

ROLEX 6 HOURS OF SÃO PAULO

W ROLEX

2025



















REACH FOR THE CROWN





THE COSMOGRAPH DAYTONA

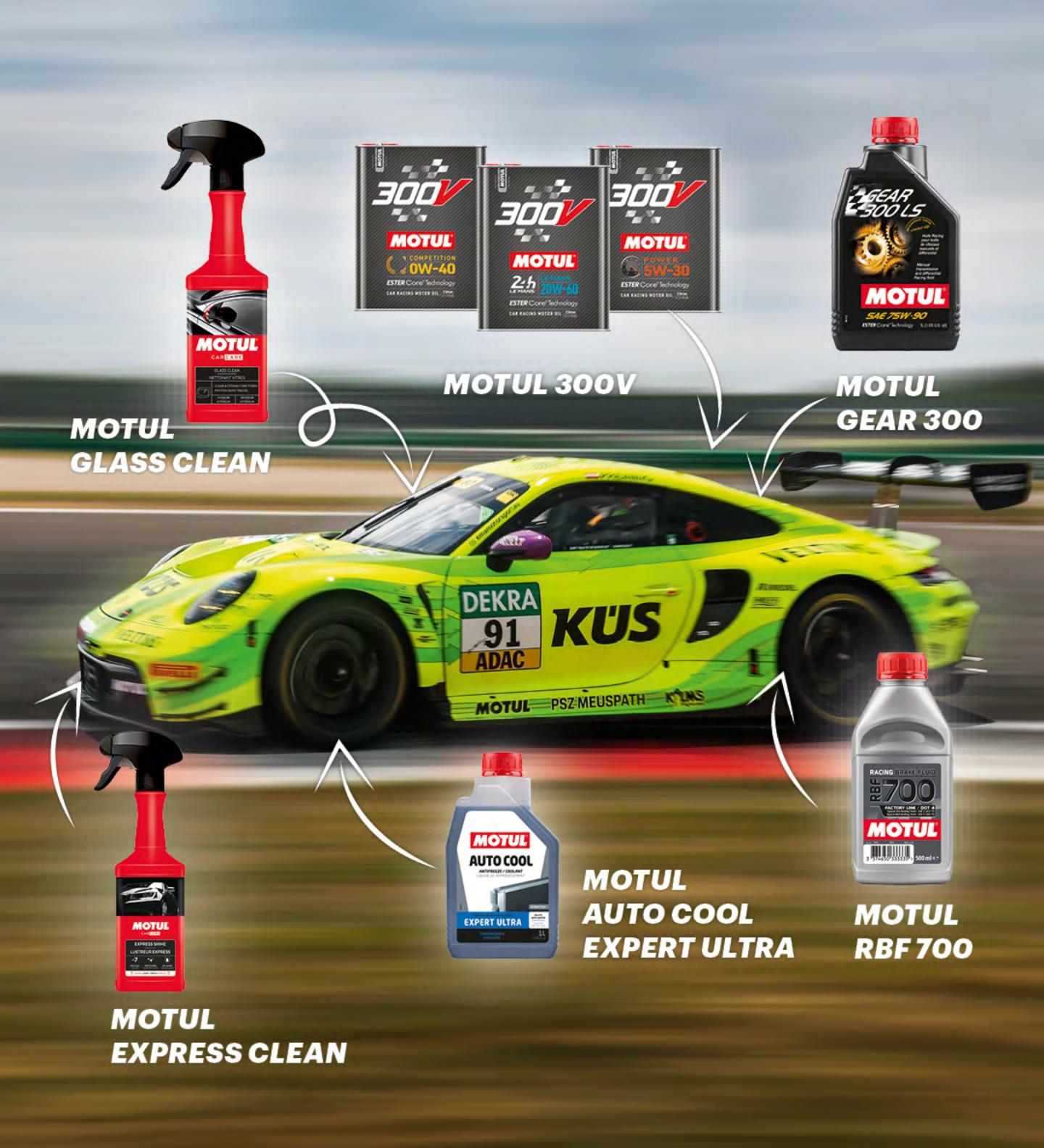






- **05** EDITO
- **07** 2025 CALENDAR
- **US** WHAT IS THE WEC
- MICHELIN, HYPERCAR TYRE SUPPLIER
- 17 HYPERCAR
- **34** GOODYEAR ACCELERATING INTO 2025
- **37** LMGT3
- 56 LE MANS SPIRIT CLUB
- **58** WEC NEWS
- **63** EVENT MAP
- **64** TIMETABLE
- 65 TRACK
- **CHAMPIONSHIP STANDING**
- **69** ENTRY LIST
- **73** SUPPORT RACE

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.



PIERRE

FILLON

PRESIDENT OF THE

AUTOMOBILE CLUB DE L'OUEST

Endurance racing headed for new heights

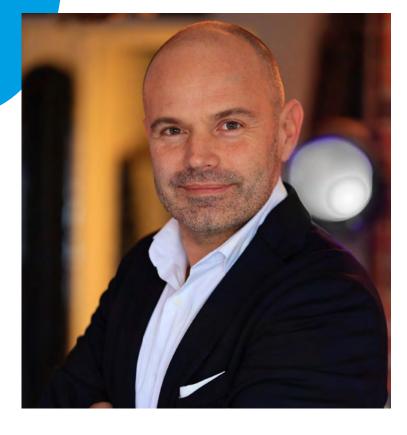
Last season was outstanding and 2025 is set to incite the same enthusiasm we have witnessed in the past few years.

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!





" SAO PAULO IS THE BEST INTERNATIONAL DESTINATION FOR SPEED LOVERS.

The Rolex 6 Hours of São Paulo, with cars and drivers from the most traditional race – the 24 Hours of Le Mans – consolidates the capital of São Paulo as one of the most important motor sports centers in the world. It is the only city to host the three main race categories homologated by FIA - International Automobile Federation.

São Paulo is the best international destination for speed lovers. FIA WEC is broadcast to almost 200 countries, presenting to the world São Paulo's ability to organize the largest international events, attracting tourists and investors, in addition to generating thousands of direct and indirect jobs, further boosting the São Paulo economy.

The 2025 WEC will be held in only eight locations around the world, with the capital of São Paulo being the only Latin American representative city. This demonstrates the importance and capacity of São Paulo to reception and hospitality, as well as its presence as a strategic center in the gigantic sports entertainment market.

We have air connections with all of Brazil, a country of truly continental dimensions, and direct connections with more than 30 international destinations, including some of the most significant sources of tourists and enthusiasts of the World Endurance Championship.

To welcome visitors by car, São Paulo is surrounded by ten highways, the best ones in Brazil. Our hotel industry, with more than 40 thousand rooms, has been showing significant positive results, largely due to big events.

With serious work, São Paulo is an increasingly better city, for its residents and for tourists.

Welcome everyone. We are happy to welcome you.

RICARDO NUNES

Mayor of São Paulo

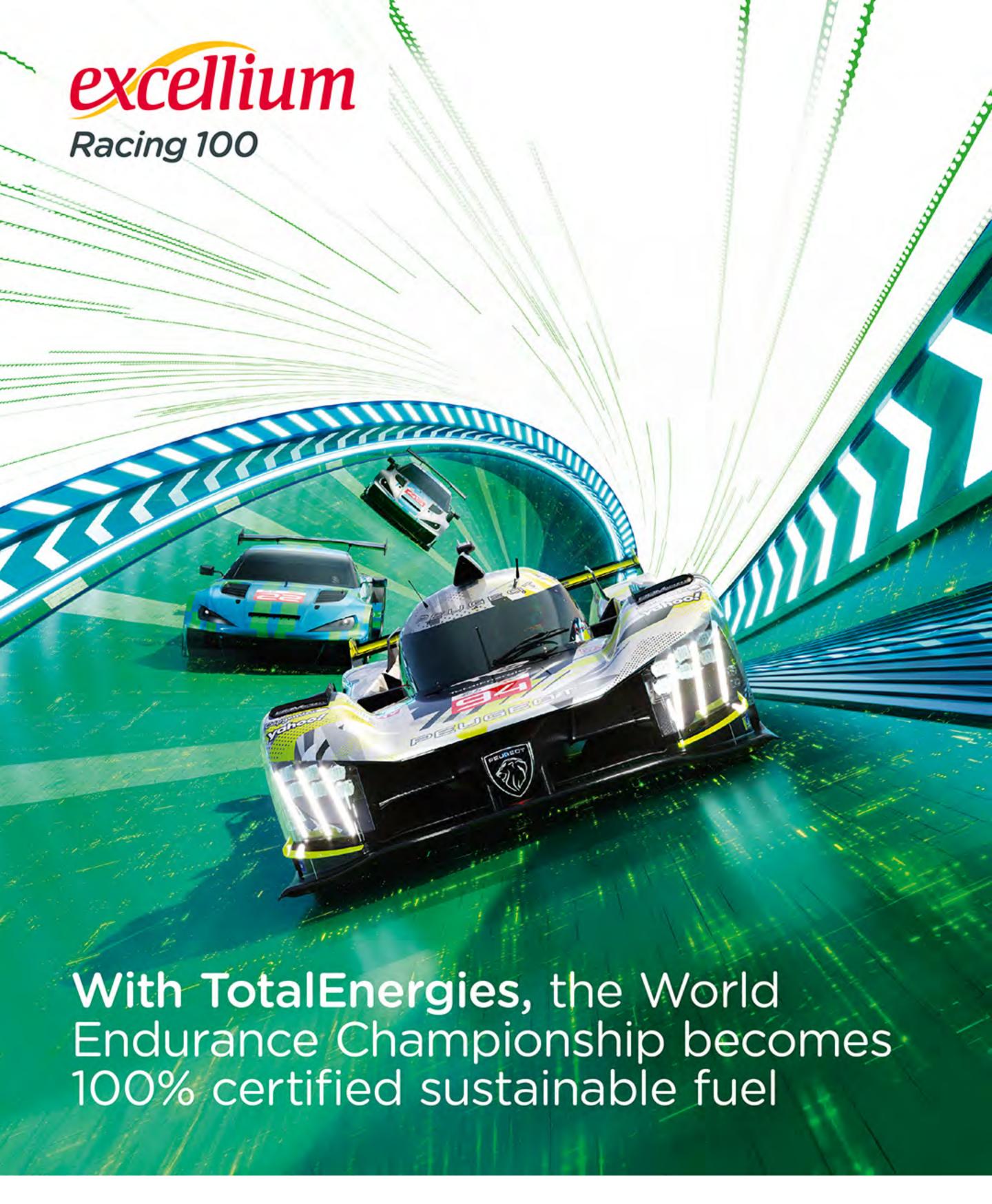


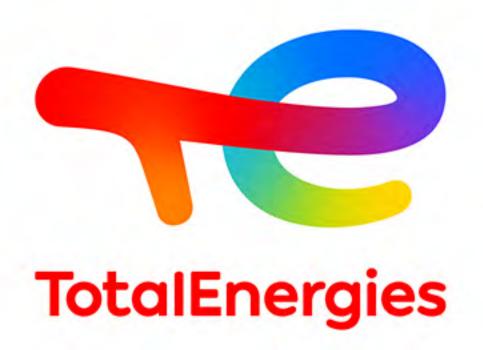


2025 CALENDAR

OFFICIAL PROLOGUE	QATAR	FEB 21-22
	QATAR QATAR 1812KM	FEB 28
R2	ITALY 6 HOURS OF IMOLA	APRIL 20
R3	BELGIUM TOTALERNERGIES 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











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...





















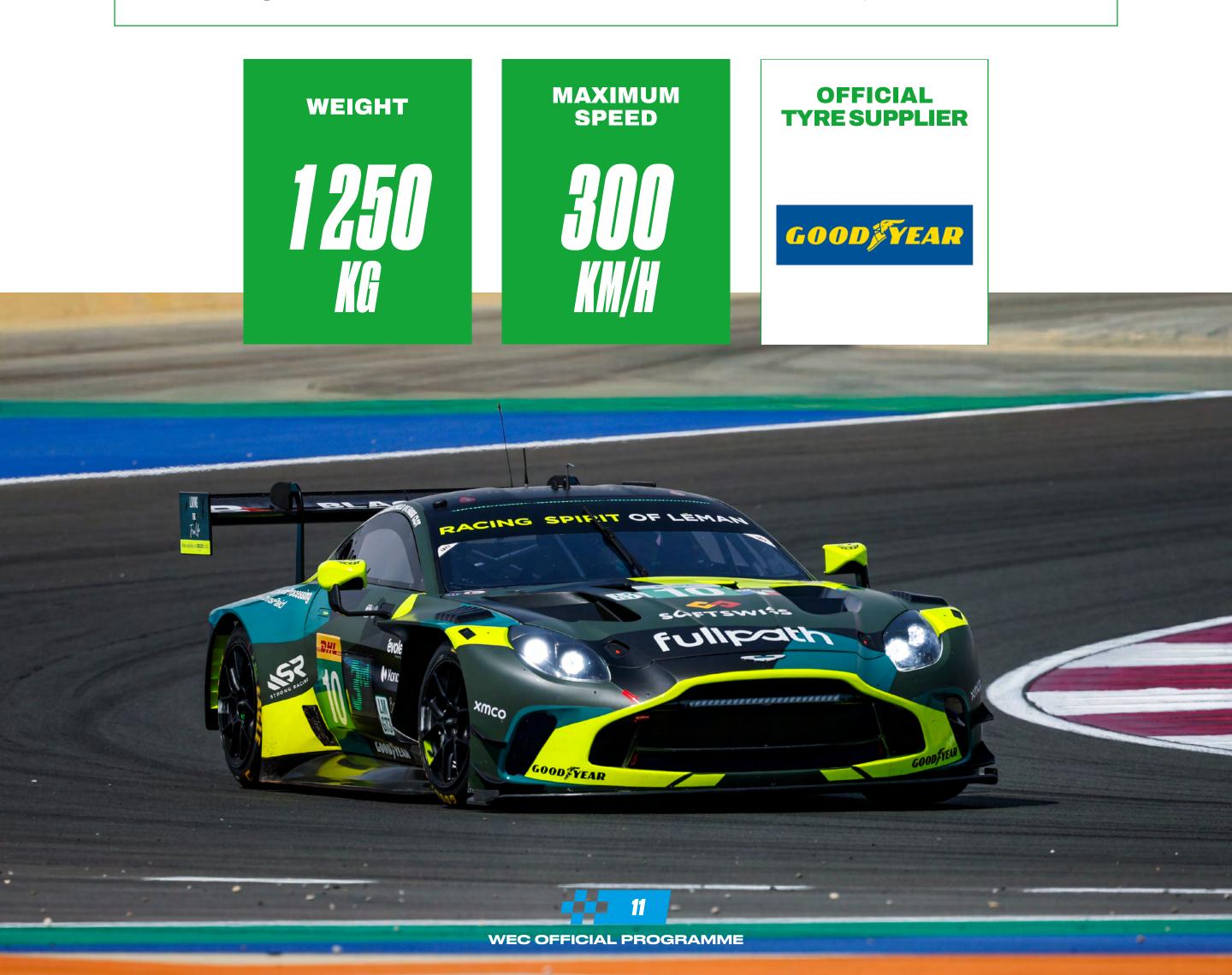


THE CROWNS

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

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

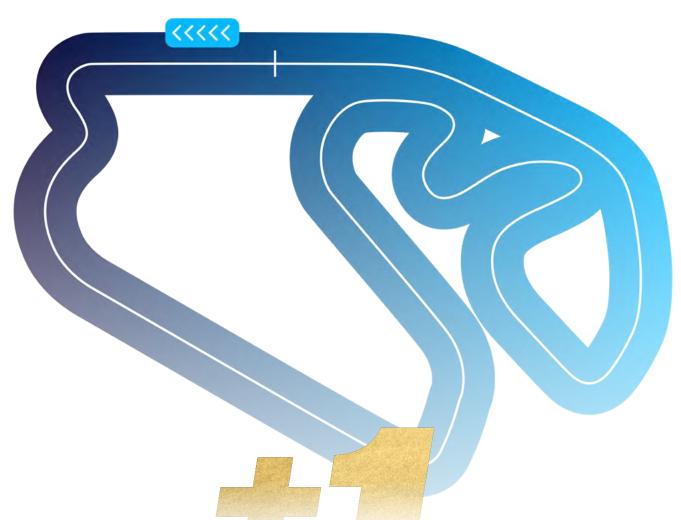
A Gold driver is a very high-level driver. These drivers are often those who have dominated prestigious championships like Formula 1, the 24 Hours of Le Mans, or other major series. They are considered world-class athletes, capable of performing at very high levels, even in the most demanding races.

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.



BAGE FORMA



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	
h	4 tyres	
	6-hours races	18 tyres
Qualifying + Race	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





MEDIUM

15-25°C

(yellow sidewall marking):

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







HARD

(red sidewall marking):

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

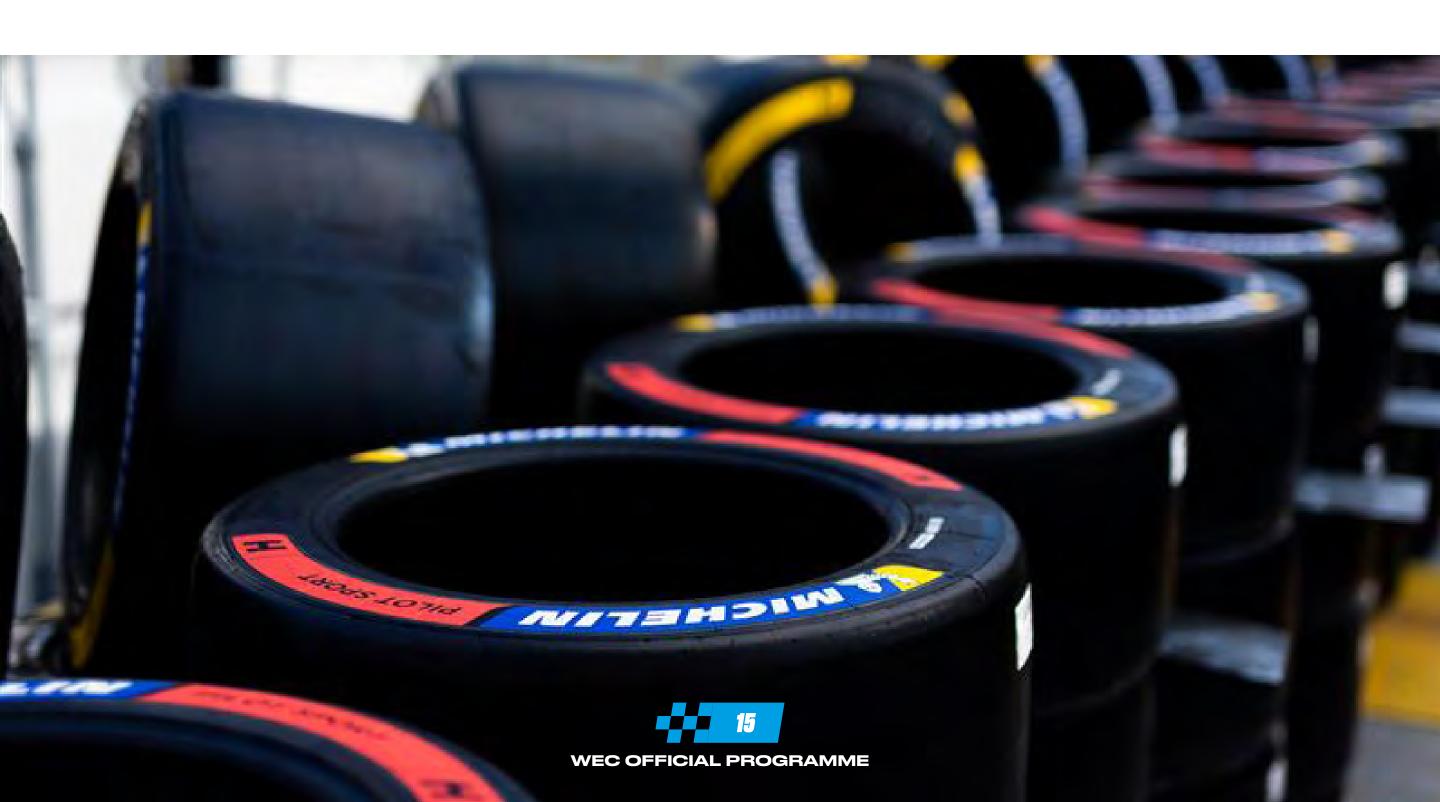
RAIN TYRES





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 Sport⁴ S, MICHELIN Pilot Sport⁵.





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.

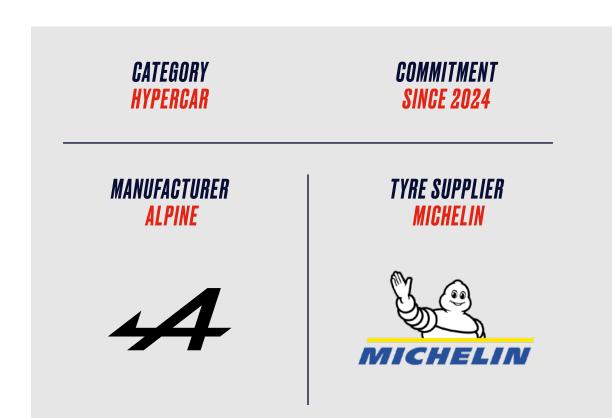
Les Bleues ended its maiden season in 2024 strongly with an excellent podium finish at the 6 Hours of Fuji. That was backed up by an equally impressive fourth position in the season finale at Bahrain.

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.

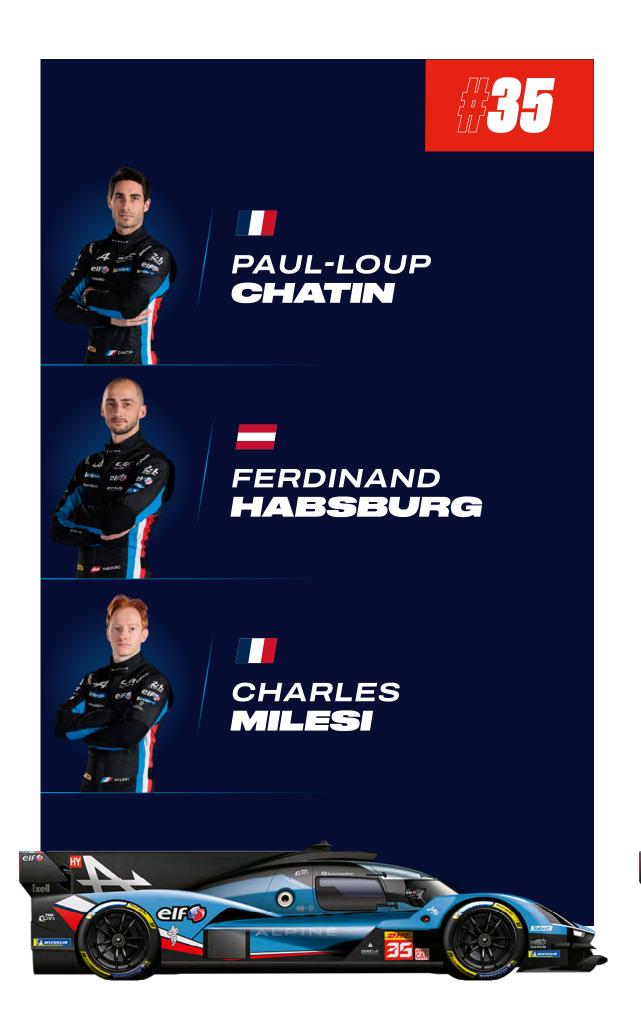
He joins Alpine regulars Mick Schumacher, Paul-Loup Chatin, Jules Gounon, Ferdinand Habsburg and Charles Milesi in the dynamic looking squad.

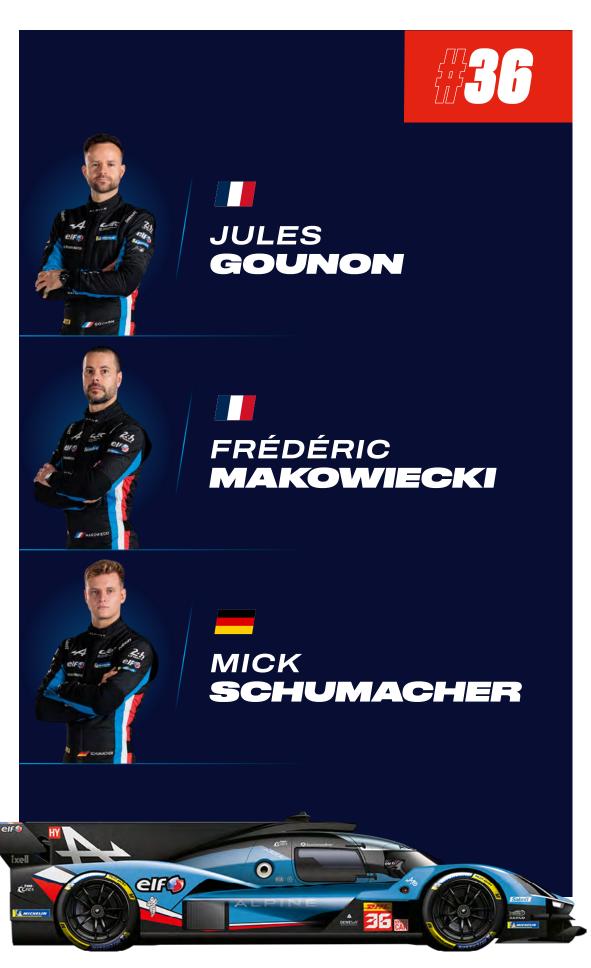
The ambitious team, spearheaded by team principal Philippe Sinault, now also has the wisdom of former driver Nicolas Lapierre, after the four time LMP2 Le Mans winner hung up his helmet after earning the Fuji podium last September.



SEASON 2025 CURRENT RESULTS













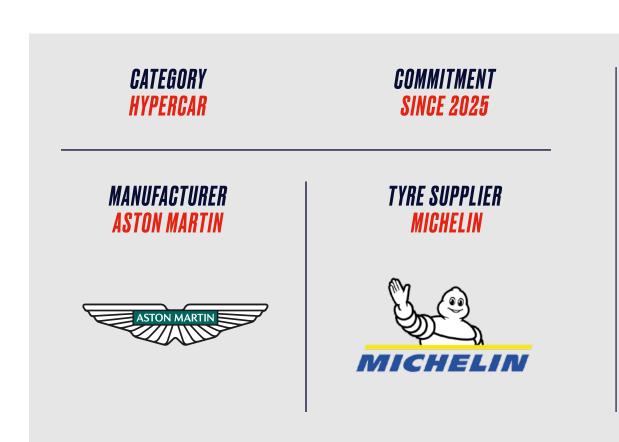
ASTON MARTIN VALKYRIE



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.

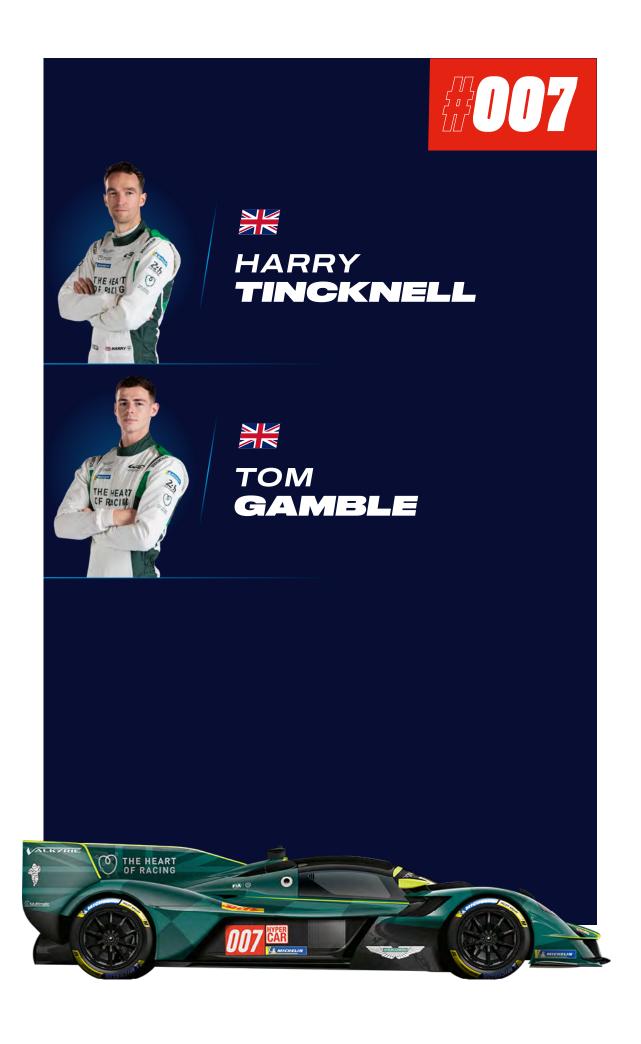
The striking non-hybrid Valkyrie Hypercar is derived from the road and powered by a mighty 6.5-litre V12 engine that is set to scream its way around the race tracks of the world for the first time in 2025. Two-time Le Mans class winners (in LMP2 and LMGTE Pro) Harry Tincknell will be joined by up-and-coming 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.

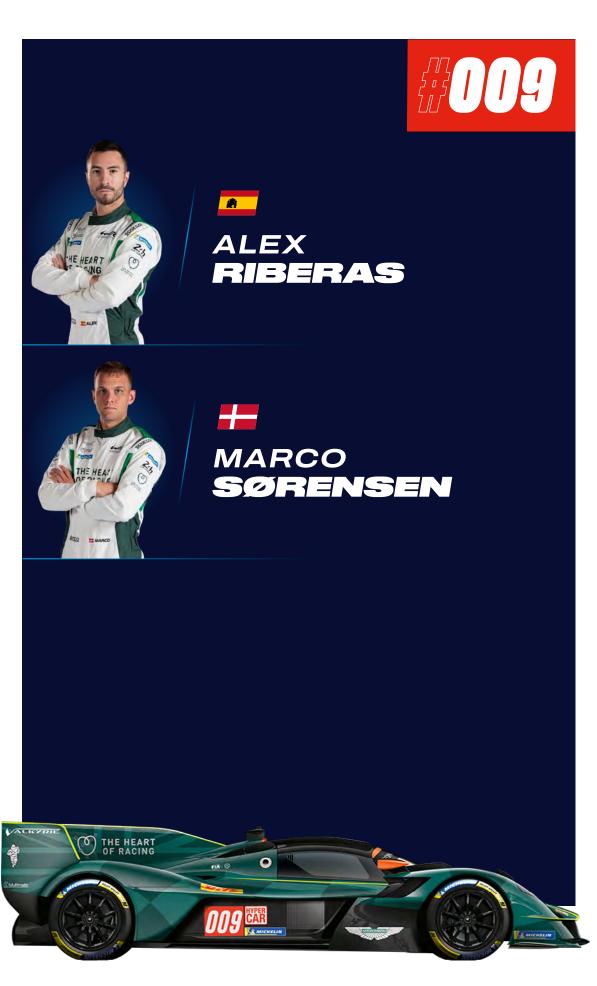
The #009 sister car will see experienced Dane, Marco Sorensen, joined by LMGT3 graduate Alex Riberas, while successful IMSA racer Roman de Angelis joins that duo for Qatar and Le Mans.



SEASON 2025 CURRENT RESULTS











BMW 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.

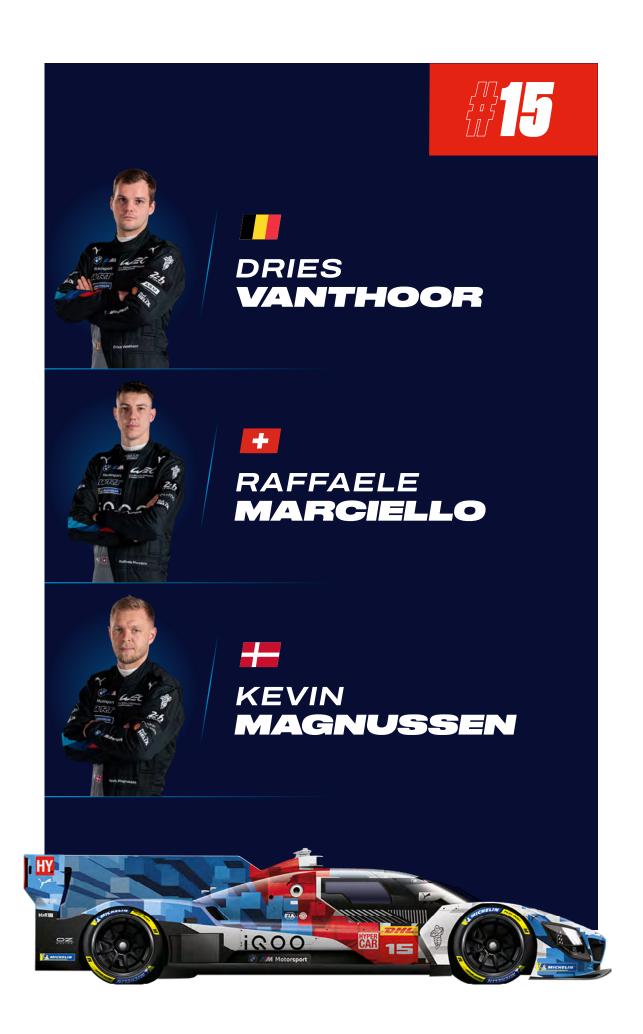
The No.20 BMW sees continuity for 2025 as Robin Frijns, Rene Rast and Sheldon van der Linde are retained for their second season together.

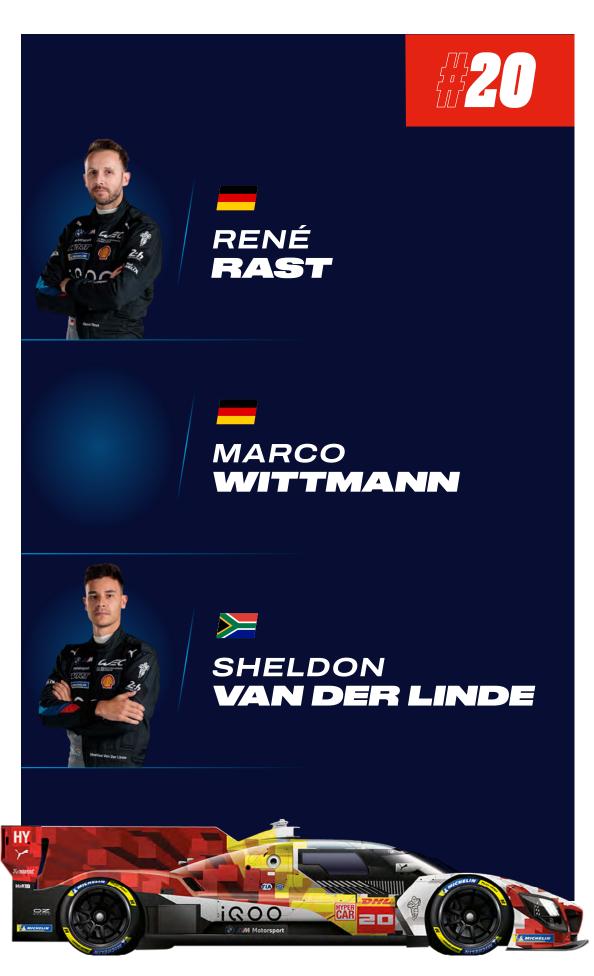
The Vincent Vosse led WRT organisation continues to run the operational elements of the BMW global endurance attack, which began the season promisingly with a pole and podium achievement in January's Rolex 24 at Daytona event.



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.

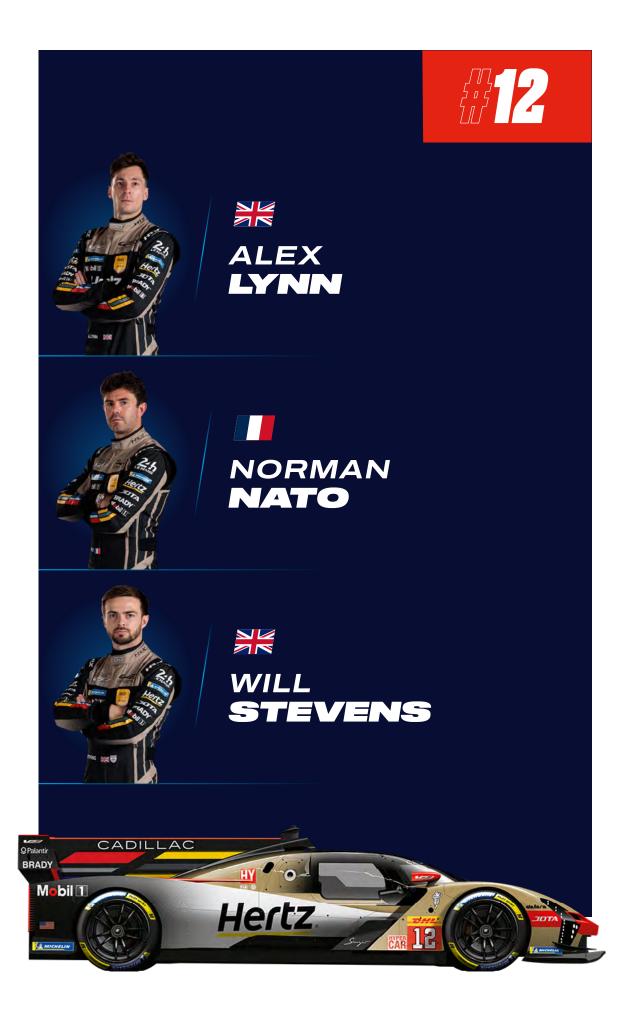
Cadillac has been racing in global sportscar competition on and off since 1950 and its rich history has seen new chapters written in recent campaigns, notably with a podium at Le Mans in 2023 and a pole, via Alex Lynn, at Fuji last year.

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

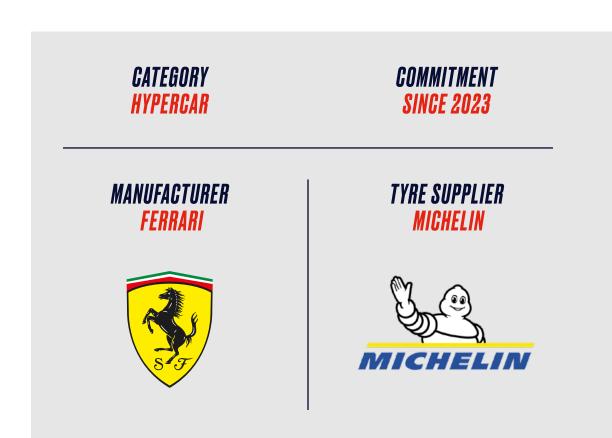


The Prancing Horse has had two unforgettable back-to-back wins at Le Mans with the #51 and #50 Ferrari 499P respectively in what has been a sensational return to the world's greatest endurance race.

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.

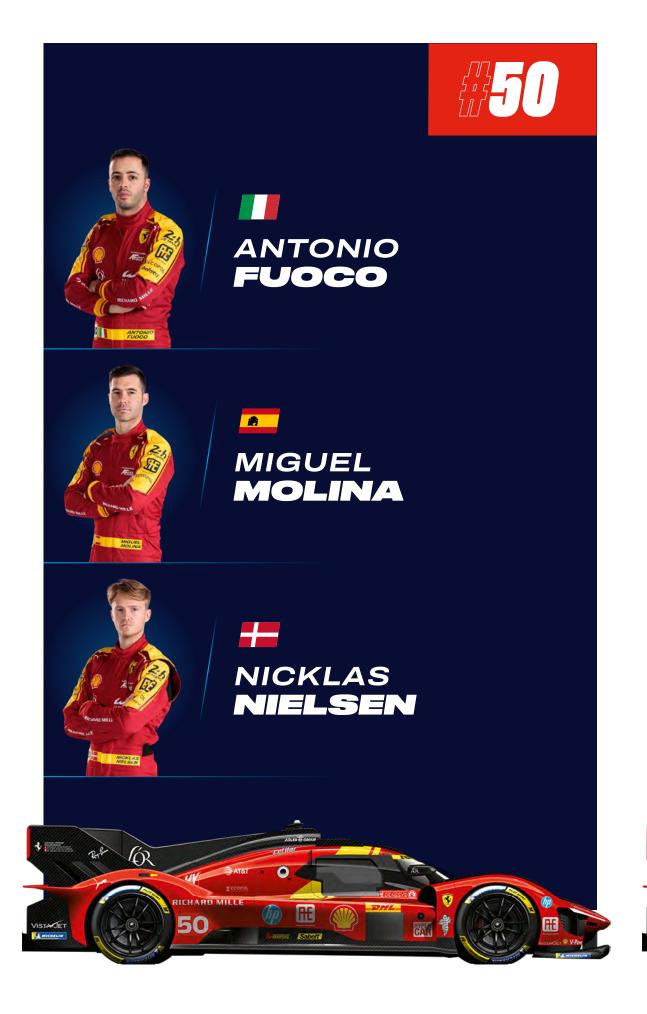
A new face though has emerged to partner Robert Kubica and Yifei Ye in the predominantly yellow liveried #83 car as Phil Hanson switches from Hertz Team Jota to the AF Corse run 499P this season.

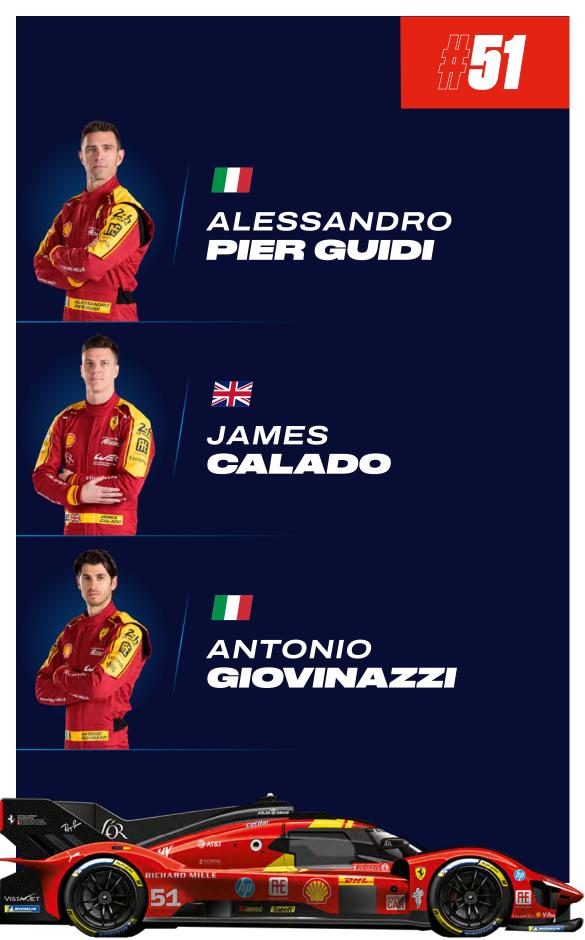


SEASON 2025 CURRENT RESULTS

FIA WORLD ENDURANCE MANUFACTURERS' CHAMPIONSHIP

1ST







HYPERCAR FERRARI





SEASON 2025 CURRENT RESULTS

FIA WORLD CUP FOR HYPERCAR TEAMS



Provisional Entry List (9th July 2025)



PEUGEOT 9X8

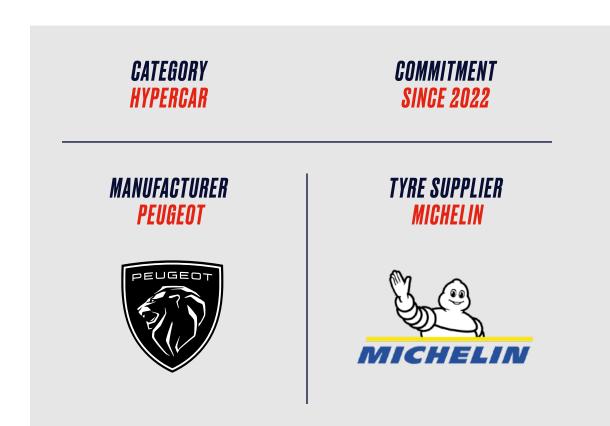


'The Lions' are aiming to claw their way back to the top in 2025 after a mixed two and a half seasons that has seen a combination of promise and frustration leave them with just two third places so far to show for their efforts.

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.

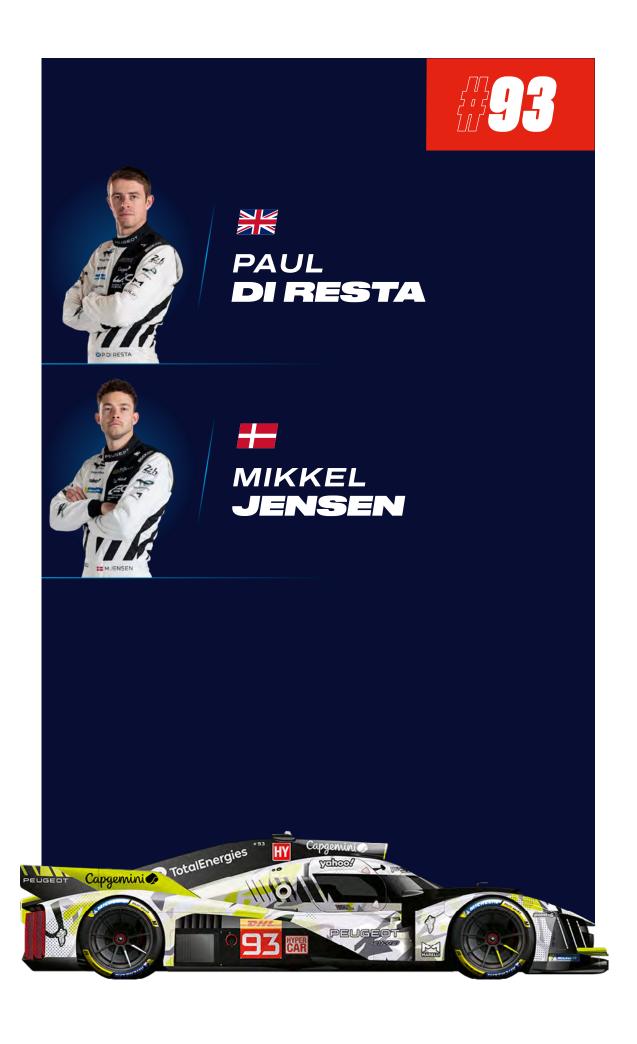
The sister car of Stoffel Vandoorne, Loic Duval and Paul di Resta had the majority of poor luck in races last season, but for the 2025 campaign the 2.6-litre V6 engined Hypercar sees fresh line-ups.

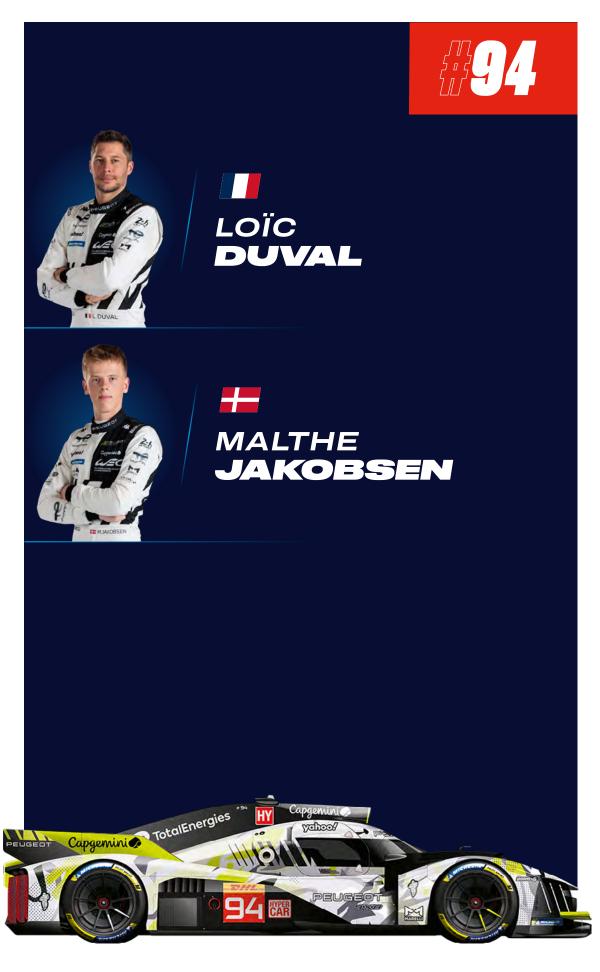
The #93 car this season will see Paul di Resta move in to the Vergne and Jensen car, while the out-going Mueller is replaced by up-and-coming Danish youngster Malthe Jakobsen, who joins Vandoorne and Duval in #94.



SEASON 2025 CURRENT RESULTS













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.

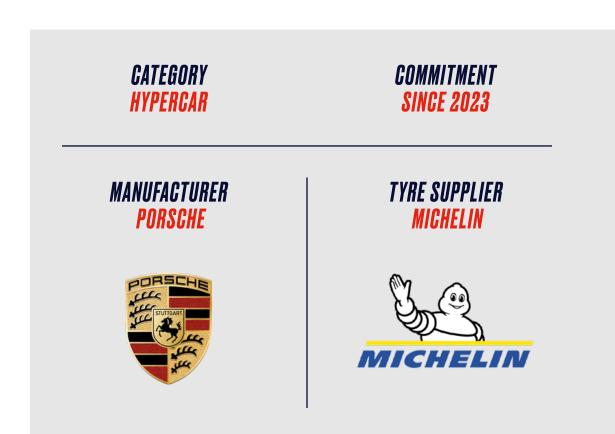
But there are major changes on the driver side in 2025 as Andre Lotterer (to Genesis) and Frederic Makowiecki (to Alpine) make way for fresh, young talent.

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

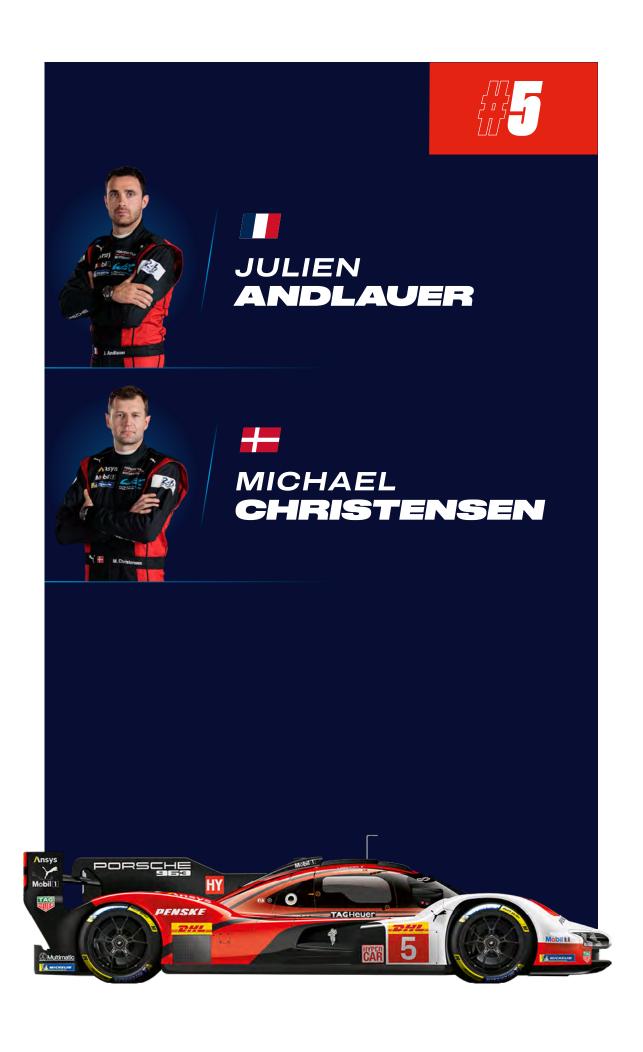
The title defending #6 duo of Laurens Vanthoor and Kevin Estre are joined at Qatar, Le Mans and Bahrain by Matt Campbell who moves over from the #5 car and who will this year major on a full IMSA campaign.

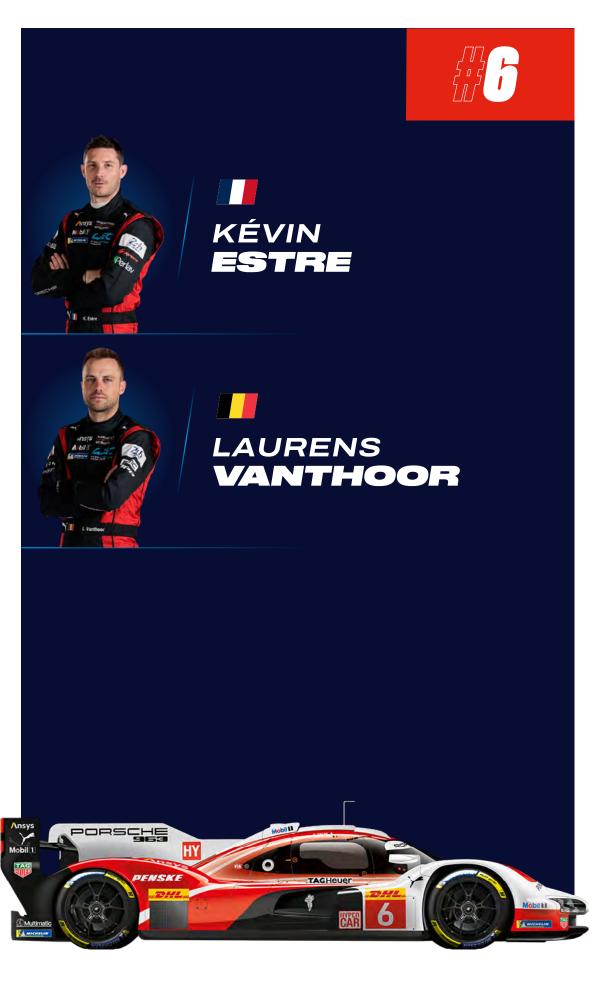
Proton Competition will continue to race a customer Porsche 963 Hypercar this season as Neel Jani is joined by Hypercar newbies Nicolas Varrone and Nicolas Pino. The South American duo are ambitious to make their name as young aces in the team that starred at Spa last season by leading during stages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



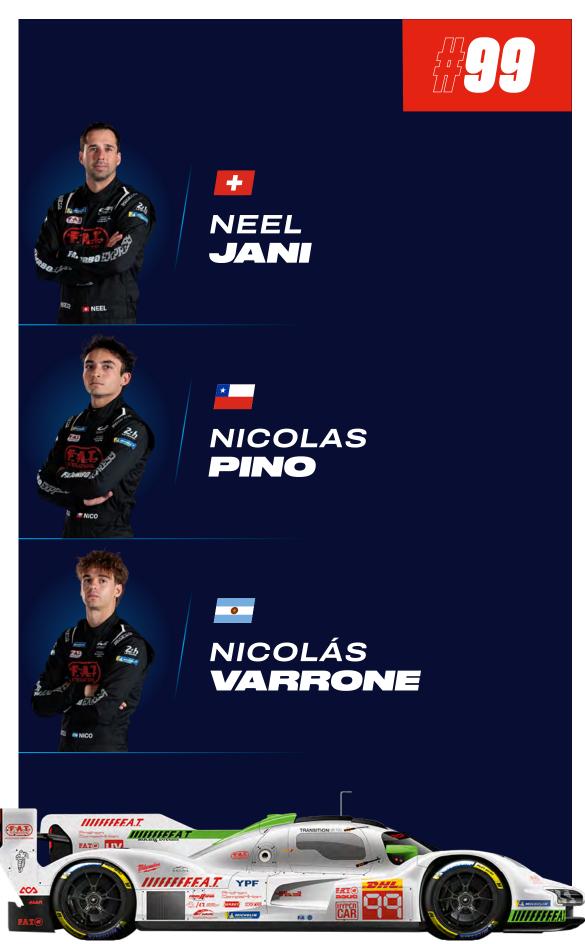
SEASON 2025 CURRENT RESULTS









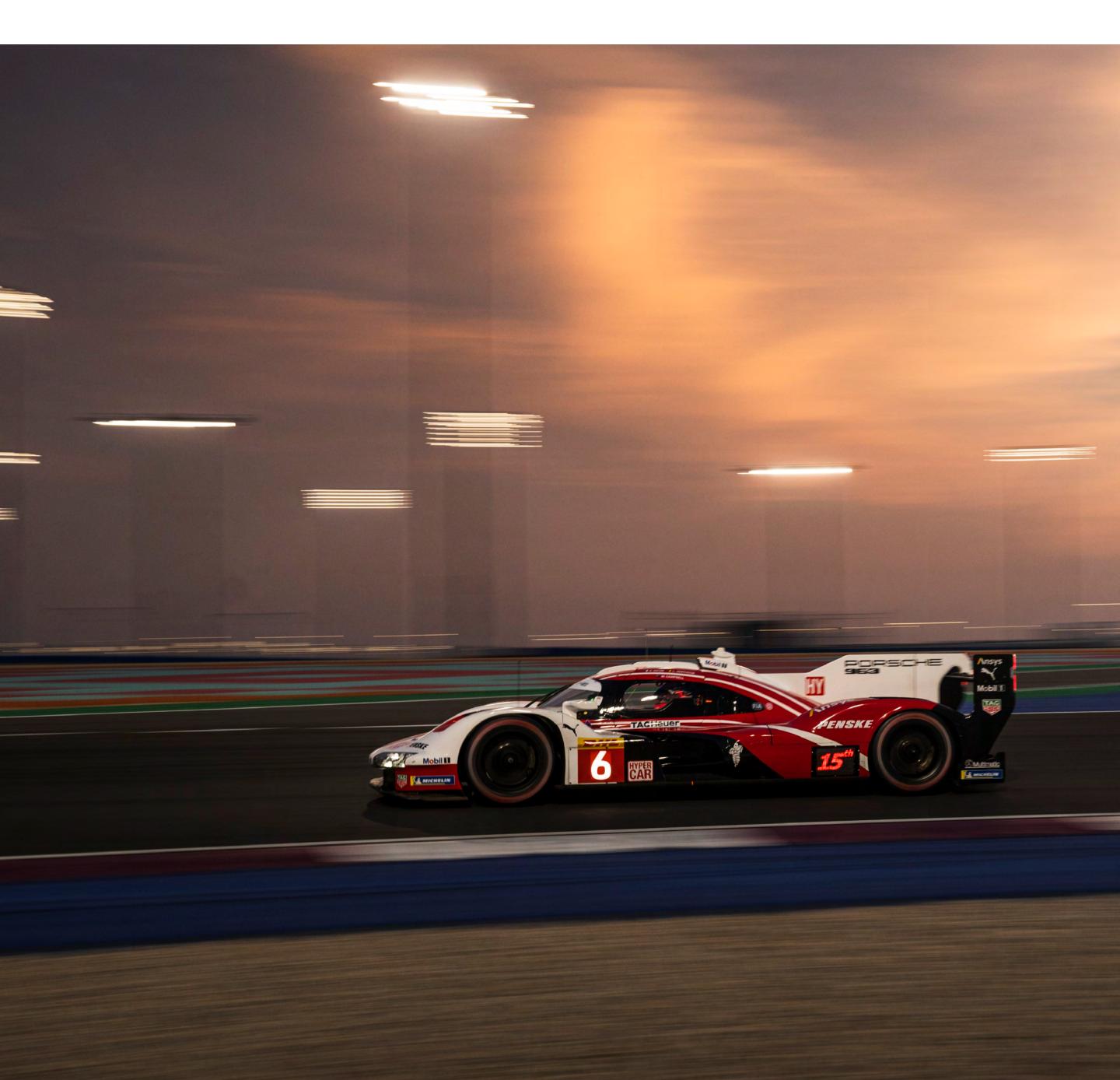




SEASON 2025 CURRENT RESULTS FIA WORLD CUP FOR HYPERCAR TEAMS



Provisional Entry List (9th July 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.

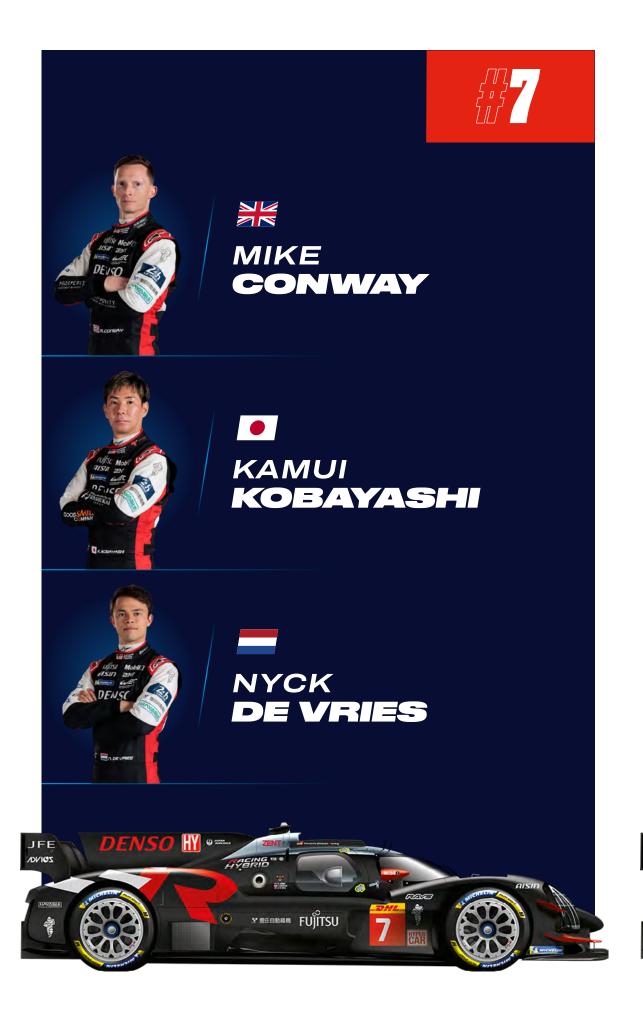
Toyota Gazoo Racing will race with a largely unchanged Toyota GR010-Hybrid Hypercar and the team also retains

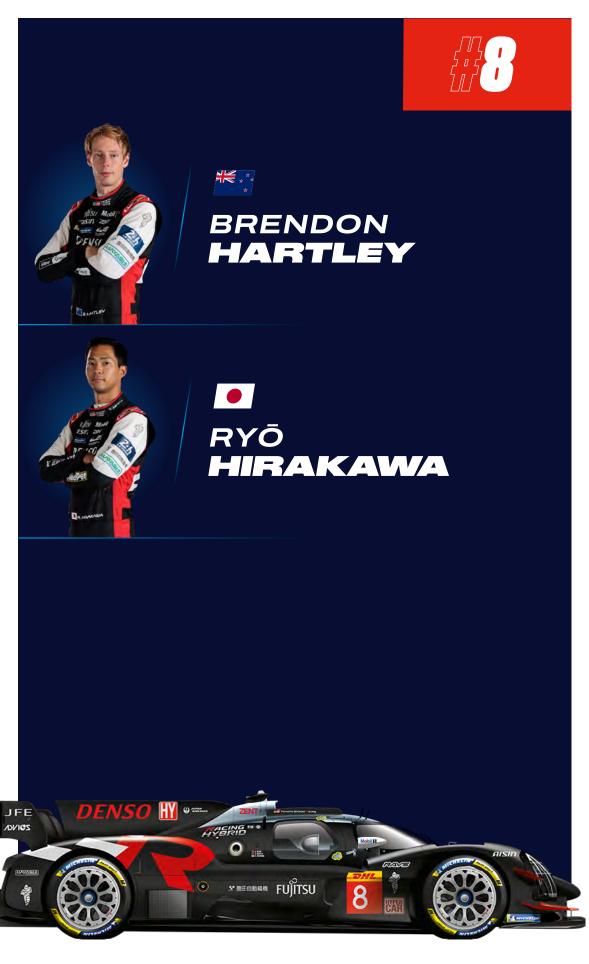
an unchanged driver line up of Mike Conway, Kamui Kobayashi (also team principal) and Nyck de Vries in the #7 car, while Buemi, Brendon Hartley and Ryo Hirakawa are aboard the #8 car.

CATEGORY HYPERCAR COMMITMENT SINCE 2022 MANUFACTURER TOYOTA MICHELIN TYRE SUPPLIER MICHELIN

SEASON 2025 CURRENT RESULTS













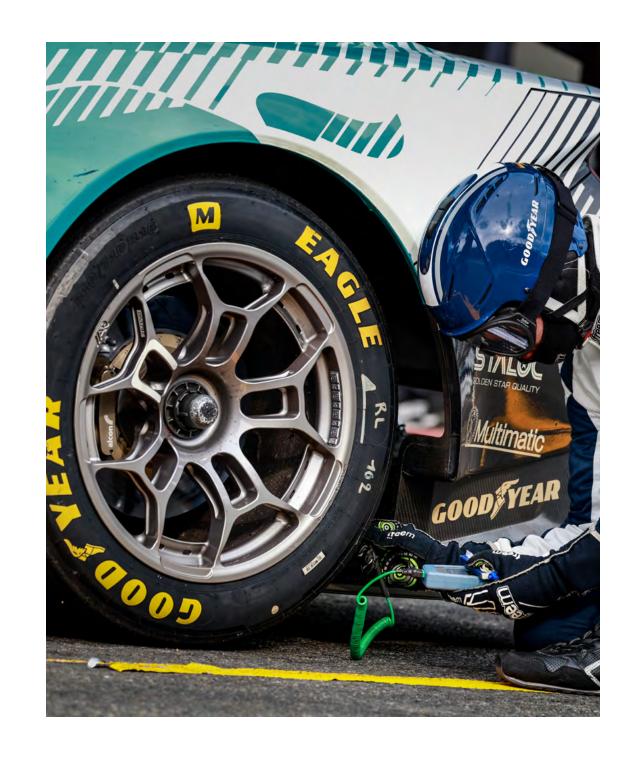
Goodyear played a defining role in the 2024 season, a year that introduced fresh regulations, thrilling new circuits, and the launch of the LMGT3 category.

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.

More competition. More innovation. Betterfan engagement. 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.

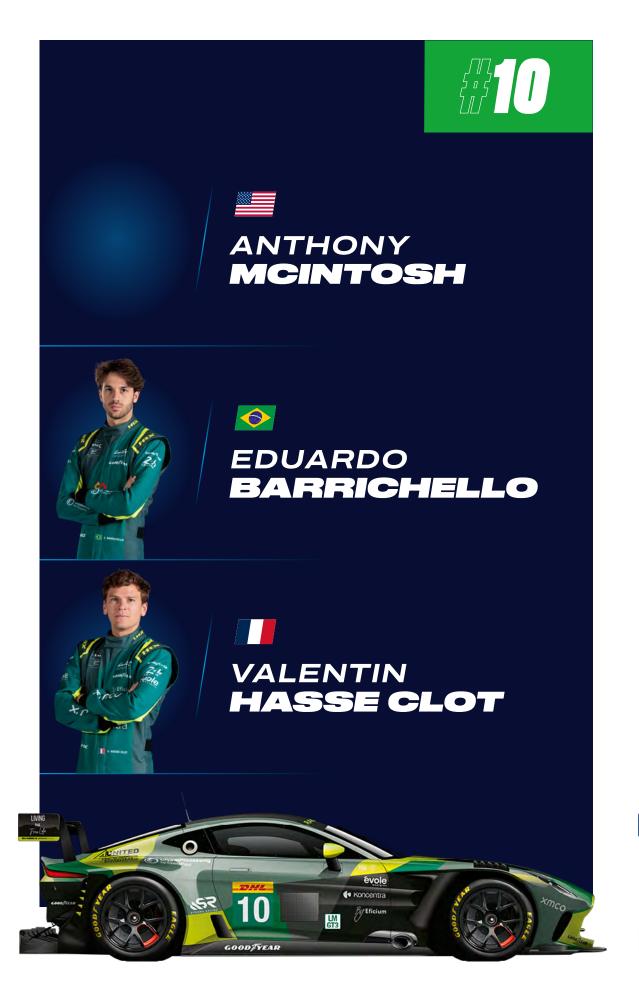
The brains behind the Heart of Racing business, which raises money for the Seattle Cardiology Research Fund through its racing activities, is Ian James who stays in the cockpit of #27 but with new teammates. Zacharie Robichon moves over from the Proton Ford Mustang team, while former Audi factory GT3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

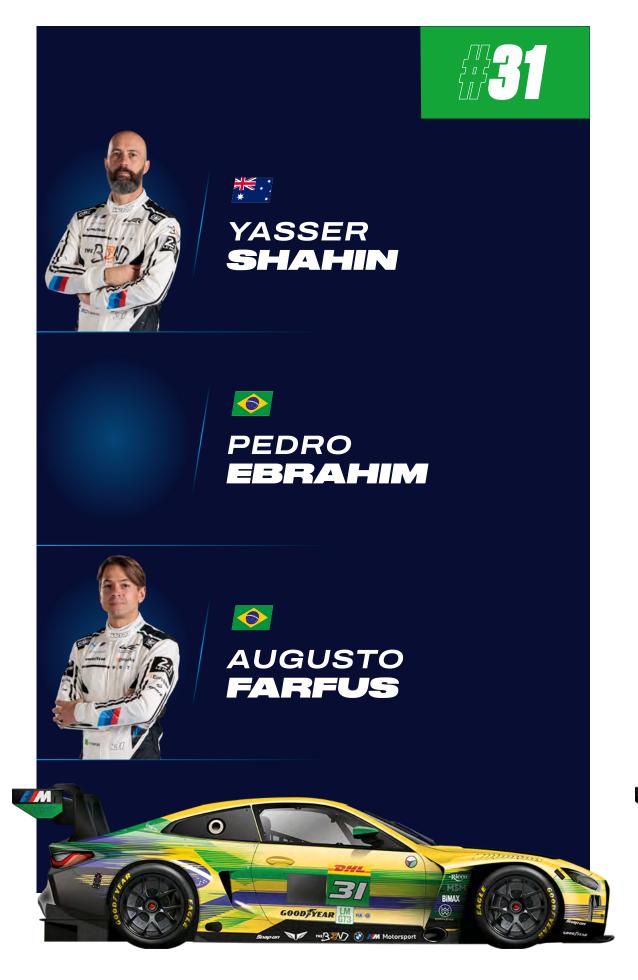


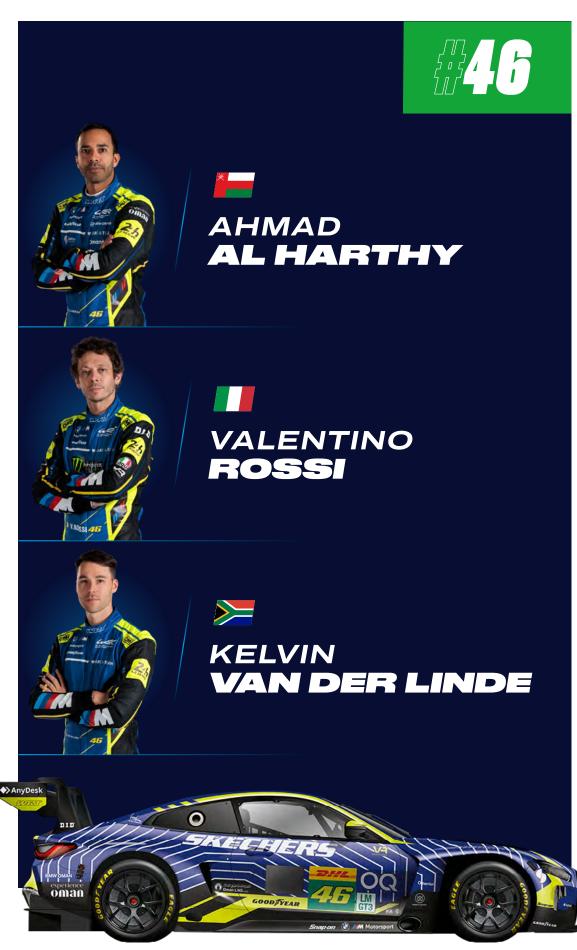
Team WRT is back with the popular BMW M4 LMGT3 in 2025 after they notched up the first WEC win for the Bavarian marque at Imola last spring.

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	FIA ENDURA	URRENT RESULTS NCE TROPHY T3 TEAMS
MANUFACTURER BMW	TYRE SUPPLIER GOODYEAR	#31	#46
	GOODFYEAR	11 TH	12 TH











CORVETTE ZO6 LMGT3.R

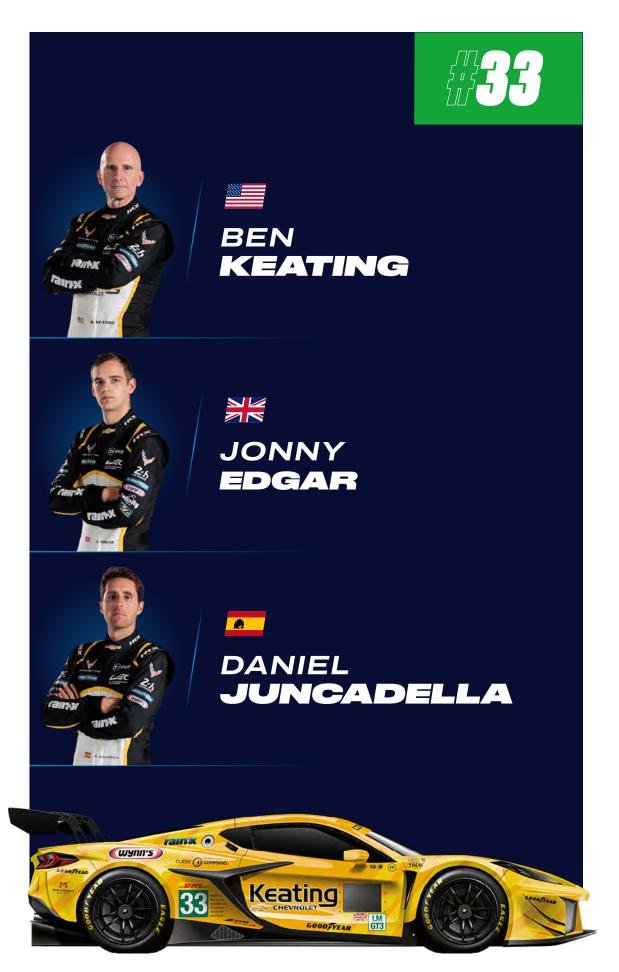


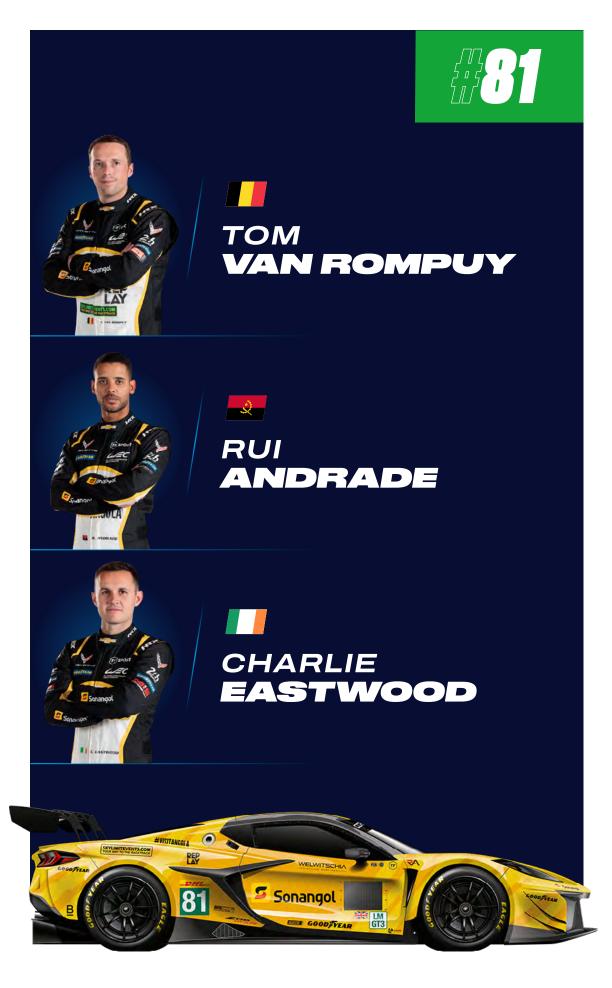
The mighty Corvette Z06 is back for more LMGT3 action this season as TF Sport aim to put behind them a difficult 2024, its first in partnership with the iconic American manufacturer.

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





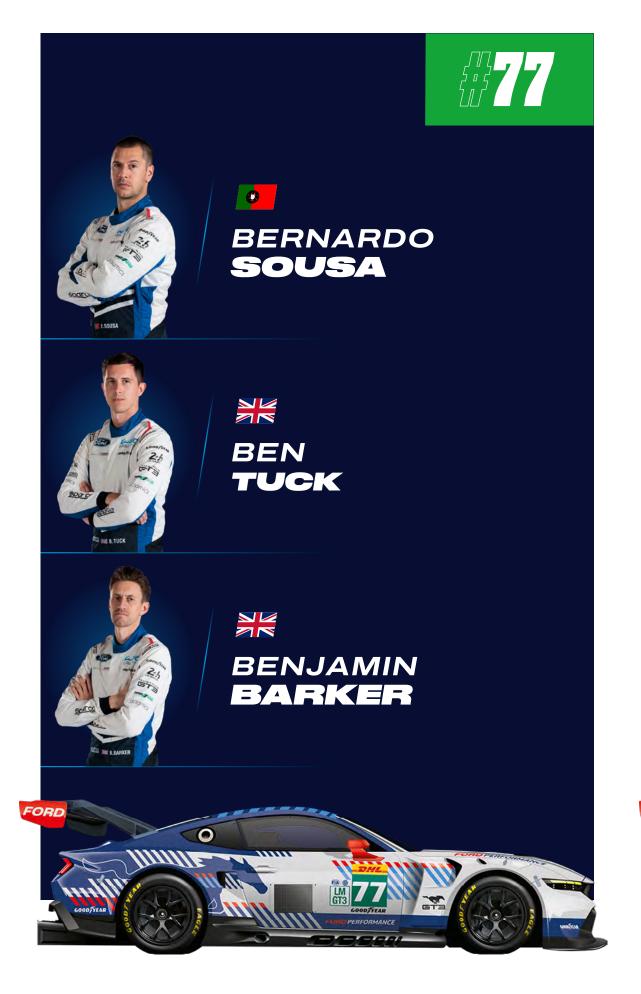
The mighty Mustang will be more prepared this season to stretch its legs in the ultra-competitive LMGT3 category with the crowd pleasing 5.4-litre V8 powered beast.

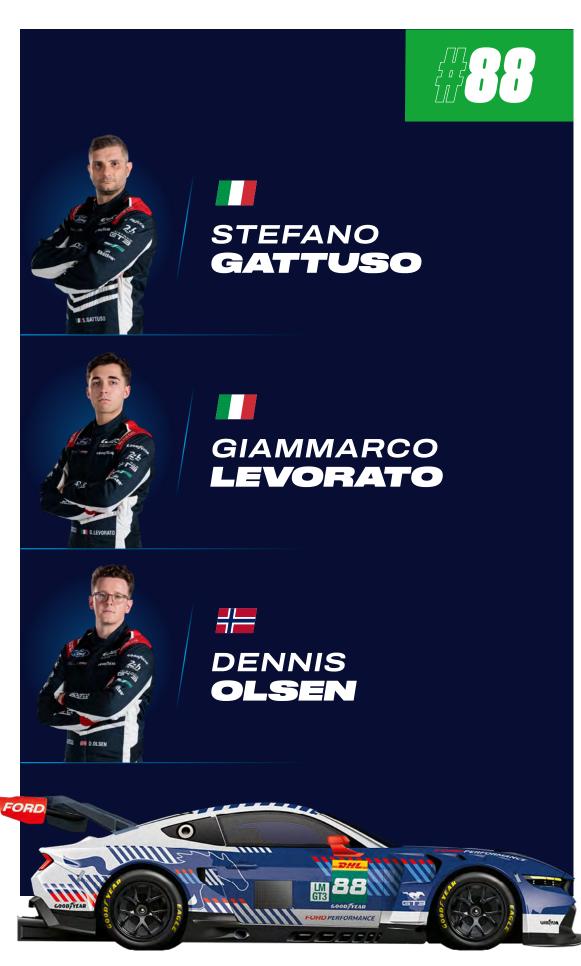
Run by Proton Competition with engineering assistance from the renowned Multimatic company that led the design of the car with Ford Performance, two of the cars will again be on the grid.

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	FIA ENDURA	URRENT RESULTS NCE TROPHY T3 TEAMS
MANUFACTURER FORD	TYRE SUPPLIER GOODYEAR	#77	#88
Ford	GOODFYEAR	10 TH	13 TH









FERRARI 296 LMGT3

VISTA AFCORSE

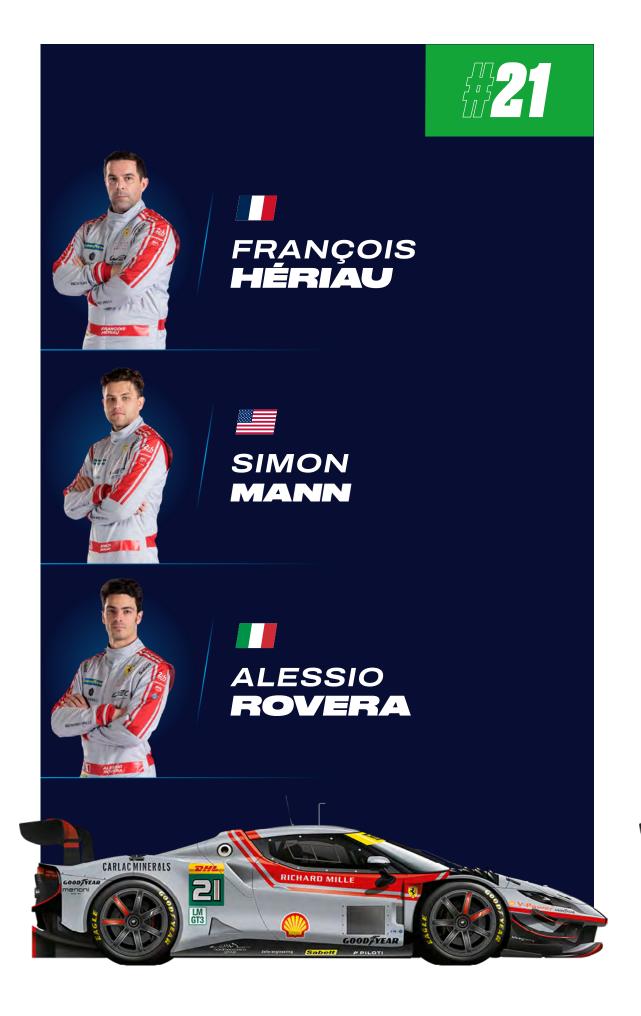
With a proud history in just about every endurance racing category over the years, Ferrari also opened its LMGT3 account in 2024 with a well-earned victory by the #54 VISTAAF Corse run Ferrari 296. That car crew of Thomas Flohr, Davide Rigon and Francesco Castellacci will stay together for a third consecutive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

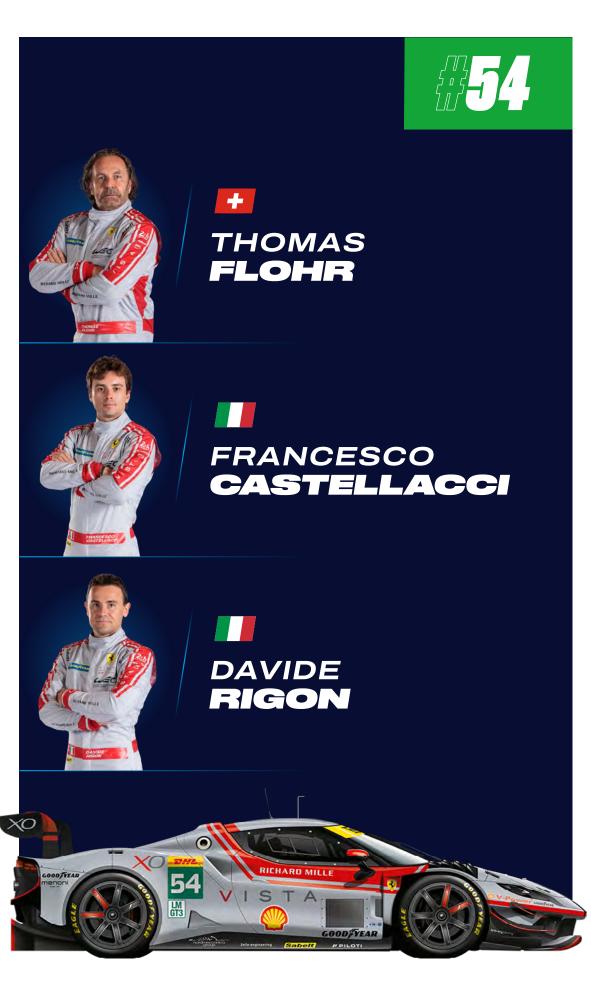
The second of the VISTA AF Corse entries also sees an unchanged line-up of Francois Heriau, Alessio Rovera and Simon Mann, albeit with a different race number as they will #21 this season as opposed to #55 the number

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.

COMMITMENT SINCE 2024	SEASON 2025 CURRENT RESULTS FIA ENDURANCE TROPHY FOR LMGT3 TEAMS	
TYRE SUPPLIER GOODYEAR	#21	#54
GOODFYEAR	2 ND	8 TH
	TYRE SUPPLIER GOODYEAR	TYRE SUPPLIER GOODYEAR FIA ENDURAL FOR LMG #21









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.

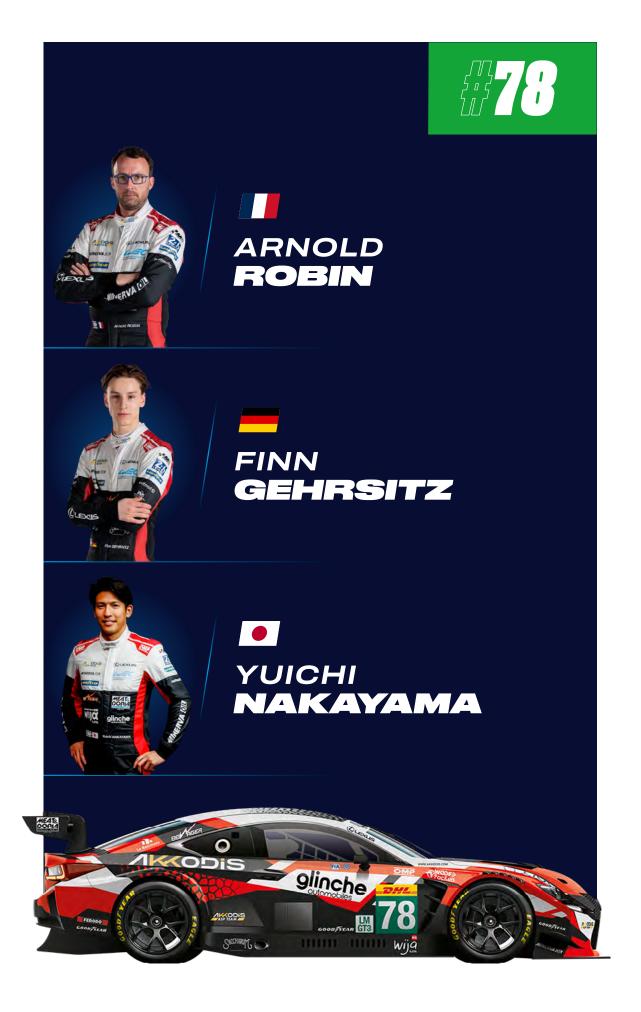
Run by the French Akkodis ASP team, owned by former racer Jerome Policand, the team endured a tough 2024 but also showed flashes of real speed and four points finishes.

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 CURRENT RESULTS FIA ENDURANCE TROPHY FOR LMGT3 TEAMS	
MANUFACTURER LEXUS	TYRE SUPPLIER GOODYEAR	#78	#87
(Z) LEXUS	GOODFYEAR	5 TH	7 TH









LMGT3 MCLAREN

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.

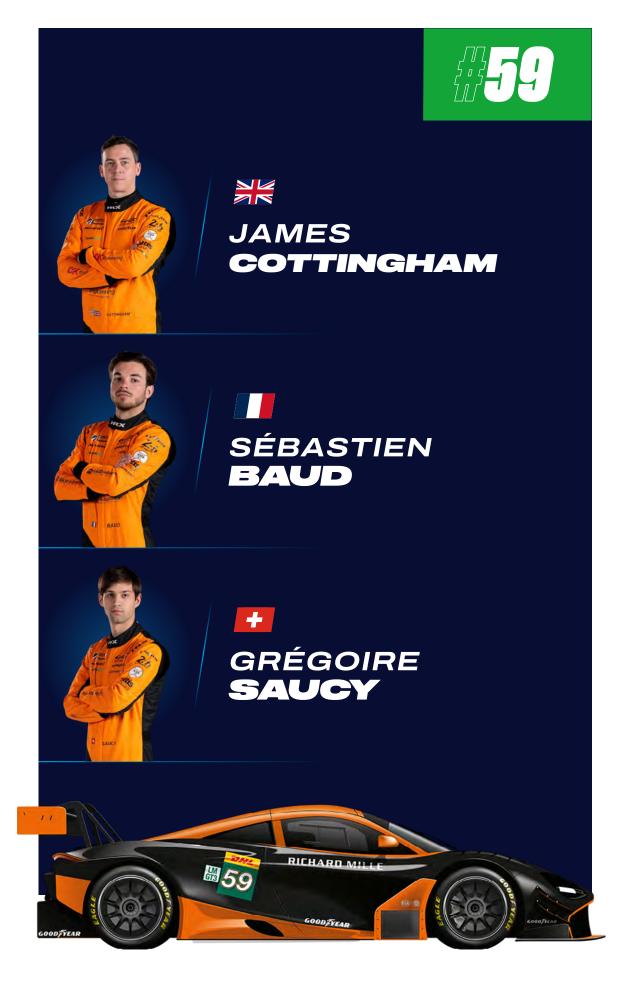
The Zak Brown and Richard Dean run team sees a changed line-up in 2025 as new faces Sebastien Baud, Darren Leung and Sean Gelael join 2024 drivers Gregoire Saucy, Marino Sato and James Cottingham.

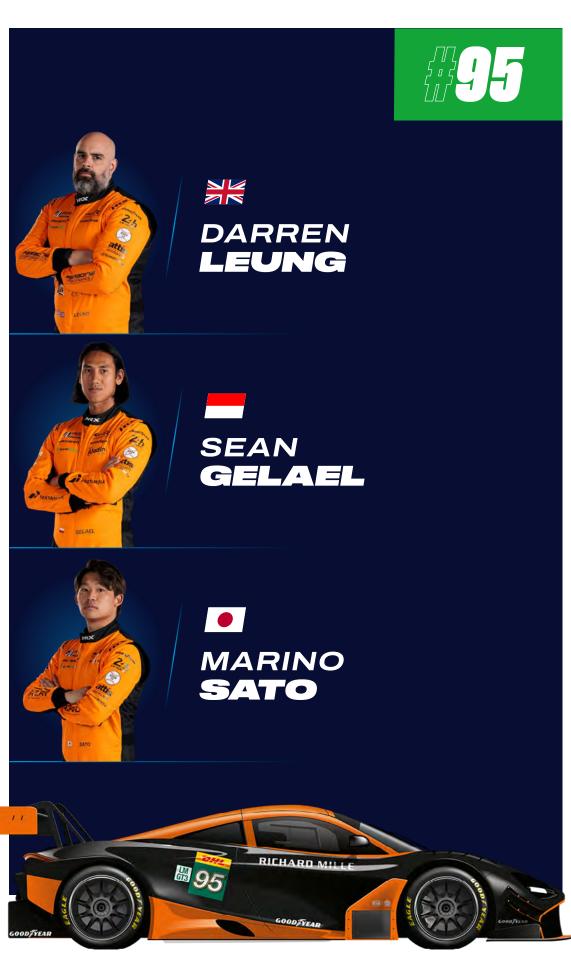
Leung, Gelael and Sato combine in the No.95 car, while Cottingham, Saucy and Baud will race the No.59 car.

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.











LMGT3 MERCEDES

MERCEDES-AMG LMGT3



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

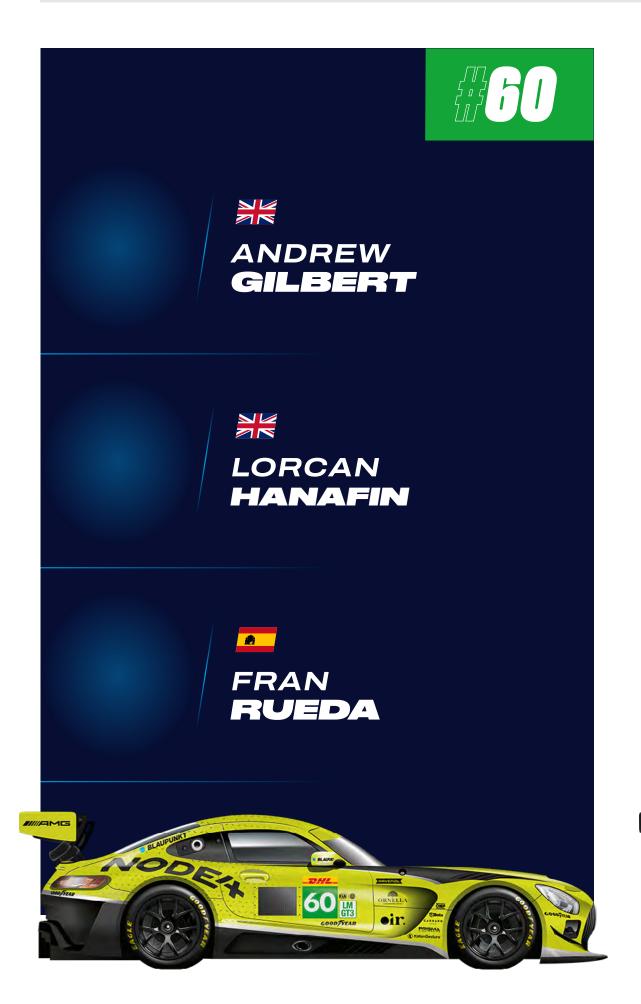
The pair of Mercedes AMG LMGT3 Evo cars will be operated by the Iron Lynx organisation which previously competed with Lamborghinis.

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 SINCE 2024		URRENT RESULTS NCE TROPHY T3 TEAMS
MANUFACTURER MERCEDES-AMG	TYRE SUPPLIER GOODYEAR	#60	#61
MOTORSPORT	GOODFYEAR	18 TH	16 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

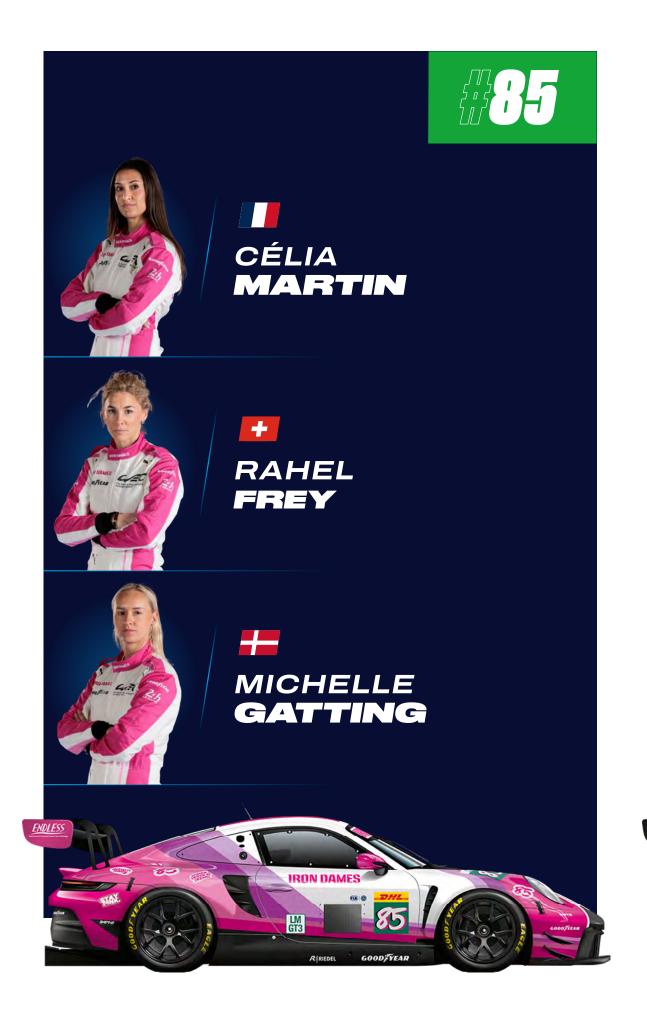
Dames return to a Porsche after first competing with an LMGTE Am spec one in 2023.

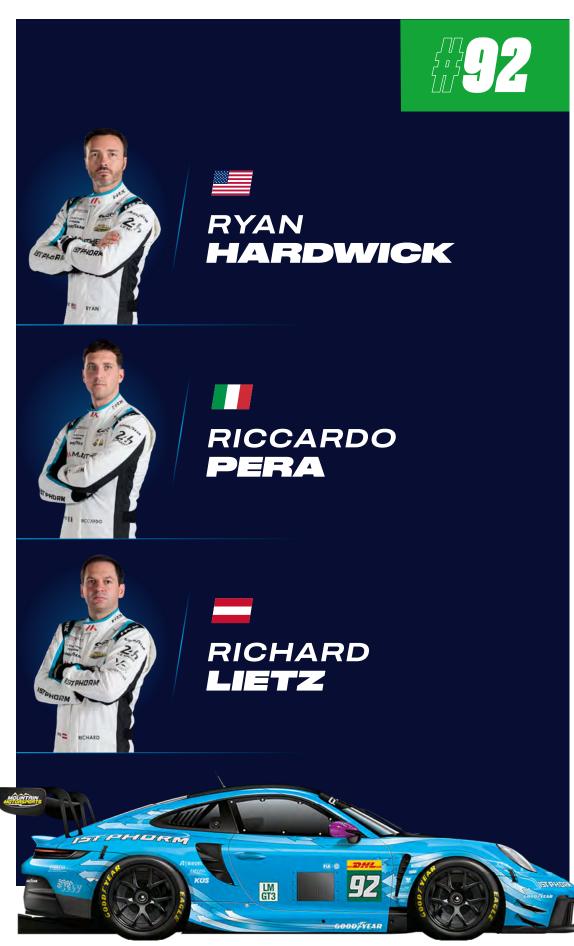
The 1st Phorm car has a fearsome looking line-up full off pace and experience as Ryan Hardwick, formerly of Proton Ford Mustang, forms a trio that includes 2015 WEC champion and five time Le Mans winner Richard Lietz, as well as the rapid Italian, Riccardo Pera.



IRON DAMES

// MANTHEY 15TPHORM











SPIRIT CLUB.

THE OFFICIAL FIA WEC HOSPITALITY



EXCLUSIVE ACCESS

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



PREMIUM CATERING SOPEN BAR

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



DRIVER'S INTERVIEW

Learn from the best with our exclusive Q&A sessions featuring our world-class endurance drivers. Available during qualifying day.



PODIUM CEREMONY

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



HOTSPOT

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



A HIGH-DEFINITION EXPERIENCE

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



SOUVENIR

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



VIP PARKING

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









WEC NEWS



FORMIDABLE FERRARI COMPLETES LE MANS HYPERCAR HAT-TRICK

Ferrari's 499P Hypercar has maintained its unbeaten run at the 24 Hours of Le Mans this weekend (14-15 June), as for the third consecutive year, the Prancing Horse came, saw and conquered at the Circuit de la Sarthe with an historic victory for Robert Kubica, Philip Hanson and Yifei Ye.

Two decades on from the last privateer triumph in the legendary twice-round-the-clock contest, the #83 AF Corse entry got the better of the two Ferrari AF Corse 'works' cars to win the biggest race of the season – with Le Mans doubling up as the fourth round of the 2025 FIA World Endurance Championship campaign.

In 2023, the #51 499P Hypercar became the first Ferrari to win Le Mans outright since 1965, while last year, it was the #50 that conquered its phenomenal challenge. Both of the factory cars were firmly in the mix once again in the event's 93rd edition, but a series of penalties and an overnight puncture opened the door for the #83 to steal the spotlight – and in front of a record-breaking crowd of 332,000 enthusiastic fans, its crew needed no second invitation.

Both Hanson and Ye drove superbly, but it was Kubica who produced the heroics, as the former grand prixwinner completed 43 per cent of the winning car's laps – including an astonishing five consecutive stints at the end of the race to ultimately wind up 14 seconds clear of his closest pursuer following a consummate display.

The first Pole ever to prevail at Le Mans, the result represented redemption for Kubica, who was denied LMP2 victory by a throttle sensor issue on the very last lap in 2021 and then scooped the runner-up spoils in-class in both 2022 and 2023. Hanson added overall honours to his 2020 LMP2 category win, while Ye is the first Chinese driver to triumph at La Sarthe – and the trio achieved the feat from down in 13th on the grid, with only two crews having previously won from further back.

"What a great job from everyone," Kubica enthused. "It hasn't been completely smooth, but we deserve the win — we've been fast and strong and we only made a few mistakes. I wasn't supposed to do five stints at the end, but I managed to control everything and bring the car safely home.

"I'm happy for Ferrari; to win three years in a row with three different crews and cars is amazing. Right now, it's a mixture of tiredness and adrenaline and I'm just looking forward to resting a bit and enjoying it. It's a very special day and it's emotional, because we didn't expect this."

Arguably just as impressive as the AF Corse trio's performance was that of the #6 Porsche Penske Motorsport 963, which scythed from 21st and last on the Hypercar grid after being disqualified from qualifying to take the chequered flag second.

Indeed, within the space of only 23 laps, Kévin Estre had climbed all the way through to second behind teammate Julien Andlauer in the sister #5 car. The reigning Drivers' world champion was one of the stars of the show throughout as he, Laurens Vanthoor and Matt Campbell doggedly kept the pressure on the pace-setting Ferraris en route to comfortably their best result of the season todate.

Despite a late engine-related concern, the championship-leading #51 Ferrari of Antonio Giovinazzi, James Calado and Alessandro Pier Guidi rounded out the rostrum in third – the latter ruing a late-morning error that saw him spin at the entry to the pit-lane and briefly beach the scarlet machine in the gravel. The #50 499P piloted by Antonio Fuoco, Nicklas Nielsen and Miguel Molina was in close company behind, with the pole-setting #12 Cadillac Hertz Team JOTA completing the top five finishers.



The American manufacturer's pair of V-Series.Rs were unable to reproduce their stellar qualifying form and were never truly in the hunt for a trophy, but local hero Sébastien Buemi was able to take away the consolation of a new lap record in the Hypercar category. It was a race

to forget, meanwhile, for defending Manufacturers' world champions Toyota, with sixth place for the #7 GR010 Hybrid the best it would get for the Japanese marque, which has been five times an outright winner of the event.



MANTHEY MASTERS LMGT3 AGAIN

Manthey maintained its undefeated LMGT3 category record at Le Mans as the German squad secured back-to-back triumphs at the Circuit de la Sarthe, with the #92 crew of Richard Lietz, Riccardo Pera and Ryan Hardwick largely steering clear of trouble to pip the #21 Vista AF Corse Ferrari and #81 TF Sport Corvette to glory. For Lietz, the result marked his sixth career success in the race.

Multiple motorcycling world champion Valentino Rossi led for a long time in Team WRT's #46 BMW, only for the car to be forced out by an electrical issue with Kelvin van der Linde at the wheel.

LATE DRAMA AND HEARTBREAK IN LMP2

Inter Europol Competition looked to be on-course for victory in the LMP2 category with its #43 ORECA-Gibson prototype, but a late drive-through penalty for pit-lane speeding subsequently handed the advantage to the closely-following VDS Panis Racing car.

That looked to be that, until Esteban Masson suddenly slowed in the final 20 minutes, enabling Nick Yelloly to sweep back past and cement Polish outfit Inter Europol Competition's second Le Mans win in three years.

Round five of the 2025 FIA WEC campaign – the Rolex 6 Hours of São Paulo in Brazil – will take place on 11-13 July at the iconic Autódromo José Carlos Pace (Interlagos).







THE 2025 24 HOURS OF LE MANS IN NUMBERS

Last weekend's 24 Hours of Le Mans – the 93rd edition of the celebrated twice-round-the-clock La Sarthe contest (14-15 June) – served up its usual heady mix of duels, drama, heartbreak and heroics. Here, we break the race down by numbers...

- All four manufacturers who have won Le Mans outright since the inception of the FIA World Endurance Championship have done so at least three times in a row Audi from 2012-2014, Porsche from 2015-2017, Toyota from 2018-2022 and now Ferrari from 2023-2025.
- Ryan Hardwick is the sixth American driver to win Le Mans at GT level, following in the wheeltracks of compatriots Jeff Segal, Bill Sweedler, Townsend Bell, Patrick Lindsay and Ben Keating.
- The number of drivers who have won Le Mans in a Ferrari 499P Hypercar; for all of them, it was their maiden outright success at La Sarthe. The last time nine different drivers triumphed in three consecutive editions with a single marque was at Porsche between 1996 and 1998, although not all of them were first-time winners.
- Ferrari's 12th overall Le Mans victory leaves the Prancing Horse just one win shy of Audi's total.
- Hypercar. Lucky for some. Only two crews have ever won the race from further back on the grid. Notably, none of the podium-finishers began inside the top ten, with the second-placed #6 Porsche down in 21st after failing post-qualifying weight checks and the #51 Ferrari 11th. The AF Corse car is also the first to ever win an FIA World Endurance Championship race from lower than tenth.

On his debut at La Sarthe, Nick Yelloly became the 13th British driver to prevail in the LMP2 category at Le Mans since FIA WEC began.

- Richard Lietz's 14th FIA WEC triumph marked his sixth class victory at Le Mans. The Austrian has finished three of the race's four editions since 2022, and on each occasion, he has won.
- The number of wins Manthey has now achieved in the FIA World Endurance Championship.
- AF Corse's Philip Hanson is the 37th British driver to triumph outright at Le Mans, and the first FIA WEC competitor to win the race in both of the current major prototype classes, following his success in LMP2 five years ago. The result represents the 26-year-old's seventh career victory in the championship and first since Monza in 2021.
- Manthey 1st Phorm clinched Porsche's 50th FIAWEC win in GT competition only the third marque to reach that milestone. The German manufacturer boasts a 50 per cent strike rate in the 12 LMGT3 races held to-date, and like Manthey, remains undefeated in the category at Le Mans.
- Porsche's 57th top-class rostrum in FIA WEC has drawn the German manufacturer level in the record books with fellow multiple world championship-winning marque Audi.





The number of the race-winning McLaren F1
GTR 30 years ago, but also – astonishingly
– the number of laps completed by Robert
Kubica during his final quintuple stint inside
the cockpit of the #83 AF Corse Ferrari 499P
Hypercar on Sunday. Or – to put it another
way – more than 800km. And much of it
without rehydration, after the Pole's drinks
bottle broke. That podium champagne will
never have tasted so sweet...

The total number of laps driven by Kubica in the race – an impressive 43 per cent of the #83 Ferrari's overall tally...

The number of laps completed by the racewinner – a new record in the Hypercar era, beating 2022's total of 380.

Ferrari's all-conquering prototype is the first Hypercar to triumph at Le Mans three times, and the second to claim four consecutive FIA WEC victories, after the Toyota GR010 Hybrid. All ten drivers who have raced the car have won in it.

3,514
Tom Dillmann broke Luis Pérez Companc's 3,283-day record – from Spa 2014 until Spa 2023 – for the longest gap between two FIA WEC race wins. The Mulhouse native last prevailed in Shanghai in 2015 – 3,514 days ago – and yesterday became the first Frenchman to triumph in the LMP2 category at Le Mans since Charles Milesi in 2021. Both of Inter Europol Competition's victories in the series have been achieved at La Sarthe – in 2023 and 2025 – while the team and driver Jakub Śmiechowski have now recorded three consecutive podiums in the race. The Warsaw native is the first

The total distance completed by the racewinning #83 Ferrari in kilometres. To put it into perspective, that is approximately 800km further than driving across the United States from New York to Los Angeles.

Polish driver to win Le Mans twice.

24h02m53.332s

The 2025 edition of Le Mans was the longest-duration race in FIA WEC to-date.









- RACE LIVE
- **LIVE TIMING**
- **ONBOARDS**
- **NEWS AND VIDEOS**
- **RANKINGS**

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PIA WEC

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ACCREDITATION CENTRE OPENING HOURS

From July 7th to 10th ONLY

8:00 AM - 6:00 PM

Interlagos Circuit - Gate 8

Av. Senador Teotônio Vilela, 400 Jardim Malia I, São Paulo SP, 04792-090





From July 11th to 13th ONLY July 11th and 12th

7:00 AM - 5:00 PM

July 13th

7:00 AM - 2:30 PM

Espaço Group Check in Grand Hyatt Hotel

Av. das Nações Unidas, 13.301, Vila Cordeiro, São Paulo SP. 04578-000



COMPETITORS

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

GENERAL

- (1) WEC OFFICIAL STORE
- INTERNATIONAL MEDICAL CENTRE
- (the state of the state of the
- FANZONE/////////

FERRIS WHEEL

- 🞯 TREASURE HUNT
- ☐ GIANT SCREEN

- 🕟 STAGE
- 🔀 FOOD & BEVERAGE
- R WATER POINT
- (ii) TOILET
- GATE
- → TUNNEL
- FOOTBRIDGE
- EVENT PARKING





FRIDAY

 09:20
 10:05
 GT Series - FREE PRACTICE 1

 11:00
 12:30
 FIA WEC - FREE PRACTICE 1

 13:00
 13:45
 GT Series - FREE PRACTICE 2

 15:45
 17:15
 FIA WEC - FREE PRACTICE 2

 17:15
 18:45
 FIA WEC - PIT WALK

SATURDAY

09:30 GT Series - QUALIFYING 09:50 11:10 10:10 FIA WEC - FREE PRACTICE 3 FIA WEC - PIT WALK 12:00 | 13:15 12:05 | 12:35 FIA WEC - AUTOGRAPH SESSION FIA WEC - CLASSIC CARS PARADE 13:45 14:00 14:10 | 14:17 FIA WEC - HARLEY DAVIDSON PARADE FIA WEC - QUALIFYING - LMGT3 14:45 | 14:57 15:05 | 15:15 FIA WEC - QUALIFYING - HYPERPOLE LMGT3 FIA WEC - QUALIFYING - HYPERCAR 15:25 | 15:37 15:45 15:55 FIA WEC - QUALIFYING - HYPERPOLE HYPERCAR 16:45 | 17:25 GT Series - RACE 1

SUNDAY

08:05 08:45 GT Series - RACE 2 09:00 | 09:45 FIA WEC - PIT WALK 09:05 | 09:35 FIA WEC - AUTOGRAPH SESSION 10:04 10:10 FIA WEC - LAP OF HONOUR 10:35 FIA WEC - GRID WALK opening 10:55 FIA WEC - GRID WALK gate closing FIA WEC - GRID WALK end of evacuation 11:14 FIA WEC - GREEN FLAG 11:25

FANZONE STAGE

FRIDAY

11:30-12:30 LAD'S OF ROCK 13:00-14:00 LUANA CAMARAH 14:10-14:30 DRIVERS TALK SHOW 14:30-15:30 QUEEN COVER

SATURDAY

12:30-13:20 BANDA REX 13:50-14:50 PEARLJAM COVER 15:20-16:20 BON JOVI COVER 17:00-18:15 CPM 22

SUNDAY

13:00-13:40
LEGIÃO URBANA COVER
14:00-14:40
GUNS N» ROSES COVER
15:10-16:10
LUANA CAMARAH
18:15-19:45
CAPITAL INICIAL



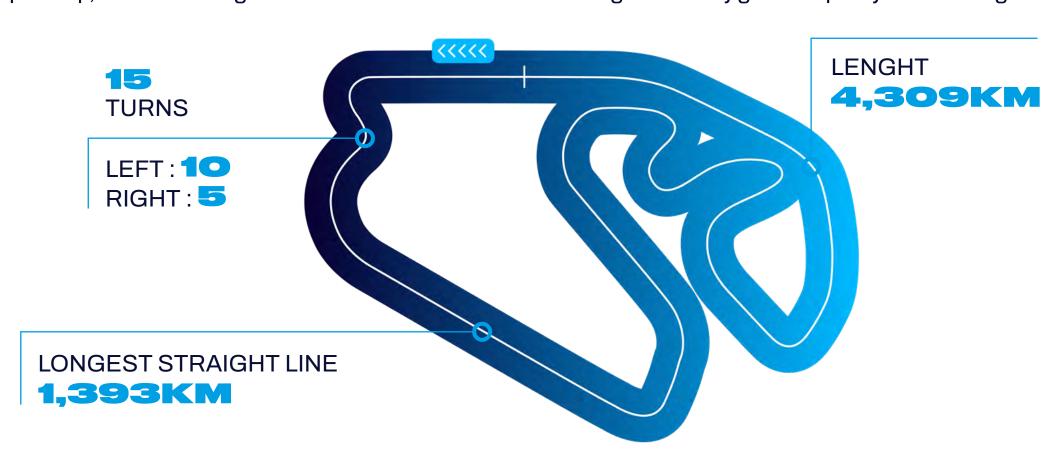


Inaugurated in 1940, Interlagos is Brazil's premier motorsport venue, with its flowing layout inspired by circuits such as Roosevelt Raceway in the USA, Brooklands in England and Montlhéry in France. Its name – reflective of its geographical location in the southern suburbs of the country's capital,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

Hosting its first Formula 1 race in 1973, the track was rebaptised the Autódromo José Carlos Pace in 1985, in honour of the South American nation's late racing driver. Since 1990, it has been the exclusive home of the Brazilian Grand Prix. In 2010, Interlagos welcomed the FIA GT1 World Championship, before featuring on the FIA World Endurance

Championship calendar in the series' first three campaigns from 2012 to 2014.

Returning to the schedule following a ten-year absence, the 2024 edition of the 6 Hours of São Paulo drew a trackside crowd of more than 73,000 enthusiastic fans, who enjoyed an exhilarating spectacle of top-flight sportscar competition. At just 4.309km, anti-clockwise Interlagos is the shortest circuit of the season. Hypercars reach speeds in the region of 305km/h, with approximately half of the lap spent at full throttle. Its gradient changes make it particularly demanding for drivers, while the long pit straight and 'Reta Oposta' back straight invariably generate plenty of overtaking action.



WINNERS 2024

HYPERCAR

8



TOYOTA GAZOO RACING

- S. Buemi
- B. Hartley
- R. Hirakawa

LMGT3

92



MANTHEY PURE RXCING

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

POLE POSITION BY CATEGORY 2024

HYPERCAR

1:23.140

7

TOYOTA GAZOO RACING

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

LMGT3

1:34.413

85

IRON DAMES

- S. Bovy
- R. Frey
- | M. Gatting

FASTEST LAP 2024

HYPERCAR

1:24.801

7

TOYOTA GAZOO RACING

M. Conway

LMGT3

1:35.777

85

IRON DAMES

S. Bovy

(236 laps)

RACE DISTANCE COVERED

1016,58KM

TOYOTA GAZOO RACING #8





Toyota won Sao Paulo 2024, the 90th WEC race, having also won the 50th, 60th, 70th and 80th races.

KCMG won LMP2 at Sao Paulo 2014 by finishing 18 laps ahead of P2 in class, or the largest margin of victory in series history.

The 2024 race saw a combined 7,796 laps of racing by the 36 entrants, or the most-ever at a WEC 6 Hour race.

Sao Paulo 2024 was the 20th race in which no car in any class won from pole position.

2013 WEC world champion
Tom Kristensen's racing career
came to an end at Sao Paulo in
2014, as the great Dane finished P3
overall with Audi for the final time.

To-date, 118 starters at Sao Paulo have raced for **23,840 laps, or 102,727 kilometres**.

36 entrants is 6 Hours of Sao Paulo's joint-biggest grid, matching the total from 2024.

Only Le Mans (72 non-scores) **saw more cars fail to finish through its first four WEC races** than Sao Paulo (20 non-scores).

Sao Paulo 2025 delivers a South American race debut for the Aston Martin Valkyrie, whilst this race staged the last appearance for Hypercar's Isotta Fraschini in 2024.

Seven drivers have achieved their first WEC victory in Brazil, two of whom compete in the 2025 race: Mike Conway for G-Drive Racing in LMP2 in 2013 and Neel Jani for Porsche LMP1 Team, overall in 2014.

Bruno Sennais still the only WEC driver to win in four different major classes: Two overall wins in LMP1 cars, six wins in LMP2, two wins in GTE Pro and one win in GTE Am.

Neither of the Le Mans-winning cars from 2024 finished on the podium in Sao Paulo.

Three WEC drivers made their series debuts in Sao Paulo, having previously raced here in F1 – Enrique Bernoldi, Lucas di Grassi and Emerson Fittipaldi.

Sarah Bovy's 1:34.413 LMGT3 lap in 2024 marked the first time a woman had recorded a fastest race lap in WEC, in any class.

29 Brazilian drivers have raced in WEC, with Daniel Schneider and Custodio Toledo the nation's most recent additions last time out in Le Mans.

Brazilian WEC drivers include two generations of both Fittpaldi & Barrichello, a Senna, Piquet, Derani, Drugovich, di Grassi, Kanaan, Nasr, Negrao, de Oliveira, Rees and Serra.

Sao Paulo 2025 is the 98th WEC race. The circuit's final GTE Am victory in 2014 was by an Aston Martin wearing number 98.

Brazil has produced two WEC champions - Bruno Senna & Andre Negrao, the same total as its Americas rival nations Mexico and Argentina.

Timo Bernhard's 1:17.442 qualifying lap at Sao Paulo in 2014 remains the fastest lap in WEC history.

12 Hypercar teams competed at Sao Paulo in 2024, five more than the seven total LMP1 teams which raced in Brazil between 2012 and 2014.

Sao Paulo is the 2nd circuit in the Americas to host five WEC races, after COTA, which hosts the following race in 2025.

Sao Paulo 2025 is only the 3rd WEC race to occur on the 13th day of a month, after Le Mans 2015 and Portimao 2021, both in June.





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

87.5	FERRARI	372 PTS → 172 PTS
TOYOTA GAZOO Racing	TOYOTA	≫ 95 pts
PDESCHE LIKE	PORSCHE	≈ 84 pts

HYPERCAR TROPHY TEAMS

AF CORSE (FERRARI #83)	₩ 138 PTS
PROTON COMPETION (PORSCHE #99)	≈ 81 pts

HYPERCAR DRIVERS

A. PIER GUIDI - A. GIOVINAZZI - J. CALADO (FERRARI #51)	≫ 105 pts
P. HANSON - R. KUBICA - Y. YE (FERRARI #83)	≈ 89 pts
A. FUOCO - M. MOLINA - N. NIELSEN (FERRARI #50)	≫ 57 PTS

LMGT3 TEAMS

// MANTHEY	#92 MANTHEY 1ST PHORM	≈ 81 pts
VISTA AF CORSE	#21 VISTA AF CORSE	≫ 76 pts
TF SPORT	#33 TF SPORT	₩ 60 PTS

LMGT3 DRIVERS

R. PERA - R. LIETZ - R. HARDWICK (MANTHEY 1ST PHORM #92)	200	81 PTS
A. ROVERA - F. HÉRIAU, S. MANN (VISTA AF CORSE #21)	200	76 PTS
B. KEATING - D. JUNCADELLA - J. EDGAR (TF SPORT #33)	88	60 PTS



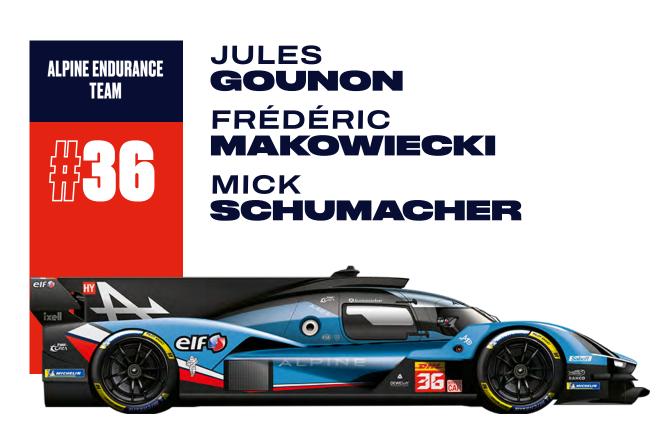
HYPERCAR

ENTRY LIST



PROVISIONAL ENTRY LIST (9TH JULY 2025)







































LMGT3

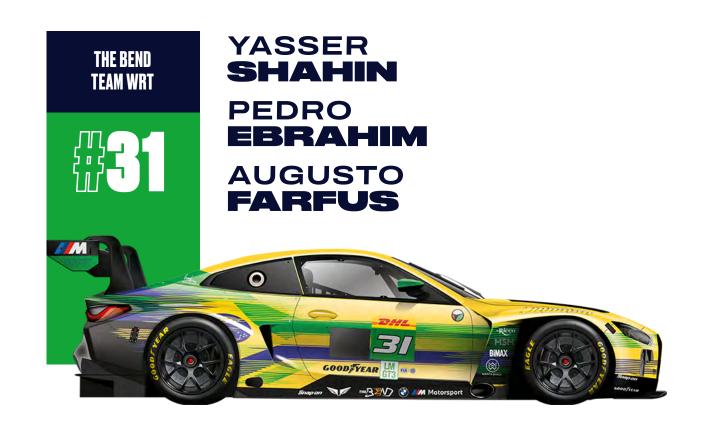
ENTRY LIST

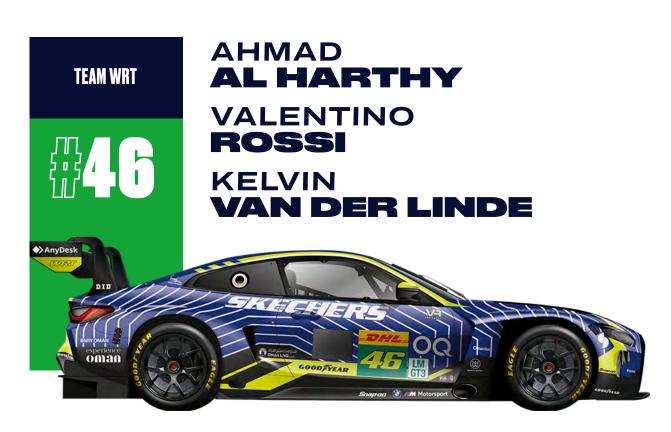


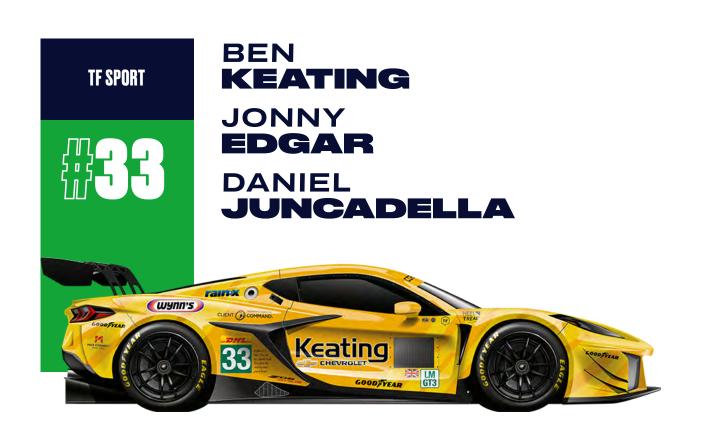
PROVISIONAL ENTRY LIST (9TH JULY 2025)









































GT Series CUP Brasil, the leading national motorsport championship for high-performance Grand Touring cars, proudly announces its participation as an official support category at the Brazilian leg of the FIA World Endurance Championship (FIA WEC) 2025. The event will take place from July 11th to 13th at the Autódromo de Interlagos in São Paulo.

This significant move solidifies the GT Series Cup as one of the relevant categories in Brazilian motorsport, reaffirming its role as a platform of excellence for drivers, teams, brands, and sponsors connected to the world of high-performance racing.

Since its inception, GT Series CUP Brasil has stood out as a showcase for supercars, bringing together iconic models like the Lamborghini Huracán Super Trofeo, Mercedes-AMG GT3 and GT4, and Porsche 911 GT3 Cup. The category offers drivers the chance to compete in thrilling races at some of the country's most important racetracks, prioritizing safety, competitiveness, and visibility.

For its 2025 season, the GT Series features a calendar with seven rounds, including multiple races at Interlagos and Velocittà, in addition to its strategic participation in the FIA WEC. This event brings together the elite of global endurance racing, with confirmed presence from manufacturers such as Ferrari, Porsche, Toyota, Peugeot, Cadillac, Alpine, and Lamborghini.

The GT Series Cup is a competition category with a philosophy very similar to other international Gran Turismo competitions, such as GT Open. Its grid is composed of GT3 and GT4 cars from various manufacturers and brands.

In its second regular season, the category averaged 15 cars throughout the year. For 2025, the GT Series Cup is focused on attracting new Brazilian drivers and teams, already boasting 11 cars confirmed on the current grid. Each race weekend consists of two free practice sessions, one qualifying session, and two one-hour races. Points are distributed among the top 10 drivers.

GT SERIES CUP AT FIA WEC BRAZIL

The inclusion of the GT Series Cup as an official support category at the Brazilian round of the FIA World Endurance Championship represents a significant milestone not only for the championship but for national motorsport as a whole. For the first time, Brazilian drivers who regularly compete in the GT Series Cup will have the opportunity to share the same stage with the biggest names in long-distance racing, experiencing the unique atmosphere of one of the world's most prestigious and traditional championships. There will be three days of activities, including free practice, qualifying, and races, all integrated into the official FIA WEC program. «Being alongside the FIA WEC is a recognition of the work we have developed over the years and reinforces our commitment to the professionalization and growth of Brazilian motorsport,» highlights Thiago Pereira, General Director of ISM - Interlagos Sports Marketing.





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THANKS

FOR FOLLOWING US AND ENJOY THE RACE









