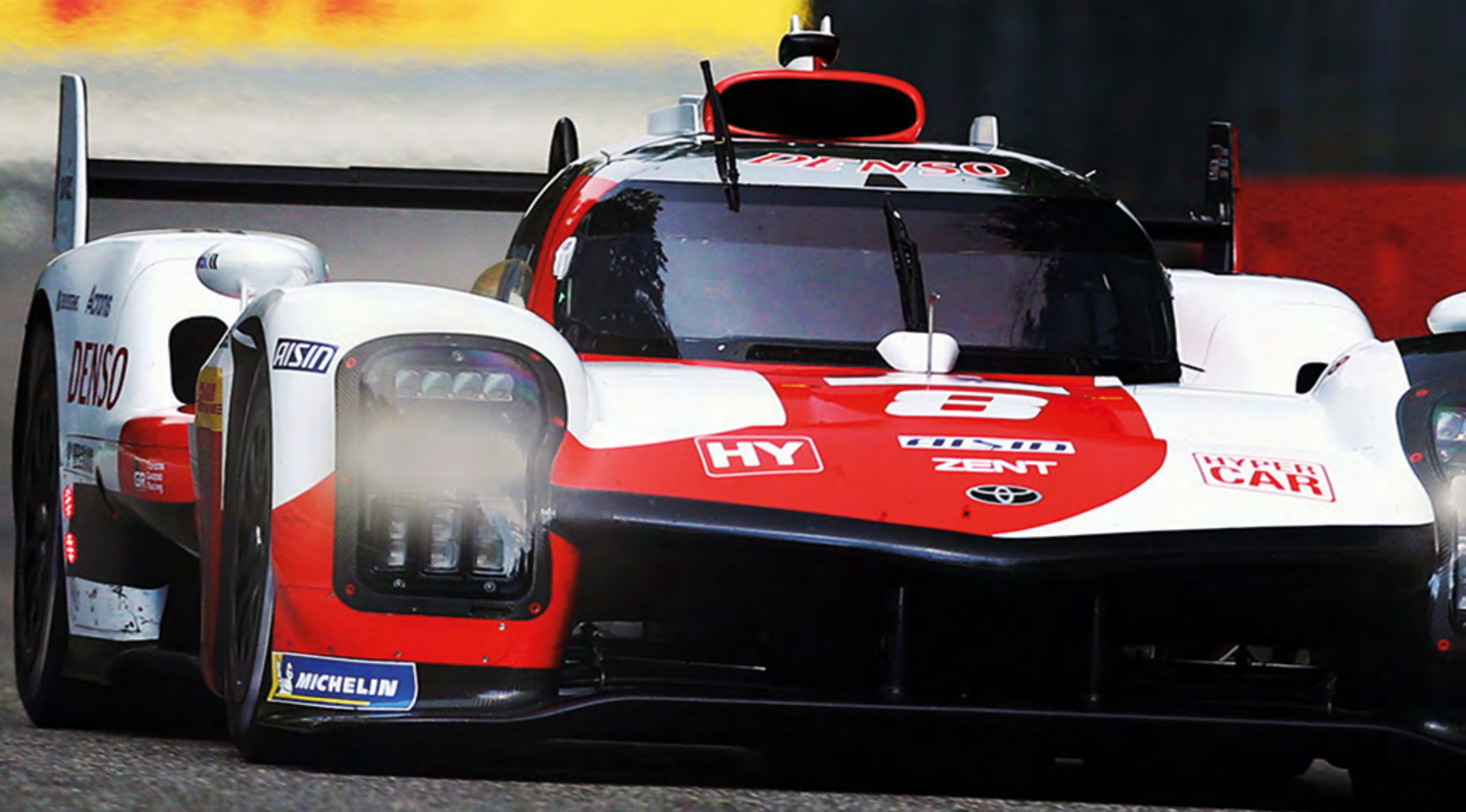
Qatar 2024 marked the first time a WEC season had started in Asia after three starts at Sebring, six at Silverstone, and two at Spa.

Corvette became the first brand to achieve a GTE Pro GTE Am and **LMGT3** pole position in WEC, due to Tom van Rompuy's Hyperpole heroics.

Matt Campbell delivered Porsche its first Hypercar pole position with the 963 at Qatar 2024, and the marque's first in the top-class since Neel Jani/Nick Tandy, in the final race for the 919 Hybrid at Bahrain 2017.

Porsche Penske #6, **Manthey PureRxcing #92** and **Hertz Team Jota #12** in the Hypercar sub-class, **all won their respective classes at Qatar 2024**. All three of these cars would go on to win their respective class titles, marking the first time every champion in a single season had started a season by winning at the opening race.





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.

Official Logistics Partner



2024 SEASON



HYPERCAR MANUFACTURERS

	TOYOTA	❖ 190 PTS
	PORSCHE	❖ 188 PTS
	FERRARI	❖ 137 PTS

HYPERCAR TROPHY TEAMS

HERTZ TEAM JOTA (PORSCHE N°12)	❖ 183 PTS
HERTZ TEAM JOTA (PORSCHE N°38)	❖ 153 PTS
AF CORSE (FERRARI N°53)	❖ 149 PTS

HYPERCAR DRIVERS

K. ESTRE - L. VANTHOOR - A. LOTTERRER (PORSCHE N°12)	❖ 152 PTS
A. FUOCO - M. MOLINA - N. NIELSEN (FERRARI N°50)	❖ 115 PTS
K. KOBAYASHI - N. DE VRIES (PORSCHE N°12)	❖ 113 PTS

LMGT3 TEAMS

MANTHEY PURERXCING (PORSCHE N°92)	❖ 139 PTS
MANTHEY EMA (PORSCHE N°91)	❖ 105 PTS
VISTA AF CORSE (FERRARI N°55)	❖ 97 PTS

LMGT3 DRIVERS

A. MALYKHIN - J. STURM - K BACHLER (PORSCHE N°12)	❖ 139 PTS
M. SCHURING - R. LIETZ - Y. SHAHIN (PORSCHE N°91)	❖ 105 PTS
F. HÉRIAU - A. ROVERA - S. MANN (FERRARI N°55)	❖ 97 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
ROSS
GUNN



ASTON MARTIN
THOR TEAM

#009

ALEX
RIBERAS
MARCO
SØRENSEN
ROMAN
DE ANGELIS



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
JAKOBSSEN

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



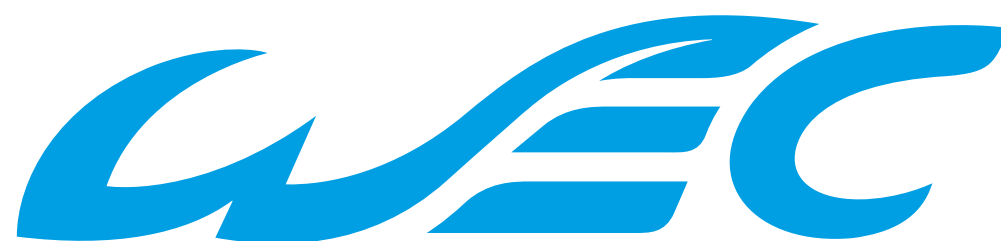
NEEL
JAMI

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

IAN
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
BEN
BARNICOAT

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



THE LEGENDS OF CLASSIC ENDURANCE RACING BY PETER AUTO COMEBACK IN QATAR

At the start of 2025, the Endurance Championship will kick off its season at the **Losail International Circuit** for the **Qatar 1812km race**. This inaugural round of the WEC will see the world's best manufacturers and drivers battle it out in a demanding setting, and will test the performance of the Hypercars, LMGT3s and other categories, including the **historic CER 1 & 2 by Peter Auto** grid which return for the second time, guaranteeing a thrilling spectacle from start to finish.

The iconic Classic Endurance Racing grid is celebrating its 22nd season this year, and already has a number of races on its calendar across Europe. The programme includes a practice session, a qualifying race and two races (the first lasting 60 minutes and the second, a sprint, lasting 30 minutes).

The two CER grids are combined into a single race for a great show!

The **Classic Endurance Racing 1**, represented by vehicles from the period 1966 to 1974 (1971 for prototypes) when endurance racing reigned supreme in motor sport. The glorious era of the sublime Chevron B16, Porsche 911 Carrera RSR, Porsche 908 and their drivers: Jacky Ickx, Henri Pescarolo, Gérard Larrousse and others. Their playground was not limited to the 24 hours of Le Mans, the high point of the season, but extended to the biggest European circuits hosting the World Sports Car Championship.

The **Classic Endurance Racing 2** series is devoted to GTs and prototypes from the mid-70s to the early 80s (1972 to 1981 for prototypes), representing the golden age of GTs, led by the Porsche 935, Chevron B31, Lola T70 and Ferrari 512 BB LM.

The CER doesn't just celebrate heritage: with 30 legendary cars on the grid and experienced drivers to bring these exceptional machines to life, each race of the Qatar Classic Challenge promises a spectacle worthy of that legendary era!

ENTRY LIST

2	FRANK JACOB
3	JASON STUART WRIGHT
4	HENRIQUE GEMPERLE / MARC DE SIEBENTHAL
12	GEOFFROY PETER
14	OLIVIER HUEZ
22	DIDIER ROBIN
24	FRANÇOIS BOURDIN
25	EMMANUEL BRIGAND
31	ROSS HYETT / CHARLIE HYETT
33	KURT THIEL
44	ROMAIN BELLETESTE
50	STEPHAN JOEBSTL / ANDY WILLIS
59	JEAN-LOUIS BONNET
61	SERGE LIBENS
62	MICHAEL BIRCH
65	ALEXANDER RITTWEGER / SAM HANCOCK
71	ANNETTE ROLNER / PIERRE-ALAIN THIBAUT
72	FRANK LAUDENKLOS / CARL-FRIEDRICH KOLB
75	LUDOVIC CARON
79	OREN NATAF
80	XAVIER MICHEL / CHRISTIAN VAGLIO-GIORS
86	ERIC MESTDAGH
95	CHRISTOPHE VAN RIET / ALAIN BAZAR
99	JAMIE CONSTABLE
122	ERIC EXCOFFIER / CLÉMENT EXCOFFIER
159	STEVE BROOKS
172	NELSON
173	ROMAIN JOFFROY
180	LARS ROLNER
928	JÖRG BRATKE VON BERGEN / OLIVIER LOUISODER





FORMULA 4 MIDDLE EAST CHAMPIONSHIP

Launched in February 2016 by Mohammed Ben Sulayem the UAE Formula 4 Championship certified by the FIA shortly became the opportunity for local and foreign drivers to compete in the winter in a very condensed and attractive format.

The international attractiveness of the UAE has very much contributed towards the steady growth of its motorsport facilities which have become the hosting venues of more and more international events over the recent years.

With a fresh and professional boost given in 2023, the F4 UAE reached a major step with a capacity grid of 40 cars and confirmed its very important position as the first step of the single seater ladder in the region and became one of the references F4 championships while promoting young local talents to the international scene.

After two seasons of success which have seen local teams grow their presence Top Speed is now looking at the championship’s next step. For 2025, the F4 UAE Championship becomes F4 Middle East in order to keep expanding the championship footprint in the region.

ENTRY LIST

2	MARTIN MOLNAR	EVANS GP
3	TIAGO RODRIGUES	EVANS GP
4	FARAH AL YOUSEF	EVANS GP
7	ARJUN CHHEDA	MUMBAI FALCONS RACING LIMITED
11	RENO FRANCO	AKCEL GP / PHM RACING
12	ADAM AL AZHARI	YAS HEAT RACING ACADEMY
13	DAVID COSMA	AKCEL GP / PHM RACING
15	WANG YUZE	PINNACLE MOTORSPORT
18	TAMEEM HASSIBA	QMMF
20	TAHA HASSIBA	QMMF
24	SETH GILMORE	EVANS GP
27	OLEKSANDR BONDAREV	PREMA RACING
28	CHI ZHENRUI	PREMA RACING
29	COLE HEWETSON	XCEL MOTORSPORT
33	TOMASS STOLCERMANIS	MUMBAI FALCONS RACING LIMITED
41	ALEX POWELL	R-ACE GP
42	EMILY COTTY	R-ACE GP
47	AUGUST RABER	YAS HEAT RACING ACADEMY
51	KEAN NAKAMURA-BERTA	MUMBAI FALCONS RACING LIMITED
52	OLEKSANDR SAVINKOV	R-ACE GP
63	FU YUHAO	XCEL MOTORSPORT
68	EMANUELE OLIVIERI	R-ACE GP
88	SALIM HANNA	MUMBAI FALCONS RACING LIMITED
95	BADER AL SULAITI	QMMF
98	SEBASTIAN WHELDON	PREMA RACING
99	ABDULLAH AYMAN KAMEL	XCEL MOTORSPORT





First introduced as the Formula Regional Asian Championship in the region, and the renamed Formula Regional Middle East, the championship is fully certified by the sport's world governing body, the Fédération Internationale de l'Automobile (FIA). The Formula Regional Middle East certified by FIA follows the federation's ground-breaking single chassis, single engine concept, and is the only FIA-certified championship for the GCC region officially recognized as the steppingstone to the FIA Formula 3 Championship.

The FRAC had already helped several drivers progress up the motorsport ladder to higher categories (notably 2021 champion and Alfa Romeo F1 driver for 2022, Zhou Guanyu, and Haas F1 Team driver Nikita Mazepin, third in 2020 behind FIA F2 Championship-bound Jack Doohan, and ahead of two-time W Series champion Jamie Chadwick and F1 reserve driver and Grand Prix starter Pietro Fittipaldi) and so will the FRMEC.

When the series was launched for the 2018 season as the F3 Asian Championship Certified by FIA, it was immediately hailed as a hugely positive step in the development of the category around the world. Junior motorsport has been growing rapidly in Asia in recent years, with highly competitive FIA Formula 4 series in China, Japan and South-East Asia giving young drivers a better opportunity than ever before to advance their skills and move up to the next level.

The championship has become an important part of the FIA driver development pyramid concept, designed to take drivers from Formula 4 to Formula 1. Formula 4 China, established in 2015, was joined by Formula 4 South East Asia in 2017. As for Asia, the F4 UAE has become a key feeder series for the Formula Regional Middle East Championship certified by FIA especially after the success of the 2023 season. The Tatuus F3 cars comply with the latest FIA specifications and feature a number of enhanced safety features including the new Halo device and improved side impact protection and has a six-speed paddle shift gear box. The car is powered by the Autotecnica 270hp turbo engine.

Carrying FIA Super License points for the top 9 championship finishers, the series also includes a Rookie Cup and Team Championship.

The FRMEC is run together with the F4 UAE since the 2023 season, thus developing a comprehensive single seater ecosystem in the region.

ENTRY LIST		
1	ENZO DELIGNY	R-ACE GP
2	JIN NAKAMURA	R-ACE GP
3	AKSHAY BOHRA	R-ACE GP
4	REZA SEEWOORUTHUN	MUMBAI FALCONS RACING LIMITED
5	AARON CAMERON	EVANS GP
6	HIYU YAMAKOSHI	PINNACLE MOTORSPORT
7	UGO UGOCHUKWU	R-ACE GP
8	MATTEO DE PALO	EVANS GP
9	EVERETT STACK	PHM RACING
10	NIKITA BEDRIN	SAINTELOC RACING
11	SAWER HOANG DAT	EVANS GP
12	BRANDO BADOER	PHM RACING
14	RASHID AL DHAHERI	MUMBAI FALCONS RACING LIMITED
19	KANATO LE	ART GRAND PRIX
22	WANG ZHONGWEI	ORIGINE MOTORSPORT
24	ERNESTO RIVERA	PINNACLE MOTORSPORT
27	FREDDIE SLATER	MUMBAI FALCONS RACING LIMITED
29	GAO YUJIA	ORIGINE MOTORSPORT
43	JESSE CARRASQUEDO	PINNACLE MOTORSPORT
45	JACK BEETON	MUMBAI FALCONS RACING LIMITED
69	FINLEY GREEN	PINNACLE MOTORSPORT
88	KAI DARYANANI	EVANS GP
89	TAITO KATO	ART GRAND PRIX
95	EVAN GILTAIRE	ART GRAND PRIX
96	YAROSLAV VESELAHO	SAINTELOC RACING





FIA WORLD ENDURANCE
CHAMPIONSHIP

THANKS

FOR FOLLOWING US
AND ENJOY THE RACE

