



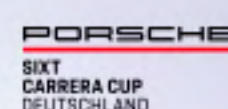
# TOTAL ENERGIES 6 HOURS OF SPA FRANCORCHAMPS



2025

TotalEnergies

8<sup>TH</sup>, 9<sup>TH</sup> & 10<sup>TH</sup> MAY







## 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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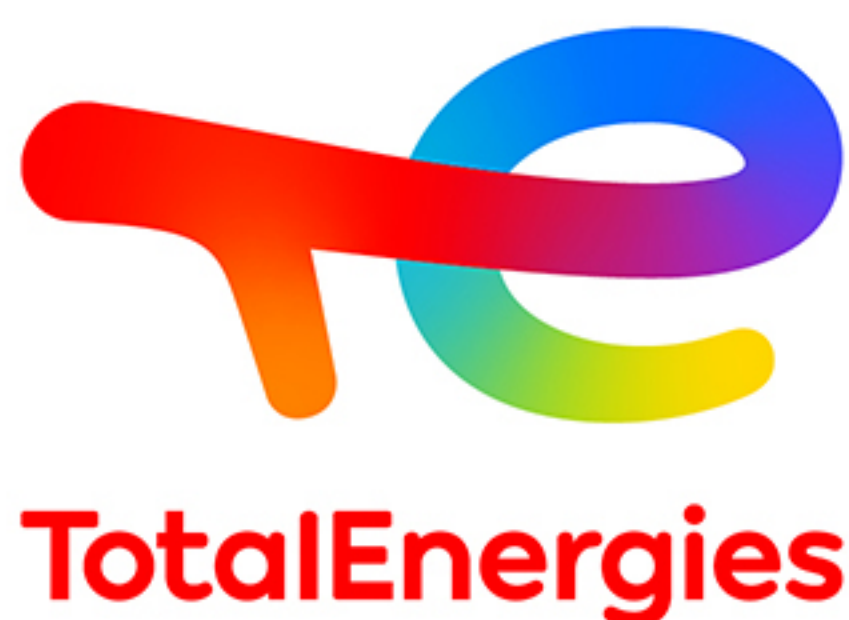
**71** ENTRY LIST

**75** SUPPORT RACES



**excellium**  
Racing 100

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



**24h**  
LE MANS



[competition.totalenergies.com/en](https://competition.totalenergies.com/en)

L'énergie est notre avenir, économisons-la!

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





**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.



**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!





**Ladies and Gentlemen,**

The 3rd round of the WEC World Endurance Championship is making a stopover on the magnificent Circuit of Spa-Francorchamps on the 8, 9 and 10 May.

It's always a high point of the season to see these vehicles face off on this magnificent natural circuit at the heart of the Ardennes massif where possible meteorological conditions are not only changeable but also extreme. We all still have the image in our heads of the 2019 race with over 20 minutes of the race taking place in the snow!

Since 1966, Francorchamps has a long history with Endurance as successive championships have stopped off here. Also, it was on the occasion of the 1000 km of Spa in 1973, that the former circuit's record was definitively fixed by Mr Henri Pescarolo at the wheel of a Matra with a breathtaking average speed of over 262 km an hour!

The Francorchamps round precedes the legendary 24hr of Le Mans and thus gives everyone the opportunity to find out about the aerodynamic or "aero" packages of the teams that will be in the Sarthe region a month later.

The Circuit is located in the municipalities of Stavelot and Malmedy and, as Burgomaster of Malmedy, we take great pride in hosting on part of our municipal land the vibrant heart of a championship with historic roots but which is also resolutely turned to the future while offering a showcase and an exceptional opportunity to test the automotive fuels of tomorrow.

Attending a WEC race means participating in a festival of motor sport with an agreeable and familial spirit. For all these reasons we love this annual get-together and we're delighted to share it with a public that is increasing in size each year.

Kind regards,

**JEAN-PAUL BASTIN**

Deputy Burgomaster/Mayor of the Town of Malmedy



It's with great pride that we get ready to welcome, once again, the WEC Total Energies 6 Hours of Spa-Francorchamps, an emblematic event that puts our beautiful municipality of Stavelot at the very heart of the buzz and excitement of international motor sport.

Every year, thousands of motor sport enthusiasts from all around the world, gather here at the Circuit of Spa-Francorchamps, to enjoy an exceptional experience. This is an opportunity for our region to shine on the international stage, to have people discover our riches, our culture and our gastronomy, but also to promote the hospitality for which our region is renowned.

The WEC Total Energies 6 Hours of Spa-Francorchamps is not only about speed and technical performances but is also a family get-together where children and adults alike can share feelings, admire amazing race cars and experience the energy of a high-level competition.

Apart from the liveliness and bustle that it brings to our town, this event has a significant impact on our local economy. Restaurants, accommodation providers, and businesses all benefit from this flurry of activity and participate in the dynamic of the tourism sector. Thus, we have the ability to showcase all the richness of our heritage and our area through the eyes or prism of motor sport.

I must express my gratitude to the organisers and sponsors who make all this possible. Their dedication and passion are the true engines of this competition. I extend an invitation to all visitors to come to this event and enjoy a unique experience.

The WEC Total Energies 6 Hours of Spa-Francorchamps is a memorable event that is characteristic of our beautiful region.

Come and resonate with the rhythm of engines and let's all celebrate together this wonderful festival of motor sport!

Yours in sport,

**FABIEN LEGROS**

Burgomaster/Mayor of Stavelot







# 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)



# POWERED BY PERFORMANCE



**MOTUL  
GLASS CLEAN**



**MOTUL 300V**



**MOTUL  
GEAR 300**



**MOTUL  
EXPRESS CLEAN**



**MOTUL  
AUTO COOL  
EXPERT ULTRA**



**MOTUL  
RBF 700**



# 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.

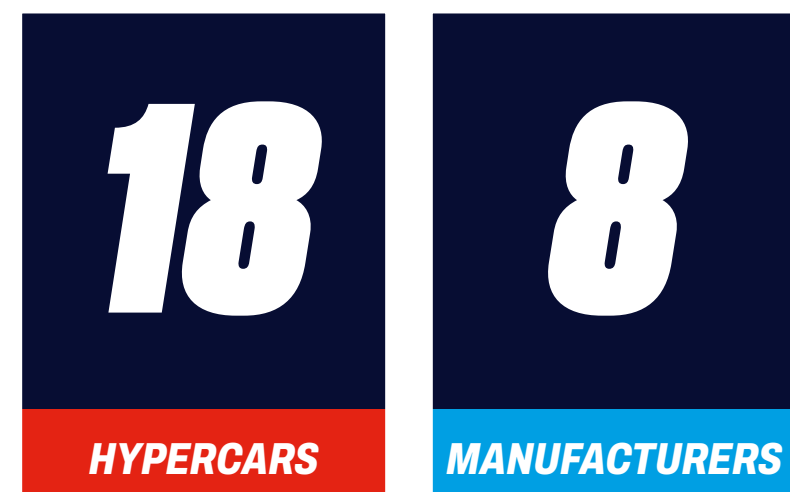
In addition to last year's title-winning and Le Mans-conquering marques, Alpine, BMW and Peugeot are eager to build upon their promising progress by challenging for victory, Cadillac has doubled up to a two-car effort by joining forces with Hertz Team JOTA and Aston Martin enters the fray with a pair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

GOODYEAR





# THE DRIVERS



## HYPERCAR

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

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

## LMGT3

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

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

## PLATINUM DRIVER

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

## GOLD DRIVER

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

## SILVER DRIVER

A Silver driver has significant experience but are still considered to have areas to improve compared to the world's best drivers (Gold and Platinum). A Silver driver may have good results in lower-tier series but still lacks consistency or exceptional performance on the global stage. They may also be a young driver starting to climb the ranks in motorsport.

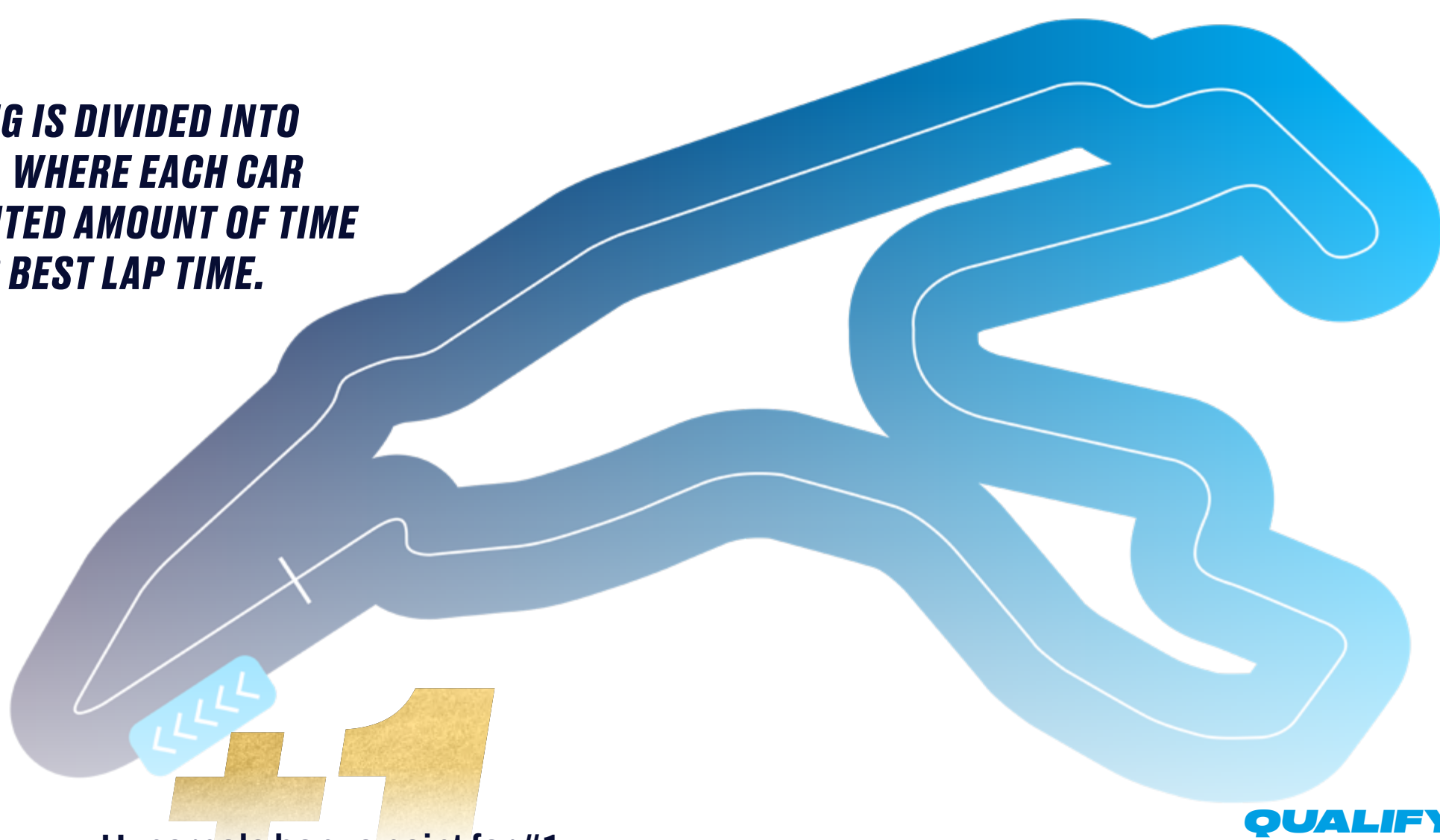
## BRONZE DRIVER

A Bronze driver is generally a less experienced driver, often older or who has not yet reached a skill level comparable to that of more experienced drivers. The FIA assigns this category to drivers who do not have impressive results in major international races or lack significant performance statistics in high-level series. Bronze drivers are often considered beginners or amateurs in the professional setting.



# RACE FORMAT

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



Hyperpole bonus point for #1 on each race

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

## QUALIFYING

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

## POLE POSITION

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

## FREE PRACTICE

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





# ***MICHELIN, OFFICIAL HYPERCAR TYRE SUPPLIER UNTIL 2029***





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

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



SLICK ALLOCATIONS

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

SIZE

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

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



SLICK TYRES



☁️ 🌙 🌡️ 0-15°C GROUND

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



☁️ 🌡️ 15-25°C GROUND

- MEDIUM**  
(yellow sidewall marking):
- | Soft compound
  - | Dry conditions
  - | The most versatile option
  - | Ground temperature: 15-25°C



☀️ 🌡️ >25°C GROUND

- HARD**  
(red sidewall marking):
- | Hard compound
  - | Dry conditions
  - | High track temperatures / big constraints
  - | Ground temperature: >25°C

RAIN TYRES



- WET**  
(blue sidewall marking):
- | Soft compound
  - | Wet conditions
  - | Versatile





# OFFICIAL LONG LASTING PERFORMANCE SUPPLIER



## **MICHELIN PILOT SPORT**

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

From left to right, MICHELIN Pilot Sport (the Hypercar category tire in the FIA World Endurance Championship), MICHELIN Pilot Sport<sup>4</sup> S, MICHELIN Pilot Sport<sup>5</sup>.



# ***HYPERCAR***





ALPINE A424

ALPINE  
ENDURANCE TEAM

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

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

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

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

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

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

CATEGORY  
HYPERCAR

COMMITMENT  
SINCE 2024

MANUFACTURER  
ALPINE


TYRE SUPPLIER  
MICHELIN


SEASON 2025 CURRENT RESULTS

FIA WORLD ENDURANCE  
MANUFACTURERS' CHAMPIONSHIP

4<sup>TH</sup>

#35






PAUL-LOUP  
CHATIN






FERDINAND  
HABSBURG






CHARLES  
MILESI




#36






JULES  
GOUNON






FRÉDÉRIC  
MAKOWIECKI





MICK  
SCHUMACHER



19

WEC OFFICIAL PROGRAMME







# 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.

<b>CATEGORY</b> <b>HYPERCAR</b>	<b>COMMITMENT</b> <b>SINCE 2025</b>	<b>SEASON 2025 CURRENT RESULTS</b> <b>FIA WORLD ENDURANCE</b> <b>MANUFACTURERS' CHAMPIONSHIP</b>  <b>8<sup>TH</sup></b>
<b>MANUFACTURER</b> <b>ASTON MARTIN</b>	<b>TYRE SUPPLIER</b> <b>MICHELIN</b>	
		

#007



**HARRY TINCKNELL**



**TOM GAMBLE**



#009



**ALEX RIBERAS**



**MARCO SØRENSEN**











BMW M HYBRID V8



Team WRT

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

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

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

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

CATEGORY  
HYPERCAR

MANUFACTURER  
BMW

COMMITMENT  
SINCE 2024

TYRE SUPPLIER  
MICHELIN

SEASON 2025 CURRENT RESULTS

FIA WORLD ENDURANCE  
MANUFACTURERS' CHAMPIONSHIP

2<sup>ND</sup>

#15

KEVIN  
MAGNUSSEN

RAFFAELE  
MARCIELLO

#20

ROBIN  
FRIJNS

RENÉ  
RAST







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



COMMITMENT  
SINCE 2025

TYRE SUPPLIER  
MICHELIN



SEASON 2025 CURRENT RESULTS

FIA WORLD ENDURANCE  
MANUFACTURERS' CHAMPIONSHIP

6<sup>TH</sup>

#12





ALEX  
LYNN





NORMAN  
NATO





WILL  
STEVENS



#38





EARL  
BAMBER





SÉBASTIEN  
BOURDAIS





JENSON  
BUTTON









FERRARI 499P



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

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

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

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

CATEGORY  
HYPERCAR

MANUFACTURER  
FERRARI



COMMITMENT  
SINCE 2023

TYRE SUPPLIER  
MICHELIN




SEASON 2025 CURRENT RESULTS


FIA WORLD ENDURANCE  
MANUFACTURERS’ CHAMPIONSHIP

1<sup>ST</sup>


#50




ANTONIO  
FUOCO




MIGUEL  
MOLINA




NICKLAS  
NIELSEN




#51




ALESSANDRO  
PIER GUIDI



JAMES  
CALADO





ANTONIO  
GIOVINAZZI







#83







ROBERT KUBICA






YIFEI YE





PHILIP HANSON





RACING WITH FERRARI

SEASON 2025 CURRENT RESULTS

FIA WORLD CUP  
FOR HYPERCAR TEAMS

1<sup>ST</sup>





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 2025 CURRENT RESULTS

FIA WORLD ENDURANCE  
MANUFACTURERS’ CHAMPIONSHIP


7TH


#93







PAUL  
DI RESTA






MIKKEL  
JENSEN







JEAN-ÉRIC  
VERGNE





#94







LOÏC  
DUVAL







MALTHE  
JAKOBSEN





STOFFEL  
VANDOORNE



 29

WEC OFFICIAL PROGRAMME









PORSCHE 963

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

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

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

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

PORSCHE PENSKE  
MOTORSPORT

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

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

CATEGORY  
HYPERCAR

MANUFACTURER  
PORSCHE

COMMITMENT  
SINCE 2023

TYRE SUPPLIER  
MICHELIN

SEASON 2025 CURRENT RESULTS

FIA WORLD ENDURANCE  
MANUFACTURERS' CHAMPIONSHIP

5TH

#5

FR

JULIEN  
ANDLAUER

DK

MICHAEL  
CHRISTENSEN

CH

NICO  
MÜLLER

#6

FR

KÉVIN  
ESTRE

BE


LAURENS  
VANTHOOR


DE

PASCAL  
WEHRLEIN





#99







NEEL  
JANI






NICOLAS  
PINO





NICOLÁS  
VARRONE



PORSCHE

963

TEAM

Proton  
Competition

SEASON 2025 CURRENT RESULTS

FIA WORLD CUP  
FOR HYPERCAR TEAMS

2<sup>ND</sup>





TOYOTA GR010-HYBRID



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

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

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

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

CATEGORY  
HYPERCAR

MANUFACTURER  
TOYOTA



COMMITMENT  
SINCE 2022

TYRE SUPPLIER  
MICHELIN



SEASON 2025 CURRENT RESULTS

FIA WORLD ENDURANCE  
MANUFACTURERS' CHAMPIONSHIP

3<sup>RD</sup>

#7





MIKE  
CONWAY





KAMUI  
KOBAYASHI





NYCK  
DE VRIES



#8





SÉBASTIEN  
BUEMI





BRENDON  
HARTLEY





RYŌ  
HIRAKAWA



 33

WEC OFFICIAL PROGRAMME







# GOODYEAR ACCELERATING INTO THE 2025 SEASON



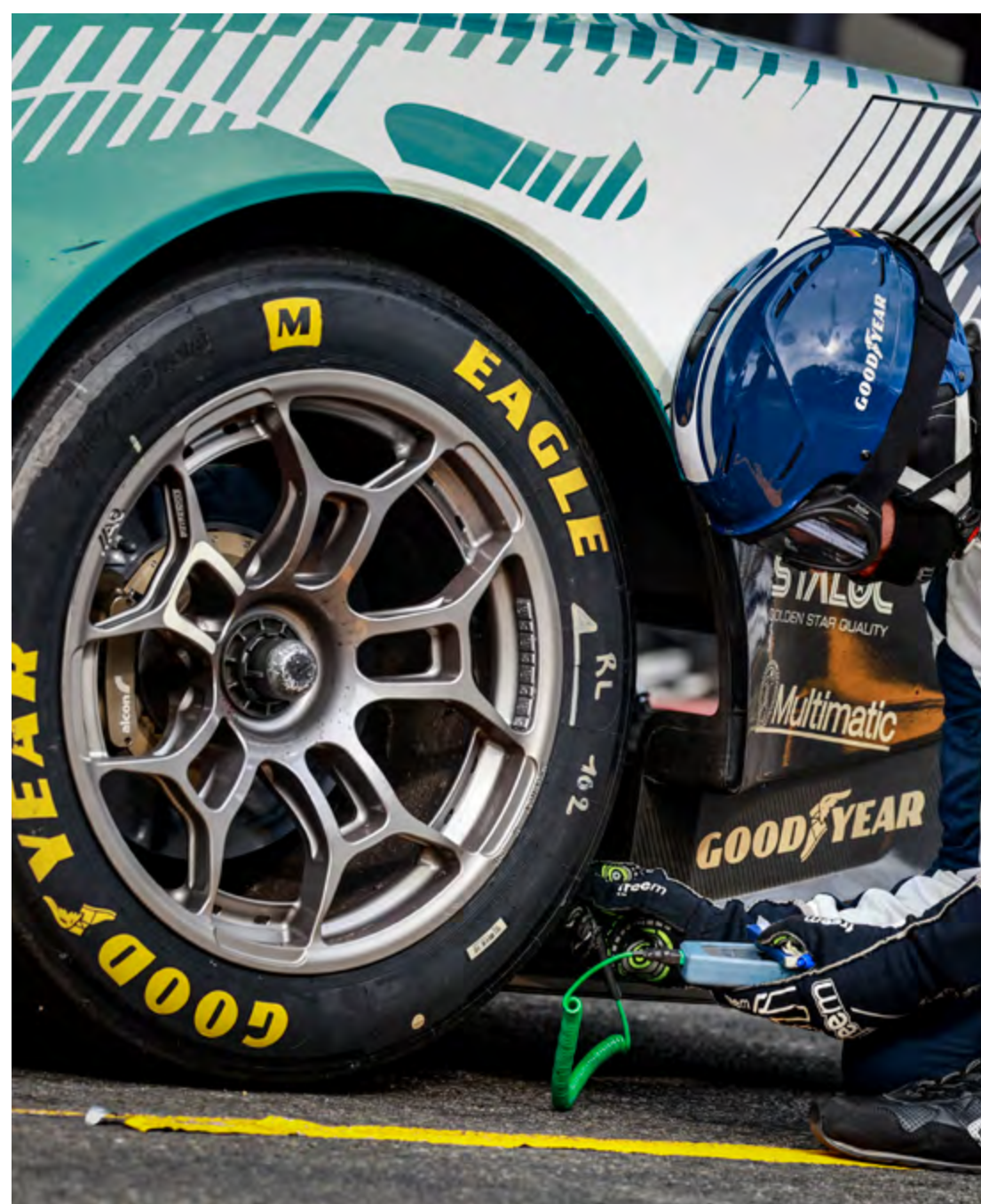
Goodyear played a defining role in the 2024 season, a year that introduced fresh regulations, thrilling new circuits, and the launch of the LMGT3 category.

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

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

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

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





**2025: BIGGER, FASTER, STRONGER**

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

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

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

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

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

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

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







***READY FOR  
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 2025 CURRENT RESULTS FIA ENDURANCE TROPHY FOR LMGT3 TEAMS	
MANUFACTURER ASTON MARTIN		TYRE SUPPLIER GOODYEAR		#10	#27
				14 <sup>TH</sup>	10 <sup>TH</sup>

RACING  
SPIRIT  
OF  
LÉMAN





#10







DEREK  
DEBOER






EDUARDO  
BARRICHELO





VALENTIN  
HASSE CLOT



#27





IAN  
JAMES





ZACHARIE  
ROBICHON





MATTIA  
DRUDI

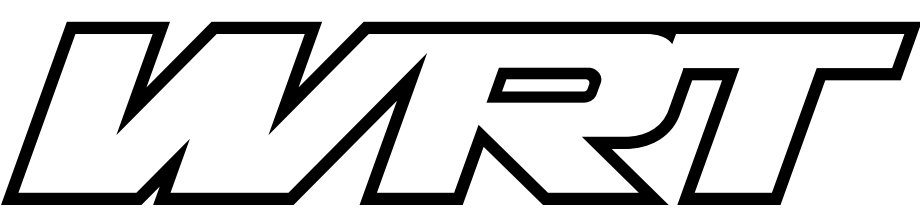








BMW M4 LMGT3



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

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

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

CATEGORY LMGT3		COMMITMENT SINCE 2024		SEASON 2025 CURRENT RESULTS	
MANUFACTURER BMW		TYRE SUPPLIER GOODYEAR		FIA ENDURANCE TROPHY FOR LMGT3 TEAMS	
				#31	#46
				5 <sup>TH</sup>	6 <sup>TH</sup>

#31

YASSER  
SHAHIN

TIMUR  
BOGUSLAVSKIY

AUGUSTO  
FARFUS

#46

AHMAD  
AL HARTHY

VALENTINO  
ROSSI

KELVIN  
VAN DER LINDE







CORVETTE Z06 LMGT3.R



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

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


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


CATEGORY	COMMITMENT	SEASON 2025 CURRENT RESULTS	
LMGT3	SINCE 2024	FIA ENDURANCE TROPHY FOR LMGT3 TEAMS	
MANUFACTURER	TYRE SUPPLIER	#33	#81
CORVETTE	GOODYEAR	1 <sup>ST</sup>	12 <sup>TH</sup>
			

#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 2025 CURRENT RESULTS	
MANUFACTURER FORD		TYRE SUPPLIER GOODYEAR		FIA ENDURANCE TROPHY FOR LMGT3 TEAMS	
				#77	#88
16 <sup>TH</sup>		15 <sup>TH</sup>			


#77




**BERNARDO SOUSA**




**BEN TUCK**





**BENJAMIN BARKER**





#88





**STEFANO GATTUSO**



**GIAMMARCO LEVORATO**



**DENNIS OLSEN**









FERRARI 296 LMGT3

VISTA  
AF CORSE

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

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

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

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

CATEGORY LMGT3	COMMITMENT SINCE 2024	SEASON 2025 CURRENT RESULTS	
		FIA ENDURANCE TROPHY FOR LMGT3 TEAMS	
MANUFACTURER FERRARI	TYRE SUPPLIER GOODYEAR	#21	#54
		8 <sup>TH</sup>	7 <sup>TH</sup>

#21





FRANÇOIS  
HÉRIAU





SIMON  
MANN





ALESSIO  
ROVERA



#54





THOMAS  
FLOHR





FRANCESCO  
CASTELLACCI





DAVIDE  
RIGON









# MCLAREN 720S LMGT3 EVO



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

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

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

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

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

CATEGORY LMGT3		COMMITMENT SINCE 2024		SEASON 2025 CURRENT RESULTS	
MANUFACTURER MCLAREN		TYRE SUPPLIER GOODYEAR		FIA ENDURANCE TROPHY FOR LMGT3 TEAMS	
				#59	#95
				3 <sup>RD</sup>	11 <sup>TH</sup>

#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 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	COMMITMENT	SEASON 2025 CURRENT RESULTS	
LMGT3	SINCE 2024	FIA ENDURANCE TROPHY FOR LMGT3 TEAMS	
MANUFACTURER	TYRE SUPPLIER	#60	#61
MERCEDES-AMG	GOODYEAR	17 <sup>TH</sup>	18 <sup>TH</sup>
			


#60




STEVEN GROVE




BRENTON GROVE




MATTEO CAIROLI



#61




MARTIN BERRY



LIN HODENIUS



MAXIME MARTIN









LEXUS RC F LMGT3





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

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

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

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

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

CATEGORY LMGT3		COMMITMENT SINCE 2024		SEASON 2025 CURRENT RESULTS	
MANUFACTURER LEXUS		TYRE SUPPLIER GOODYEAR		FIA ENDURANCE TROPHY FOR LMGT3 TEAMS	
				#78  2 <sup>ND</sup>	#87  9 <sup>TH</sup>

#78





ARNOLD  
ROBIN





FINN  
GEHSITZ





YUICHI  
NAKAYAMA



#87





PETRU  
UMBRĂRESCU





CLEMENS  
SCHMID





JOSÉ MARIA  
LÓPEZ











# PORSCHE 911 GT3 R LMGT3

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

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

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


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


CATEGORY LMGT3		COMMITMENT SINCE 2024		SEASON 2025 CURRENT RESULTS FIA ENDURANCE TROPHY FOR LMGT3 TEAMS	
MANUFACTURER PORSCHE		TYRE SUPPLIER GOODYEAR		#85	#92
				13 <sup>TH</sup>	4 <sup>TH</sup>

## IRON DAMES


## MANTHEY 1ST PHORM


#85







CÉLIA  
MARTIN






RAHEL  
FREY







MICHELLE  
GATTLING





#92







RYAN  
HARDWICK






RICCARDO  
PERA





RICHARD  
LIETZ











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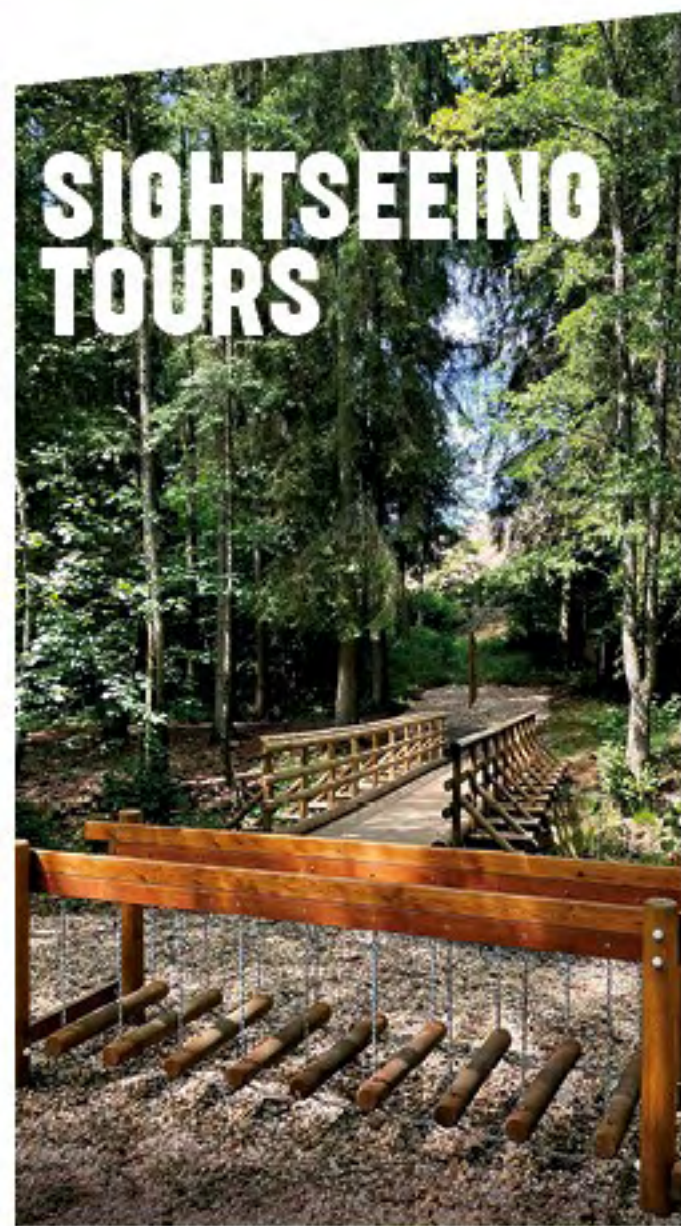
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TRACK**



**TRACK  
EXPERIENCES**



**SIGHTSEEING  
TOURS**





## FORZA FERRARI! PRANCING HORSE GALLOPS TO VICTORY ON HOME SOIL

**Ferrari maintained its perfect start to the 2025 FIA World Endurance Championship campaign in front of more than 65,500 fans in the 6 Hours of Imola today, as Antonio Giovinazzi, James Calado and Alessandro Pier Guidi converted pole position into a popular triumph.**

In a race that majored on strategic skill and astute tyre choice, the #51 Ferrari AF Corse 499P Hypercar always looked most likely to win – at one stage holding a lead of almost half-a-minute over its closest pursuer – but a series of incidents and twists-and-turns meant the result could never be taken for granted.

Indeed, a second safety car intervention with just over two hours remaining on the clock shuffled the pack, but despite coming under pressure from Porsche, Toyota and BMW, the #51 crew boldly held their nerve around the Autodromo Enzo e Dino Ferrari to take the chequered flag almost ten seconds to the good.

*“It’s been a superb weekend,”* acknowledged Giovinazzi, who remains undefeated in Hyperpole in FIA WEC in 2025. *“Since Friday, we’ve always been on top. There were a lot of Full Course Yellows and safety cars in the race, which is not easy to manage at all, but the team did a fantastic job and we were able to take all the right decisions. The car was fantastic, my team-mates were fantastic and the tifosi were fantastic. It’s been an amazing Sunday!”*

The success – Ferrari’s first overall endurance racing win on Italian soil as a factory effort since 1973 – has vaulted Giovinazzi, Calado and Pier Guidi to the summit of the Drivers’ standings with a quarter of the season now in the rear-view mirror, while the Prancing Horse maintains a healthy advantage in the chase for the Manufacturers’ crown.

BMW and Alpine exploited an alternative strategy to claim the remaining two places on the podium. Despite René Rast picking up rear wing damage in a clash with Mike Conway’s Toyota at the Curva Gresini, the #20 BMW M Team WRT Hypercar the German shares with Robin Frijns and Sheldon van der Linde fought back to clinch second.

That marked the trio’s maiden top three finish in the championship, with Alpine Endurance Team making the most of a strong qualifying performance to round out the rostrum in third, as Mick Schumacher, Jules Gounon and Frédéric Makowiecki wound up less than four seconds further in arrears.

AF Corse sealed FIA World Cup for Hypercar Teams honours in fourth with its Robert Kubica, Philip Hanson and Yifei Ye-piloted Ferrari, followed by the best of the TOYOTA GAZOO Racing entries – the #8 GR010 Hybrid – in fifth.

Sébastien Buemi was one of the stars of the race during his stint behind the wheel, as the Swiss star unleashed a defensive masterclass to keep Ferrari’s Antonio Fuoco at bay. The Italian’s team-mate Nicklas Nielsen brought spectators to their feet early on, as he scythed his way through the field from last on the 18-car grid up into the top six.

The #15 BMW was another podium protagonist before ultimately slipping to sixth ahead of the #7 Toyota, with 2024 Drivers’ champions Kévin Estre and Laurens Vanthoor scoring their first points of the season in eighth. Much like Buemi, the pair’s stablemate in the #6 Porsche Penske Motorsport 963 Hypercar, Matt Campbell, was a standout performer as the Australian confidently fended off a determined Giovinazzi for lap-after-lap in the fourth hour on higher-mileage tyres.







### REIGNING CHAMPIONS DENY HOME HERO IN LMGT3

The Imola crowd was treated to a nail-biting finish in the LMGT3 category, as – for the second event in succession – the battle for glory went right down to the wire.

This time, Qatar duellists Corvette and McLaren were replaced by Porsche and BMW. Having secured pole position in qualifying in the hands of multiple MotoGP world champion Valentino Rossi, the Team WRT BMW M4 LMGT3 EVO carried that stellar form over into the race, with Ahmad Al-Harthy opening up an early lead before his Italian team-mate further increased the crew's advantage.

Unfortunately, a subsequent clash between the home hero and Simon Mann in the #21 Vista AF Corse Ferrari that pitched the latter into the Rivazza gravel trap resulted in a stop-and-go penalty, dropping the BMW to eighth.

A searing charge by Kelvin van der Linde then hauled the #46 car right onto the tail of race leader Richard Lietz in

the closing stages, but try as he might, the South African was unable to prise the door open as his Manthey 1st Phorm rival resolutely stood his ground in the #91 Porsche 911 GT3 R LMGT3.

The Austrian's dogged defence delivered reigning LMGT3 title-winner Manthey its first victory of the campaign following a disappointing curtain-raising contest in Qatar, while forcing fan-favourite Rossi to settle for the runner-up spoils in his home race for the second consecutive year. After fighting up at the sharp end throughout, Akkodis ASP Team took third and fourth, thereby cementing Lexus' breakthrough podium finish in FIA WEC competition.

Round three of the 2025 FIA WEC campaign – the TotalEnergies 6 Hours of Spa-Francorchamps, in Belgium – will take place on 8-10 May.

Watch every moment of the action, live or on demand, via the official FIA WEC TV app – your full-access pass to the FIA World Endurance Championship.







# CALADO : IMOLA ‘ONE OF THE BEST WINS OF MY CAREER’

James Calado has described Ferrari AF Corse’s victory in last weekend’s 6 Hours of Imola as ‘one of the best wins of [his] career’, as together with team-mates Antonio Giovinazzi and Alessandro Pier Guidi, the Briton soared to the summit of the FIA World Endurance Championship standings.

Following the disappointment of the curtain-raising Qatar 1812km – when the #51 Ferrari 499P Hypercar had qualified on pole position, only to see its race unravel due to a series of unfortunate errors – the crew travelled to Imola intent on making good on its early-season promise.

Giovinazzi duly set the pace in Hyperpole for the second consecutive event in 2025 – sealing the top spot on the starting grid by the commanding margin of more than three-quarters-of-a-second – and in the six-hour contest the next day, the Italian and his two stablemates produced a virtuoso performance to navigate the various incidents and interruptions while keeping their cool to seal a famous home triumph.

Not only did the result mark a second victory in as many races for Ferrari AF Corse in FIA WEC’s top class, it was also the first for the #51 trio since the 24 Hours of Le Mans almost two years ago.

*“This is one of the best wins of my career,” enthused Calado. “I’d never stood on top of the podium in front of the tifosi before. It was an emotional and incredible feeling and I’m just so proud we managed to finally return to winning ways after such a long time – and to do it here at home, too.*

*“We made the most of our potential, showed our capabilities, had a bit of luck and executed a perfect strategy. As a team – engineers, mechanics and drivers – we did a superb job, and we dedicate this success to the tifosi.”*

*“We’ve been chasing this win for a long time, and without doubt we deserved it,” added Pier Guidi, alluding to the #51 car’s ill-fortune on a number of occasions while seemingly in a good place last season. “For one reason or another, we have come close several times without quite getting there.*



## “ THE SATISFACTION IS IMMENSE ”

*“Since winning Le Mans (in 2023), I had missed standing on the top step of the podium, but I wasn’t worried because I always focus on the end goal rather than individual results. If I’d had to choose one race to return to the top, it would have been Imola – there’s nothing better than clinching this victory in front of our tifosi.”*

Courtesy of the #50 crew’s success in Qatar and the #51’s triumph at Imola, Ferrari is firmly in control of both the Drivers’ and Manufacturers’ title battles with a quarter of the 2025 FIA WEC campaign completed. Despite that advantage, the legendary Italian marque insists now is no time to ease off the gas...

*“The satisfaction is immense,” acknowledged Ferrari Global Head of Endurance and Corse Clienti, Antonello Coletta. “After our Qatar one-two-three, Imola reaffirmed how effective our winter development work has been. My compliments to the whole team for the excellent job they did. This is undoubtedly a strong moment for us, but we can’t relax – there are six more rounds ahead, including the biggest challenge at Le Mans...”*

*“This result rewards all the efforts made and reflects the incredible work and determination of the entire team,” echoed Ferdinando Cannizzo, Head of Ferrari Endurance Race Cars. “The #51 crew delivered a flawless performance; despite the race being complex and the competition, as expected, extremely strong, we executed everything perfectly. Now, we look ahead. We are aware more tough races await, but with this spirit, I’m confident we’ll achieve further success.”*







## GENESIS REVEALS VIBRANT LIVERY FOR GMR-001 RACER

Genesis Magma Racing has unveiled the striking livery that will adorn its GMR-001 Hypercar challenger when it makes its FIA World Endurance Championship debut next year.

The Hyundai-owned luxury brand revealed the vibrant orange-and-red colour scheme on a model of its new Hypercar contender ahead of the New York International Auto Show this week.

The colours have been chosen to symbolise Korea's vibrant energy, with the design philosophy illustrating elements informed by Hangeul characters that make up the word 'Magma' in Korean script. The livery conjures up the moving emblem of Korean identity.

Inspired by the company's Magma performance line-up, the GMR-001 Hypercar combines aerodynamic precision with sculptural fluidity, balancing elegance and aggression.

The car features Genesis' signature Two-Line lighting, wrapping horizontally around the front and rear to accentuate width and aerodynamic intent. The design ensures visual brand consistency with the manufacturer's road car range, without compromising the night-time visibility so vital to endurance racing.

The GMR-001 Hypercar's bodywork was crafted at Genesis Design Europe under the guidance of Chief Creative

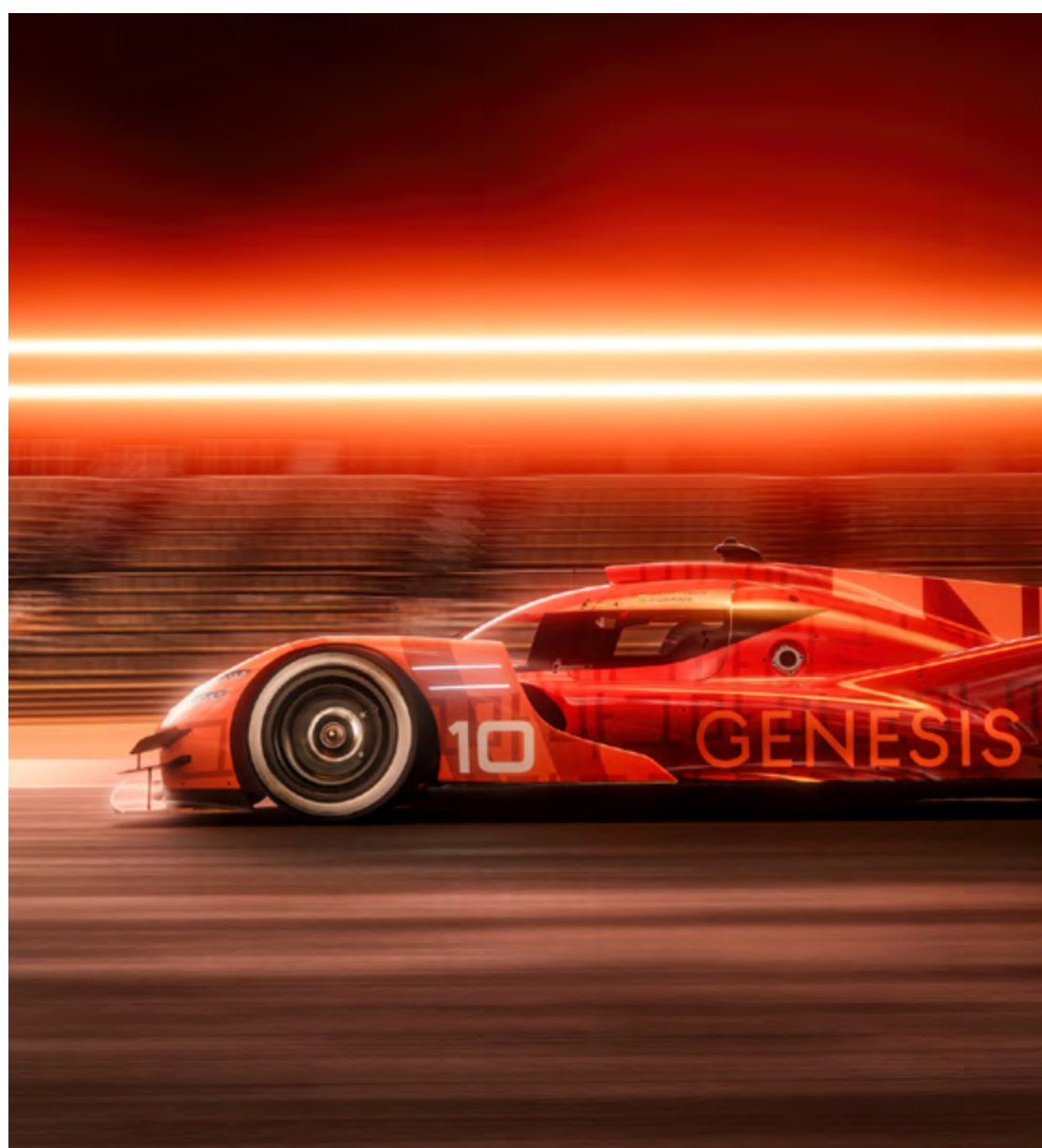
Officer Luc Donckerwolke, and features a Parabolic Line along the side profile. A flat underbody plate supports aerodynamic efficiency, while integrated inlets extract hot air to enhance thermal performance.

*"The GMR-001 Hypercar, like every race car, is a sculpture designed by the constraints of efficiency and performance – combined with the design DNA of Genesis,"* commented Donckerwolke.

*"The livery is an orchestration of the tension and balance of the distinctly Korean character of the brand with gradients from Magma orange to dark red, emphasising the high temperature of the powertrain."*

*"And the colour gradients from light to dark of the Magma writing in Hangeul is an optical doppler effect that expresses the glorious sound of the V8 twin-turbo engine in motion."*

Genesis first presented its GMR-001 last December. Two-time world champion André Lotterer and double IMSA title-winner Luis 'Pipo' Derani have already been confirmed for the programme, and the GMR-001 is expected to turn a wheel for the first time later this summer.







## MCLAREN CONFIRMS FIA WEC HYPERCAR ENTRY IN 2027

McLaren has become the latest manufacturer to commit to the FIA World Endurance Championship's burgeoning Hypercar class, with the iconic British brand preparing to enter the fray in 2027.

**“ WE ARE BACK ”**

McLaren has been absent from the discipline's top-tier since 1998, and this year marks the 30th anniversary of the company's milestone win at the 24 Hours of Le Mans with the F1 GTR crewed by JJ Lehto, Yannick Dalmas and Masanori Sekiya, as the legendary marque secured four of the top five positions in the overall classification at La Sarthe in 1995.

In partnership with United Autosports, McLaren Automotive entered FIA WEC's new LMGT3 division in 2024, tallying a trio of top four finishes in the 720S LMGT3 Evo's maiden campaign in the series and signing off with a front row lockout in Bahrain.

The team replicated that qualifying domination in the 2025 curtain-raiser in Qatar, converting its performance into a second-place finish in the race – its breakthrough podium in the championship, less than half-a-second shy of victory.

McLaren Racing CEO Zak Brown was on-site at Lusail International Circuit to witness the performance, and the American did nothing to quash the growing rumours that McLaren was finalising a step-up to the headlining Hypercar category – rumours that have now been officially corroborated.

“We're back!” Brown enthused, adding in an interview with local broadcast network, beIN Sports: “A lot comes into play when you make a decision like this – how we're doing in Formula 1, our IndyCar team, our Automotive business – and things have really never been better, so the timing is definitely good.

“With the rules that the Automobile Club de l'Ouest, the World Endurance Championship and IMSA have come up with, everyone has voted with their cars and look at the field – it's amazing with all the manufacturers, the drivers, the competition. This is a very exciting time in endurance racing...”

McLaren joins Hyundai's luxury brand Genesis and automotive heavyweight Ford in confirming its addition to the FIA WEC Hypercar grid in the coming years.





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ACCREDITATION CENTRE

OPENING HOURS

Wednesday May 7th	08:30 - 17:30
Thursday May 8th	08:00 - 18:00
Friday May 9th	08:30 - 18:00
Saturday May 10th	07:30 - 15:00

Rue de Crotteninfosse 3  
4845 Spa, Belgium



See the itinerary to  
the accreditation centre



COMPETITORS

- 1 ACCREDITATION CENTRE
- 2 PADDOCK ENTRANCE
- 3 PADDOCK
- 4 PITWALK & GRIDWALK
- SCRUTINEERING

GENERAL

- WEC OFFICIAL STORE
- MEDICAL CENTRE
- FAN ZONE
- FERRIS WHEEL
- TREASURE HUNT
- GIANT SCREEN
- FOOD & BEVERAGE
- WATER POINT
- TOILETS
- GATE
- TUNNEL

MEDIA

- MEDIA MIXED ZONE
- TV COMPOUND
- MEDIA PARKING
- EVENT PARKING
- LE MANS SPIRIT CLUB PARKING
- PARKING SUPPORT RACE





# THURSDAY, MAY 8

<b>10:30</b>	<b>11:10</b>	<i>Porsche Carrera Cup Benelux - FREE PRACTICE 1</i>
<b>11:30</b>	<b>13:00</b>	<b>FIA WEC - FREE PRACTICE 1</b>
<b>14:10</b>	<b>15:10</b>	<i>Porsche Sixt Carrera Cup Deutschland - FREE PRACTICE</i>
<b>15:30</b>	<b>16:10</b>	<i>Porsche Carrera Cup Benelux - FREE PRACTICE 2</i>
<b>16:30</b>	<b>18:00</b>	<b>FIA WEC - FREE PRACTICE 2</b>

# FRIDAY, MAY 9

<b>09:15</b>	<b>09:49</b>	<i>Porsche Sixt Carrera Cup Deutschland - QUALIFYING</i>
<b>10:10</b>	<b>10:45</b>	<i>Porsche Carrera Cup Benelux - QUALIFYING</i>
<b>11:00</b>	<b>12:00</b>	<b>FIA WEC - FREE PRACTICE 3</b>
<b>13:25</b>	<b>14:10</b>	<b>FIA WEC - PIT WALK</b>
<b>13:45</b>	<b>14:10</b>	<b>FIA WEC - AUTOGRAPH SESSION</b>
<b>14:00</b>	<b>14:10</b>	<b>FIA WEC - H2 PARADE LAPS</b>
<b>14:40</b>	<b>14:55</b>	<b>FIA WEC - QUALIFYING - LMGT3</b>
<b>15:03</b>	<b>15:15</b>	<b>FIA WEC - QUALIFYING - LMGT3 HYPERPOLE</b>
<b>15:25</b>	<b>15:40</b>	<b>FIA WEC - QUALIFYING - HYPERCAR</b>
<b>15:48</b>	<b>16:00</b>	<b>FIA WEC - QUALIFYING - HYPERCAR HYPERPOLE</b>
<b>16:50</b>	<b>17:25</b>	<i>Porsche Sixt Carrera Cup Deutschland - RACE 1</i>
<b>17:55</b>	<b>18:30</b>	<i>Porsche Carrera Cup Benelux - RACE 1</i>

# SATURDAY, MAY 10

<b>09:20</b>	<b>09:55</b>	<i>Porsche Sixt Carrera Cup Deutschland - RACE 2</i>
<b>10:25</b>	<b>11:00</b>	<i>Porsche Carrera Cup Benelux - RACE 2</i>
<b>11:40</b>	<b>12:25</b>	<b>FIA WEC - PIT WALK</b>
<b>11:45</b>	<b>12:15</b>	<b>FIA WEC - AUTOGRAPH SESSION</b>
<b>12:20</b>	<b>12:35</b>	<b>FIA WEC - H2 PARADE LAPS</b>
<b>12:44</b>	<b>12:50</b>	<b>FIA WEC - LAP OF HONOUR</b>
<b>13:15</b>		<b>FIA WEC - GRID WALK opening</b>
<b>13:25</b>		<b>FIA WEC - GRID WALK gate closing</b>
<b>13:43</b>		<b>FIA WEC - GRID WALK end of evacuation</b>
<b>13:53</b>		<b>FIA WEC - GREEN FLAG</b>
<b>14:00</b>	<b>20:00</b>	<b>FIA WEC - RACE - Rolling Start</b>



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

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

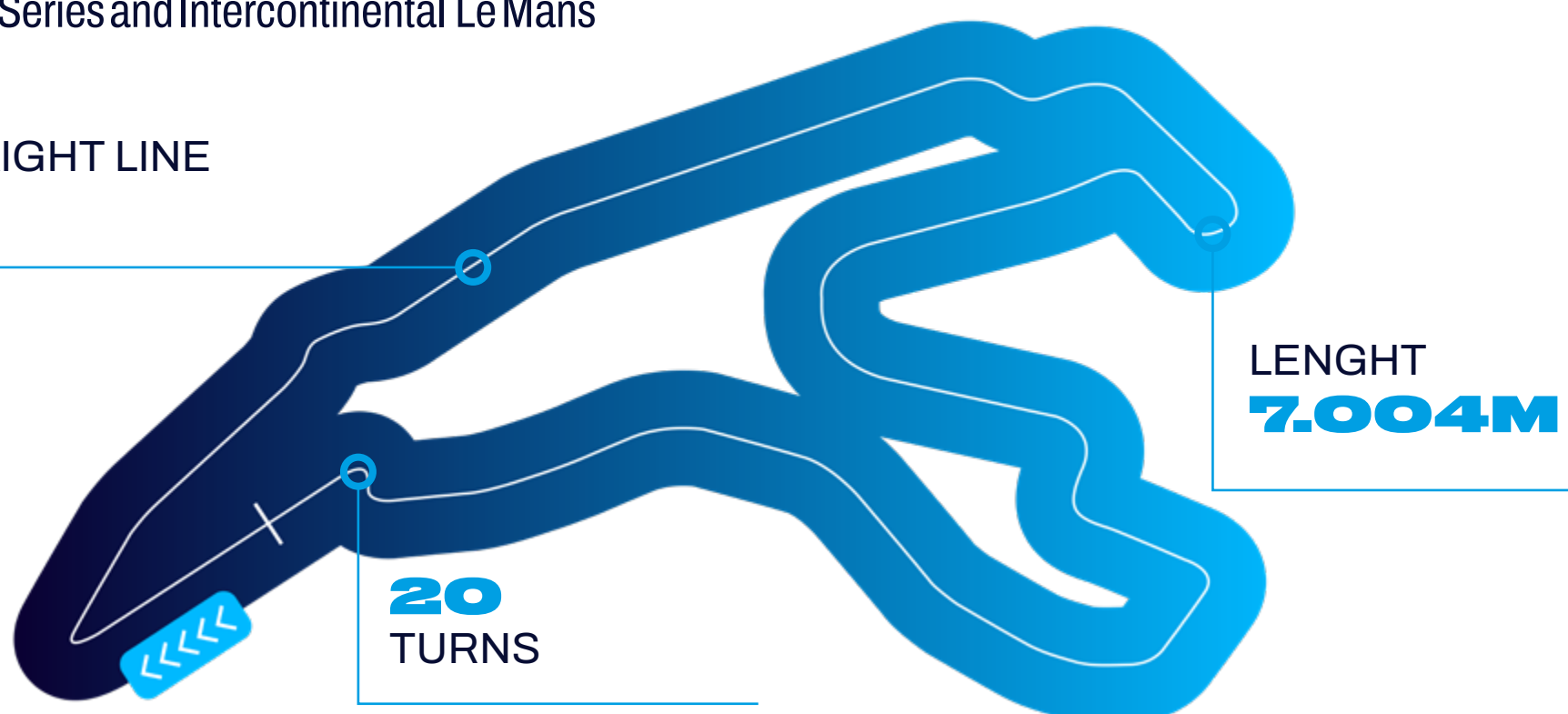
After welcoming the Sports Racing World Cup, FIA Sportscar Championship, Le Mans Series and Intercontinental Le Mans

Cup, Spa has been a staple on the FIA World Endurance Championship schedule since the series' inception in 2012.

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

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

LONGEST STRAIGHT LINE  
**2.015M**



LEFT : **9**  
RIGHT : **11**

LENGHT  
**7.004M**

### WINNERS 2024

**HYPERCAR** **12**



#### HERTZ TEAM JOTA

| W. Stevens  
| C. Illott

**LMGT3** **91**



#### MANTHEY EMA

| Y. Shahin  
| M. Schuring  
| R. Lietz

### POLE POSITION BY CATEGORY 2024

**HYPERCAR** **2:03.107**

**5** **PORSCHE PENSKEY MOTORSPORT**

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

**LMGT3** **2:20.755**

**85** **IRON DAMES**

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

### FASTEST LAP 2024

**HYPERCAR** **2:06.459**

**99** **PROTON COMPETITION**

| J. Andlauer

**LMGT3** **2:21.525**

**82** **TF SPORT**

| S. Baud

### RACE DISTANCE COVERED

**987,19KM**  
(141 laps)

**HERTZ TEAM  
JOTA #12**



# STATS

**Hertz Team Jota achieved Porsche's first overall victory at Spa in 2024.** The team brings two Cadillacs to the 2025 race; the first time two V-Series.Rs will compete in Belgium since 2023

**Five of Sebastien Buemi's 26 overall WEC victories have come at Spa,** or the Swiss driver's joint-best circuit, alongside Bahrain.

**Five Belgians compete at Spa in 2025;** Laurens & Dries Vanthoor, Stoffel Vandoorne, Maxime Martin and Tom van Rompuy – the nation's joint-best representation at home after 2024

**Laurens Vanthoor,** 2024 world champion, **is the first Belgian WEC champion to compete at their home race**

**Spa-Francorchamps hosts its 14th WEC race** in 2025, or the most of any circuit until Le Mans matches it next month.

**6 Hours of Spa continues its run** as one of only two races to occur **in every WEC season,** alongside the 24 Hours of Le Mans.

**Team WRT heads to its home race** having finished P2 in both Hypercar and LMGT3 at the previous round in Imola

**Sarah Bovy claimed the first LMGT3 pole position at Spa in 2024,** before another at Sao Paulo, and is still the only driver to achieve two LMGT3 poles

**Maxime Martin achieved his first WEC win at Spa** in 2019, and is the only Belgian driver to win at home.

**Lilou Wadoux was the first woman to win a WEC race** at Spain 2023. This year, fellow Frenchwoman Celia Martin competes at Spa for the first time.

**Four overall world champions achieved their first victories at Spa** – Loic Duval, Romain Dumas, Marc Lieb and Fernando Alonso.

**Six teams have visited the overall podium at Spa since 2021** – Toyota, Alpine, Team WRT, Ferrari AF Corse, Hertz Team Jota & Porsche Penske. All six compete in Hypercar at this race.

**Ferrari AF Corse heads to Spa having won the opening two rounds of 2025.** The team finished P3 overall at Spa in both 2023 and 2024.

**Will Stevens and Yasser Shahin** achieved their maiden Hypercar and LMGT3 wins respectively at Spa 2024. Both **return to defend these victories in 2025.**

**The 13 WEC races at Spa to-date have produced an 88.9% finish rate** over 59,304 laps of racing, for 415,365 kilometres, by 441 total entrants.

Across all classes and sub-classes combined, **no marque has claimed more podium finishes at Spa than Ferrari, with 31**

**Spa 2025 is the 18th consecutive race to feature 10+ Hypercars,** with 18 set to race. A record 18 Hypercars finished the race in Imola last month.

**This is the 30th race in the Hypercar era.** Spa-Francorchamps also hosted the debut of this era in 2021.

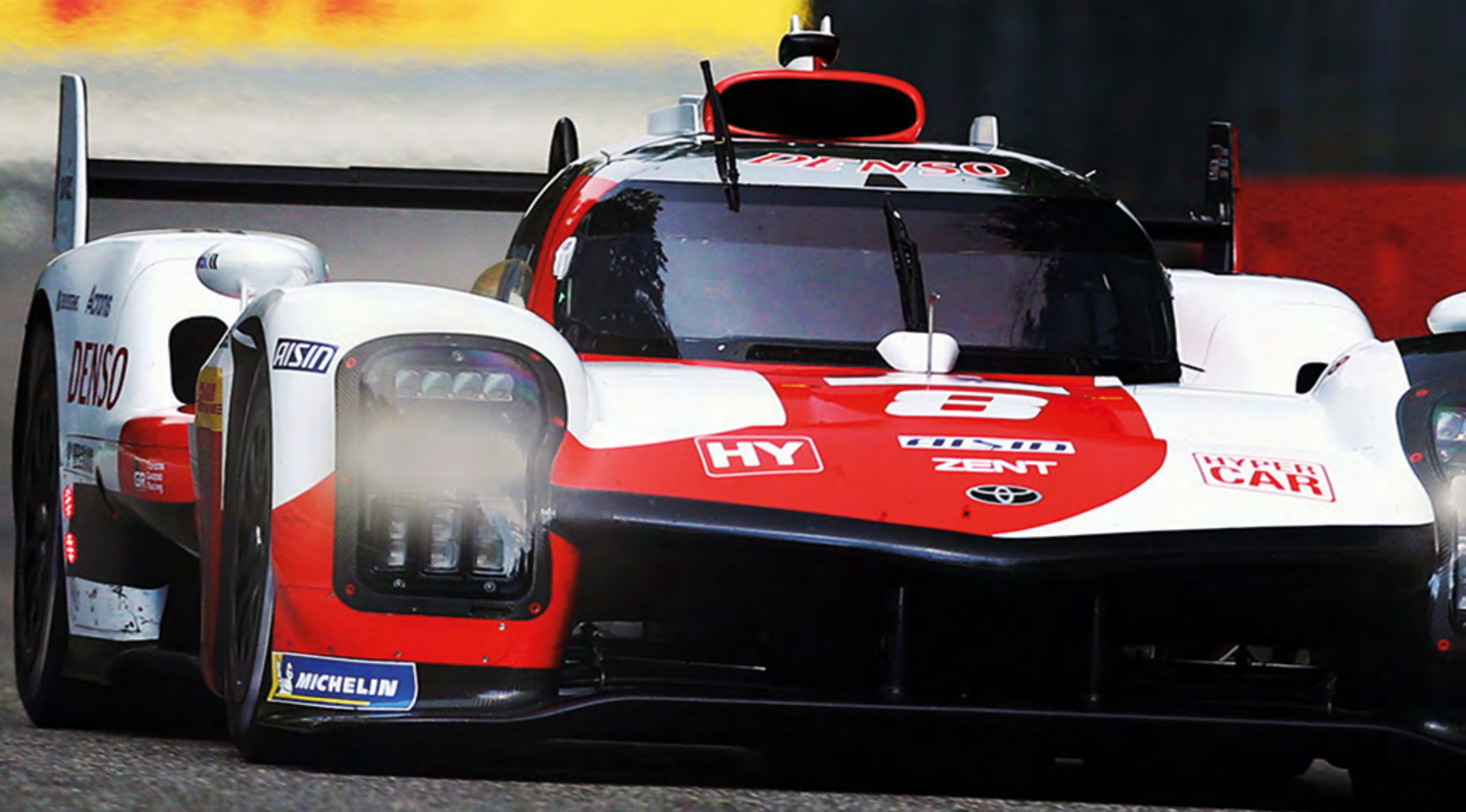
**Porsche 963 reaches 73 total entries at Spa,** beating the previous record appearances it shared in the top class with the Porsche 919 Hybrid and Toyota TS050 Hybrid.

**Eight non-finishers at Spa 2024** was the most outside of Le Mans since nine cars at Bahrain 2013

**Hertz Team Jota's win at Spa 2024 was the first by a customer Hypercar team,** and the team's 20th WEC victory

**Spa 2024 was the first race to be red-flagged** since this same race in 2022.





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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










# 2025 WEC CHAMPIONSHIP



## HYPERCAR MANUFACTURERS

	FERRARI	92 PTS
	BMW M	63 PTS
	TOYOTA	53 PTS

## LMGT3 TEAMS

	#33 TF SPORT	44 PTS
	#78 AKKODIS ASP TEAM	33 PTS
	#59 UNITED AUTOSPORTS	27 PTS

## HYPERCAR TROPHY TEAMS

AF CORSE (FERRARI #83)	63 PTS
PROTON COMPETITION (PORSCHE #99)	45 PTS

## LMGT3 DRIVERS

B. KEATING - D. JUNCADILLA - J. EDGAR (TF SPORT #33)	44 PTS
A. ROBIN, F. GEHRSTZ (AKKODIS ASP TEAM #78)	33 PTS
G. SAUCY - J. COTTINGHAM - S. BAUD (UNITED AUTOSPORTS #59)	27 PTS

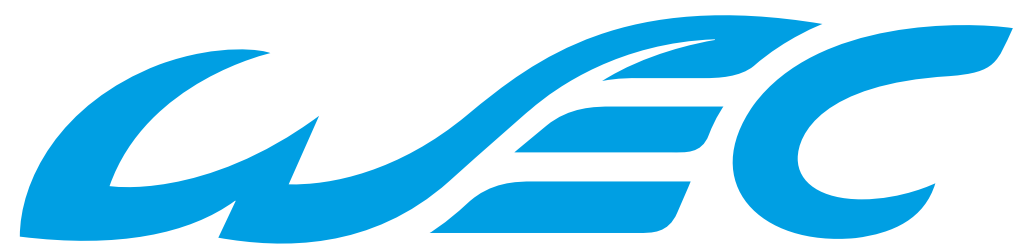
## HYPERCAR DRIVERS

A. PIER GUIDI - A. GIOVINAZZI - J. CALADO (FERRARI #51)	50 PTS
P. HANSON - R. KUBICA - Y. YE (FERRARI #83)	39 PTS
A. FUOCO - M. MOLINA - N. NIELSEN (FERRARI #50)	38 PTS



**HYPERCAR**

# ENTRY LIST



FIA WORLD **ENDURANCE**  
CHAMPIONSHIP

ALPINE ENDURANCE  
TEAM

#35

PAUL-LOUP  
**CHATIN**  
FERDINAND  
**HABSBURG**  
CHARLES  
**MILES**



ALPINE ENDURANCE  
TEAM

#36

JULES  
**GOUNON**  
FRÉDÉRIC  
**MAKOWIECKI**  
MICK  
**SCHUMACHER**



ASTON MARTIN  
THOR TEAM

#007

HARRY  
**TINCKNELL**  
TOM  
**GAMBLE**



ASTON MARTIN  
THOR TEAM

#009

ALEX  
**RIBERAS**  
MARCO  
**SØRENSEN**



BMW M TEAM WRT

#15

KEVIN  
**MAGNUSSEN**  
RAFFAELE  
**MARCIELLO**



BMW M TEAM WRT

#20

ROBIN  
**FRIJNS**  
RENÉ  
**RAST**



CADILLAC HERTZ  
JOTA TEAM

#12

ALEX  
**LYNN**  
NORMAN  
**NATO**  
WILL  
**STEVENS**



CADILLAC HERTZ  
JOTA TEAM

#38

EARL  
**BAMBER**  
SÉBASTIEN  
**BOURDAIS**  
JENSON  
**BUTTON**





FERRARI  
AF CORSE

#50

ANTONIO  
FUOCO  
MIGUEL  
MOLINA  
NICKLAS  
NIELSEN

FERRARI  
AF CORSE

#51

ALESSANDRO  
PIER GUIDI  
JAMES  
CALADO  
ANTONIO  
GIOVINAZZI

PEUGEOT  
TOTALENERGIES

#93

PAUL  
DI RESTA  
MIKKEL  
JENSEN  
JEAN-ÉRIC  
VERGNE

PEUGEOT  
TOTALENERGIES

#94

LOÏC  
DUVAL  
MALTHE  
JAKOBSEN  
STOFFEL  
VANDOORNE

PORSCHE PENSKE  
MOTORSPORT

#5

JULIEN  
ANDLAUER  
MICHAEL  
CHRISTENSEN  
NIÇO  
MÜLLER

PORSCHE PENSKE  
MOTORSPORT

#6

KÉVIN  
ESTRE  
LAURENS  
VANTHOOR  
PASCAL  
WEHRLEIN

TOYOTA GAZOO  
RACING

#7

MIKE  
CONWAY  
KAMUI  
KOBAYASHI  
NYCK  
DE VRIES

TOYOTA GAZOO  
RACING

#8

SÉBASTIEN  
BUEMI  
BRENDON  
HARTLEY  
RYŌ  
HIRAKAWA

AF CORSE

#83

ROBERT  
KUBICA  
YIFEI  
YE  
PHILIP  
HANSON

PROTON  
COMPETITION

#99

NEEL  
JAMI  
NICOLAS  
PINO  
NICOLÁS  
VARRONE



LMGT3

# ENTRY LIST



FIA WORLD **ENDURANCE**  
CHAMPIONSHIP

RACING SPIRIT  
OF LÉMAN

#10

DEREK  
**DEBOER**  
EDUARDO  
**BARRICHELLO**  
VALENTIN  
**HASSE CLOT**



HEART OF  
RACING TEAM

#27

IAM  
**JAMES**  
ZACHARIE  
**ROBICHON**  
MATTIA  
**DRUDI**



THE BEND  
TEAM WRT

#31

YASSER  
**SHAHIN**  
TIMUR  
**BOGUSLAVSKIY**  
AUGUSTO  
**FARFUS**



TEAM WRT

#46

AHMAD  
**AL HARTHY**  
VALENTINO  
**ROSSI**  
KELVIN  
**VAN DER LINDE**



TF SPORT

#33

BEN  
**KEATING**  
JONNY  
**EDGAR**  
DANIEL  
**JUNCADELLA**



TF SPORT

#81

TOM  
**VAN ROMPUY**  
RUI  
**ANDRADE**  
CHARLIE  
**EASTWOOD**



PROTON  
COMPETITION

#77

BERNARDO  
**SOUSA**  
BEN  
**TUCK**  
BENJAMIN  
**BARKER**



PROTON  
COMPETITION

#88

STEFANO  
**GATTUSO**  
GIAMMARCO  
**LEVORATO**  
DENNIS  
**OLSEN**





VISTA  
AF CORSE

#21



FRANÇOIS  
**HÉRIAU**  
SIMON  
**MANN**  
ALESSIO  
**ROVERA**

VISTA  
AF CORSE

#54



THOMAS  
**FLOHR**  
FRANCESCO  
**CASTELLACCI**  
DAVIDE  
**RIGON**

UNITED  
AUTOSPORTS

#59



JAMES  
**COTTINGHAM**  
SÉBASTIEN  
**BAUD**  
GRÉGOIRE  
**SAUCY**

UNITED  
AUTOSPORTS

#95



DARREN  
**LEUNG**  
SEAN  
**GELAE**  
MARINO  
**SATO**

IRON LYNX

#60



STEVEN  
**GROVE**  
BRENTON  
**GROVE**  
MATTEO  
**CAIROLI**

IRON LYNX

#61



MARTIN  
**BERRY**  
LIN  
**HODENIUS**  
MAXIME  
**MARTIN**

AKKODIS  
ASP TEAM

#78



ARNOLD  
**ROBIN**  
FINN  
**GEHRSTZ**  
YUICHI  
**NAKAYAMA**

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**



PORSCHE

SIXT  
CARRERA CUP  
DEUTSCHLAND

# PORSCHE SIXT CARRERA CUP DEUTSCHLAND

## Roller coaster ride for German Carrera Cup

*For its second round, the Porsche Sixt Carrera Cup Deutschland hits the ups and downs of Circuit de Spa-Francorchamps.*

The Porsche Sixt Carrera Cup Deutschland supports the “6 hours of Spa-Francorchamps” with its season races number three and four. The German one-make series features identical 510 hp strong 911 GT3 Cup cars. Three weeks after the season opener at Imola, the cup racers hit the demanding Circuit de Spa-Francorchamps. The Formula 1 track in the Ardennes is not only the longest circuit on the Carrera Cup calendar. Its numerous elevation changes - including the famous Eau Rouge section - also pose a special challenge to the drivers. «It is a real rollercoaster ride,» says Porsche Junior Alessandro Ghiretti, who drives for Schumacher CLRT.

While German Theo Oeverhaus of team Bonk Motorsport is the second official Porsche Junior on the Carrera Cup grid, Porsche Deutschland runs its own young drivers’ programme called Talent Pool. Emely de Heus is the only female in this group of eight. The 22-year-old from the Netherlands has swapped an F1 Academy single-seater for a Porsche 911 GT3 Cup fielded by German team ID Racing.

When the German Carrera Cup raced in Spa-Francorchamps the last time two seasons ago, Harry King (Allied-Racing) from England and Dutchman Loek Hartog (GP Elite) took one victory each. Both have left the series. But one driver is back, who already celebrated one win at the Belgian Formula 1 track: Marvin Klein from France. He stepped on top of the podium after last year’s Porsche Mobil 1 Supercup race at Spa-Francorchamps. For the Carrera Cup, Klein takes to the wheel of a Proton Huber Competition Porsche 911 GT3 Cup.

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

Founded in 1990, the Porsche Carrera Cup Deutschland has the longest history of any of the manufacturer’s current

one-make cups. For the 2025 season, two races of around 30 minutes each are again scheduled over eight weekends. The main partner is once again the DTM with six races in Germany, Austria and the Netherlands. Additional international flair will be provided by appearances in the FIA World Endurance Championship (WEC) in Imola and Spa-Francorchamps, Belgium.

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

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

ENTRY LIST TBC	
3	MARVIN KLEIN
4	JONAS GREIF
5	SÖREN SPRENG
8	DIRK SCHOUTEN
11	ALESSANDRO GHIRETTI
12	FLYNT SCHURING
13	ALEXANDER TAUSCHER
14	SENNA VAN SOELEN
15	DANIEL GREGOR
21	SACHA NORDEN
24	KAS HAVERKORT
25	ARIEL LEVI
26	HUUB VAN EIJNDHOVEN
27	MATHEUS FERREIRA
31	SAMER SHAHIN
32	SEBASTIAN FREYMUTH
33	MICHAEL SCHREY
34	THEO OEVERHAUS
40	JANNE STIAK
42	KIANO BLUM
44	EMELY DE HEUS
46	ROBERT DE HAAN
54	MICHAEL ESSMANN
55	COLIN BÖNIGHAUSEN
65	KAI PFISTER
69	AHMED ALKHOORI
84	AHMAD ALSHEHAB
91	GIAN LUCA TÜCCAROGLU
95	JOSEPH WARHURST
96	MIKEL AZCONA
98	JAN SEYFFERT





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# PORSCHE CARRERA CUP BENELUX

## Porsche Carrera Cup Benelux opens the season at Spa-Francorchamps

For over a decade, the Porsche Carrera Cup Benelux has traditionally opened its season at Spa-Francorchamps – and 2025 will be no exception. The fastest one-make series in the Benelux promises a spectacular show on Thursday, Friday and Saturday, offering pure motorsport and passion that perfectly aligns with the FIA WEC philosophy.

Since the championship’s inception in 2013, the Porsche Carrera Cup Benelux has been a fixture in the Belgian Ardennes. Once again, the series will support the Belgian round of the FIA World Endurance Championship – a long-standing partnership that continues into 2025.

*“This traditional season opener, during the spectacular FIA WEC weekend, is of great importance to our championship,” explains Olivier Aerts. “This event truly reflects the philosophy of the Porsche brand more than ever. Our international presence continues to grow: no fewer than eleven nationalities will line up on the grid for the opening rounds, and the sporting level keeps rising. We are also strengthening our place within Porsche’s motorsport pyramid, racing on three Formula 1 circuits this year – offering young drivers the ideal platform to progress, including towards the Porsche Mobil 1 Supercup.”*

### Consistency remains key

The structure of the Porsche Carrera Cup Benelux remains unchanged, with six race weekends on the calendar. Each meeting features two pure sprint races of thirty minutes plus one lap. Four of the six events will be held on three different F1 circuits – Spa-Francorchamps, Zandvoort (twice), and the Hungaroring – with additional rounds at Benelux venues Assen and Zolder.

### Fostering young talent

One of the championship’s defining characteristics has always been its commitment to developing young talent. The most recent champion, Dutchman Dirk Schouten, is a perfect example. Racing for reigning team champions Q1 Trackracing, Schouten claimed the 2024 title and now steps up to the Porsche Mobil 1 Supercup.

*“We wish Dirk every success – his title further motivates us to support and nurture emerging talent within our motorsport environment,” Aerts continues. “Thanks to the support of D’leteren, we welcome six young drivers (aged between sixteen and twenty-one) into our Talent Pool programme this year, including twenty-one-year-old Alexandra Vateva from Bulgaria. She becomes the first-ever female rookie driver in the Porsche Carrera Cup Benelux. In Spa, alongside the six Talent Pool drivers, a seventh rookie will also join the grid.”*

The rookie drivers represent the future of motorsport, particularly within the Porsche Motorsport Pyramid. Alongside Alexandra Vateva, the first ever rookie female driver in the series, other Talent Pool drivers to watch include Frank Porté (Q1 Trackracing), Nikola Miljkovic (Spark Racing Team), Mees Muller (PG Motorsport), Max Schlichenmeier (Kurt Ecke Motorsport), Milan Marczak (RedAnt Racing), and guest driver Hjelte Hoeffner (MDM Motorsport).

### Bertrand Baguette carries Belgian hopes

Among the eleven represented nationalities in the international Porsche Carrera Cup Benelux field, Belgian fans will be cheering for home hero Bertrand Baguette. The former FIA WEC LMP2 and Super GT champion will race under the banner of D’leteren Luxury Performance. Having previously competed in the series, Baguette is already familiar with the Porsche 911 GT3 Cup – Type 992.

*“I definitely have more experience with the Porsche now than during my first outing in the Benelux series back in 2023,” says the driver from Liège. “Recent test sessions at Francorchamps helped me regain the rhythm, re-adapt to a car without ABS or traction control, and get used to the new tyres. I’ll rely on my broader motorsport experience to challenge the established names in this great series. At this level, I have nothing to lose and everything to gain. I’m really looking forward to returning under these conditions.”*

The Porsche Carrera Cup Benelux kicks off on Thursday with free practice sessions, followed by qualifying and the first race on Friday. The second race of the weekend takes place on Saturday, just before the start of the Belgian round of the FIA WEC.

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