

MEDIA **GUIDE**

2024 SEASON

SPIRIT OF LE MANS
AROUND THE WORLD

HYPERCAR AND LMGT3
14 MANUFACTURERS

ALPINE / ASTON MARTIN / BMW M
CADILLAC / CORVETTE / FERRARI / FORD
PORSCHE / ISOTTA FRASCHINI
LAMBORGHINI / LEXUS / McLAREN
PEUGEOT / TOYOTA



FIA WORLD ENDURANCE
CHAMPIONSHIP

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WELCOME

Dear Friends,

I'm looking forward to this year's FIA World Endurance Championship season with great anticipation.

In 2024, we will witness an improved version of what is already one of the strongest and most enticing championships in the FIA portfolio.

This year, the revamped class structure has seen the arrival of new manufacturers. It is truly impressive to have 14 different automotive brands represented on the grid.

What is equally important is the fact that all these manufacturers will have the chance to reach new audiences owing to an enhanced and expanded calendar. This calendar grew from seven to eight rounds for this season and features a new race in Qatar as the season-opener, a welcome return to Brazil as well as new venues in Italy and the United States, with the latter of the two rounds now set to be held on a grade 1 circuit.

Now, in its fourth year, the Hypercar class features 19 cars from nine manufacturers – a result we can be proud of.

Since its introduction in 2006, GT3 has been one of the most successful customer racing platforms. Currently, there are 20 different GT3 models with valid FIA homologation and over 1,300 of these cars racing worldwide in different series. Now, the inclusion of GT3 cars to WEC marks a major milestone in the history of this class, while the variety of cars on the entry list promises a fascinating spectacle.

I also want to acknowledge the diversity and inclusivity of the WEC series. The variety of countries represented on the entry list is notable. Furthermore, WEC has a history of creating an environment where female competitors can flourish. Last year, for instance, we had two class victories for female drivers. This year, we will again have three women drivers present on the grid as part a single line-up.

I'd like to end by wishing everyone involved a successful and safe year, and all the fans an entertaining season of endurance racing.

With best wishes,



Mohammed BEN SULAYEM,
FIA President



WELCOME

Endurance reaches new heights

Last season, marked by the 24 Hours of Le Mans Centenary, was historic, and this year the WEC is back with an unprecedented grid.

The Hypercar class features nine constructors. All the greats of the automotive world are lining up to take part in an eight-round competition: Ferrari, Toyota, Cadillac, Peugeot, Porsche, Lamborghini, Alpine, BMW and Isotta Fraschini. The WEC is used to attracting exceptional competitors, but never this many at once!

The 2024 season also welcomes a new class: LMGT3. Diversity is the aim of the game for this category. Thanks to the popular platform, the championship will continue to cater for amateur drivers and an incredibly wide array of makes.

Given the overwhelming response to these two classes, we shall no longer accept LMP2 entries for the WEC. However, LMP2 remains a vital component of ACO series. In the ELMS and ALMS, LMP2 spells excellence and we shall set 15 slots aside for the class at the 24 Hours of Le Mans.

The 12th season of the WEC will be like no other. We should enjoy it to the fullest and feel grateful to be witnessing one of the most prolific periods in endurance racing history.

I wish our competitors, partners, spectators an excellent campaign and extend a special thank-you to the journalists who cover our sport with continued passion.



Pierre FILLON,
President of the Automobile Club de l'Ouest



WELCOME

We are on the verge of yet another FIA World Endurance Championship season, and I can tell you that it is going to be a fascinating year.

Over the last couple of years, the championship has been on an upward trajectory, undergoing constant evolution and going from strength to strength.

In 2021 the Hypercar class arrived, which in hindsight was probably the biggest revolution in the series' history. Without this change, the FIA World Endurance Championship would not be where it is today. Last year, we witnessed impressive figures and quality in the class, with 13 Hypercars from seven manufacturers enrolling in the full season.

This year, the class strengthened even further and, with 19 cars and nine manufacturers represented on the grid, it has reached its full potential.

With Hypercar well established, our focus shifted to ensuring good health of GT racing in the world's premier endurance racing series. As a natural consequence of the development of the Hypercar class, and the manufacturers moving to the top class, since 2023 GT racing in WEC has been restricted to Pro-Am line-ups. This resulted in a very strong LMGT Am class, with 14 full-time entries last year.

This year, LMGT3 is replacing the much-loved GTE class that has been part of the series since day one. However, this promises even better days for GT racing in the WEC.

The GT3 platform is the FIA's most successful customer racing class if you judge by the number of manufacturers involved and the number of homologated models. The cars compared to the GTE specification are more cost-effective, are well suited to the needs of drivers of all experience levels, produce great racing, and most importantly, offer the FIA WEC great variety of makes and models.

This year we will have 18 cars from nine different manufacturers in LMGT3, which is a truly remarkable result! Overall, a staggering number of 14 manufacturers (the highest in FIA WEC history), will be represented across both classes.

Another very important development within the series is the calendar expansion. Over the last couple of seasons, WEC has enjoyed a consistent and stable calendar, but this year we will feel a breath of fresh air. The core of the calendar remains the same, but the number of rounds increased once again as we're set for eight races for the first time since the 2019–20 season.

We are returning to Brazil's Interlagos and USA's Circuit of the Americas, while Qatar's Lusail and Italy's Imola will debut on the calendar. All in all, we are having a calendar with a bit of old and a bit of new, comprised of modern world-class circuits in pretty much every corner of the globe. This gives everyone, from the competitors to the fans, something exciting to look forward to.

It is going to be a great season and I wish everyone involved and everyone interested all the best. We can consider ourselves lucky to be living through a golden era of endurance racing, so let's all enjoy the moment!



Richard MILLE,
FIA Endurance Commission President



WELCOME

The 2023 FIA WEC season was a roaring success – both on and off track. We saw return of both Ferrari and Porsche to the top class of endurance racing and witnessed record-breaking crowds at several WEC races including a sell-out audience for the Centenary celebration of the 24 Hours of Le Mans.

Since the Hypercar class was introduced in 2021, the WEC has grown immeasurably with the class reaching record numbers for the 2024 season. Also new for 2024, the WEC will consist of two classes: Hypercar and the all-new LMG3 category. The latter replaces the LMGTE class that has been on the WEC grid since the series' inaugural season in 2012 and is based around FIA's existing GT3 technical platform.

A staggering 14 manufacturers will be represented on the grid including Alpine, Aston Martin, BMW, Cadillac, Corvette, Ferrari, Ford, Isotta Fraschini, Lamborghini, Lexus, McLaren, Peugeot, Porsche and Toyota – all highlighting the continued growth of the world's premier endurance racing series. To have an entry list featuring 19 Hypercars plus 18 LMG3 entries representing 14 different manufacturers truly reflects the golden era of endurance racing that we are experiencing right now.

What's even more exciting is that we are expanding our calendar to eight races so that even more fans can enjoy the action.

Our new race in Brazil means that the WEC will visit five regions in 2024 – Europe, Asia, North America, South America and the Middle East – allowing us to reach even more fans in new territories.

The 2024 season is expected to be our biggest and best yet, we can't wait for you to join us!



Frédéric LEQUIEN,
WEC CEO

2024 CALENDAR



PR  QATAR	FEB 24-25
R1  QATAR QATAR 1812 KM	MARCH 2
R2  ITALY 6 HOURS OF IMOLA	APRIL 21
R3  BELGIUM TOTALENERGIES 6 HOURS OF SPA-FRANCORCHAMPS	MAY 11
R4  FRANCE 24 HOURS OF LE MANS	JUNE 15-16
R5  BRAZIL ROLEX 6 HOURS OF SÃO PAULO	JULY 14
R6  USA LONE STAR LE MANS (COTA)	SEPT 1
R7  JAPAN 6 HOURS OF FUJI	SEPT 15
R8  BAHRAIN BAPCO ENERGIES 8 HOURS OF BAHRAIN	NOV 2

WHAT'S NEW TO THE WEC IN 2024

The 2024 FIA World Endurance Championship is set to be the strongest yet with a record-breaking 19 Hypercar entries, 18 LMGT3 cars and a total of 14 manufacturers across the two classes.

However, what else is new to the WEC in 2024? Below are some of the main changes affecting the world's premier endurance racing series for the upcoming season.

HYPERCAR CLASS

The Hypercar class continues to go from strength to strength and in 2024, there will be 19 full-time Hypercar entries (up from 13 in 2023). New manufacturers include Alpine, BMW, Isotta Fraschini and Lamborghini who join existing marques Cadillac, Ferrari, Peugeot, Porsche and Toyota.

LMGT3 CLASS

The new-for-2024 GT class will be based around FIA's existing GT3 technical platform and will focus on gentlemen drivers and private teams. LMGT3 will replace cars built to LMGT2 technical regulations that have been on the WEC grid since the series' inaugural season in 2012. The cars will feature several WEC-specific adaptations such as torque sensors, luminescent number panels and leader lights. In 2024, there will be 18 LMGT3 cars on the WEC grid, including entries cars from Aston Martin, BMW, Corvette, Ferrari, Ford, Lexus, Lamborghini, McLaren and Porsche.

NEW VENUES

The 2024 WEC calendar will increase to eight rounds in 2024 (up from seven in 2023) with the addition of a new race in South America. The WEC will travel to five regions in 2024 (Asia, Europe, North America, South America and the Middle East).

There will be two brand-new race venues for the WEC (Lusail in Qatar and Imola in Italy) while there will be two returning circuits (Interlagos in Brazil and COTA in the USA). The remaining four venues have been on the WEC calendar for several years [Le Mans, Spa-Francorchamps, Bahrain and Fuji].

QUALIFYING

For 2024, an enhanced qualifying format will see Hypercar and LMGT3 classes feature two sessions each. Both classes will have a 12-minute qualifying followed by a 10-minute-long Hyperpole for the top 10 qualifiers that will decide the pole position winners.

The second session is reserved for the 10 best cars from the first qualifying practice session for each category which will determine the first 10 positions on the starting grid for each category. Previously each class featured a single, 15-minute qualifying, with the Hyperpole format reserved only for round four of the WEC, the 24 Hours of Le Mans.

SAFETY CAR PROCEDURE

New for 2024, the Race Director may declare a Virtual Safety Car (VSC) if deemed necessary. Each VSC period will be systematically followed by a Safety Car procedure.

The VSC is a tool intended to secure interventions around the track in the event of an accident and can be used for an approximate duration of two laps before deployment of the Safety Car (SC).

Once VSC is displayed on the monitors, the cars must slow down to 80kph, in a single line, and maintain the distance that separates them from the car in front and the one behind. Access to the pit lane will remain open for the duration of the VSC. When the Race Director deems it appropriate, he will terminate the VSC procedure by deploying the SC procedure.

[READ THE FULL 2024 FIA WORLD ENDURANCE CHAMPIONSHIP SPORTING REGULATIONS HERE >>>](#)

HYPERCAR

The Hypercar class is the top-tier in the FIA World Endurance Championship. The cars racing in this class are high-tech purpose-built racing prototypes.

The Regulations allows for variety of technical approaches, with both hybrid or non-hybrid power units as well as both rear and four-wheel-drive layouts allowed. Relatively low aerodynamic restrictions allow the manufacturers to incorporate styling elements into their designs, therefore making their cars distinctive and easy to recognise.

The cars have a total combined power output (engine + hybrid system) of 520 kW and a minimum weight of 1030kg.

This class features cars built to one of the following sets of technical regulations:

- LMH (Le Mans Hypercar), where each of the manufacturers designs and builds their own car
- LMDh (Le Mans Daytona h), where chassis is supplied by one of the four constructors: Dallara, Ligier, Multimatic or Oreca.

All cars competing in the Hypercar class are shod with tyres from exclusive supplier, Michelin.

LMH	LMDh
Hybrid or non-hybrid	Hybrid only
Front hybrid (if installed)	Rear hybrid only
4WD (if hybrid)	Rear-wheel drive
Manufacturer specific hybrid and battery	Common hybrid system



2024 HYPERCAR CATEGORY

GR TOYOTA
GAZOO
Racing



Isotta Fraschini
IF
MILANO



2024 HYPERCAR CATEGORY





LMGT3

WEC's new GT class is based around FIA's existing GT3 technical platform, with the focus remaining on gentlemen drivers and private teams. LMGT3 replaces cars built to LMGTE technical regulations that have been on the WEC grid since the series' inaugural season in 2012. The cars feature several WEC-specific adaptations such as luminescent number panels and leader lights.

For its inaugural season, there are 18 entries in LMGT3, including two-car teams from nine global brands (Aston Martin, BMW, Corvette, Ferrari, Ford, Lexus, Lamborghini, McLaren and Porsche).

Team WRT (BMW M4 GT3) enters the LMGT3 the fray with seven-time MotoGP World Champion Valentino Rossi named to drive the No. 46 entry. British powerhouse McLaren joins with endurance experts United Autosports to make its LMGT3 debut with a pair of McLaren 720S GT3 Evos

GT3 specialists from Akkodis ASP Team will compete with two Lexus RCF entries while Iron Lynx and Iron Dames are entered with the Lamborghini Huracan GT3 Evo2.

Highly-successful GTE Am team TF Sport aligns with 2023 champions Corvette Racing for 2024 to run a pair of Corvette Z06 GT3.R cars. Finally, there is the return of several familiar teams such as AF Corse, which is renamed as Vista AF Corse for 2024 (Ferrari 296 GT3), Heart of Racing Team and D'Station Racing (Aston Martin Vantage GT3), Proton Competition (Ford Mustang GT3) and Manthey PureXRRacing /Manthey EMA (Porsche 911 GT3 RS).

FIA WEC

SEASON 12 GRID

14 MANUFACTURERS

19

HYPERCARS

18

LMGT3s

[SEE THE 2024 ENTRY LIST >>>](#)



OUR CARS

MAKE THE DIFFERENCE



HYPERCAR

PROFESSIONAL DRIVERS LINE-UPS
-
CLOSED COCKPIT PROTOTYPES



MAX SPEED
330 KM/H



WEIGHT
1 030 KG



«HYPERCAR»
RED ON WHITE



LMGT3

PRO-AM DRIVERS LINE-UPS
-
CARS DERIVED FROM PRODUCTION
VEHICLES



MAX SPEED
300 KM/H



WEIGHT
1 250 KG



«GT3»
ORANGE ON WHITE



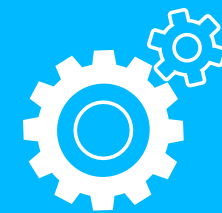


VALUES



ACCESSIBILITY

- Affordable entertainment for everyone
- Open paddock access for the public
- Spreading the spirit of Le Mans over 3 continents



INNOVATION

- Development of transferrable hybrid and hydrogen technologies
- Automotive industry living laboratory
- First worldwide championship to use a biofuel from 2022



TEAM SPIRIT

- Multi-class racing
- 2-3 drivers per car
- Sharing pure motorsport passion
- Experience the race, at the heart of the action





ENERGY

An innovative approach

Through WEC's Sporting and Technical Regulations, the FIA and the ACO encourage car manufacturers and teams to find energy solutions for the future: biofuels, bio-methane, hydrogen, zero emissions.

It took 40 years (1960-2000) to reduce the fuel consumption at the 24 Hours of Le Mans by 50%. The same level of economy has been accomplished again in just six years (2010-2016).

Motorsport has always pushed manufacturers to innovate. It also has allowed them to test the validity of these innovations. As such, the 24 Hours of Le Mans and the WEC hold a special place, because the search for performance is added to that of reliability.





From viticulture...

CO-PRODUCTS FROM MARCS AND LEES



NOTHING IS CREATED WHICH DOESN'T ALREADY EXIST!

1. **WASHING**
of the marcs and lees to recover the residual ethanol they contain
2. **DISTILLATION**
to obtain a pure ethanol raw material
3. **DEHYDRATION**
to get a compatible quality with fuel use
4. **TRANSFORMATION**
from ethanol to biogasoline

...to the track

A NEW 100% CERTIFIED SUSTAINABLE FUEL



excellium
Racing 100

TotalEnergies becomes the official supplier of 100% certified* sustainable fuel for the FIA World Endurance Championship, including the 24 Hours of Le Mans as well as for the European Le Mans Series from 2022.

24h
LE MANS.



WEC
FIA WORLD ENDURANCE
CHAMPIONSHIP
A PARTNERSHIP

Excellium Racing 100

TotalEnergies becomes the official supplier of 100% certified* sustainable fuel for the FIA World Endurance Championship, including the 24 Hours of Le Mans as well as for the European Le Mans Series from 2022. Excellium Racing 100 fuel reduces CO2 emissions by at least 65%**.



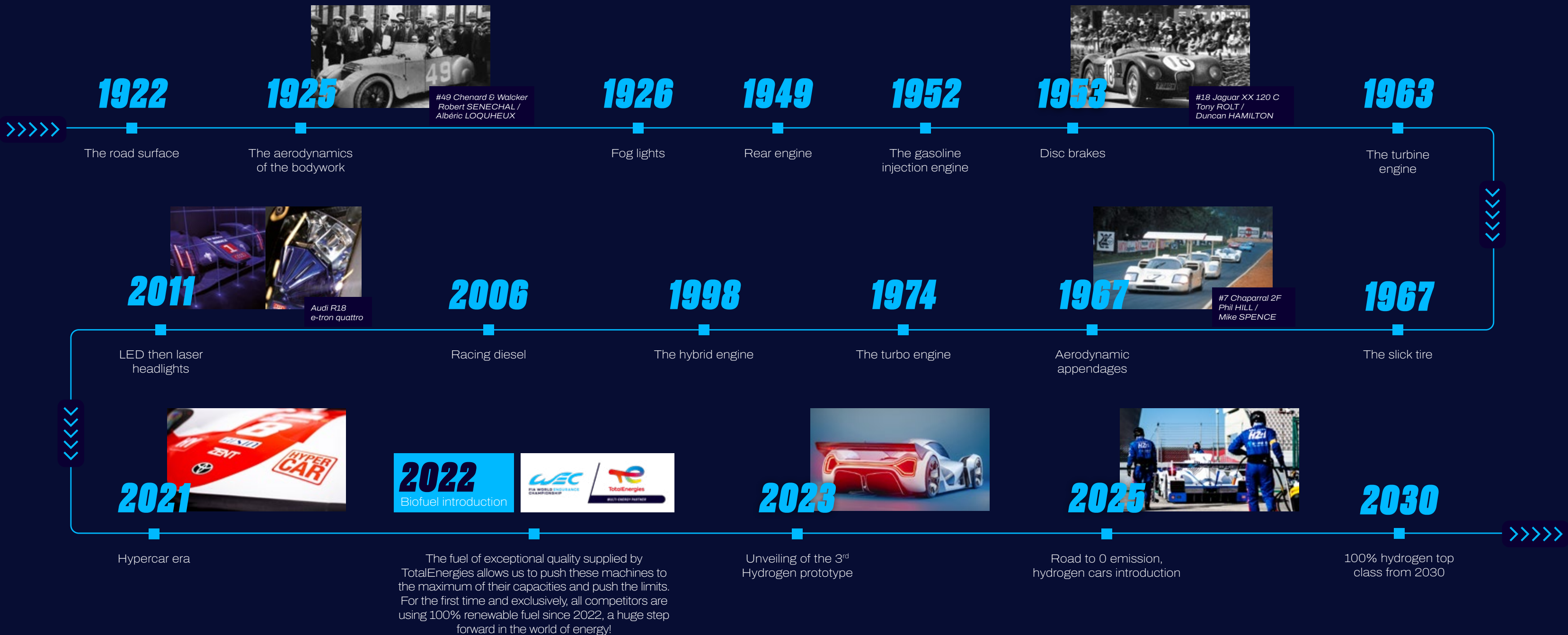
*Excellium Racing 100 is a certified 100% sustainable product according to the mass balance system applied by a voluntary certification organisation approved by the European Union.

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

THE FIA WEC AND THE 24H OF LE MANS

THE RACE FOR INNOVATION

For 100 years, the 24 Hours of Le Mans has been at the forefront of the mobility history, increasing safety, confort, performance and efficiency for everyone's daily cars. The next centerenary will mark a new step as a leading player for sustainable mobility, including the fight against carbon emissions.



KEY FIGURES

2023



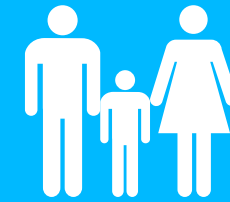
SPORTING
STATISTICS

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A DYNAMIC
DIGITAL
COMMUNITY

[MORE INFOS >>](#)



FAN
PROFIL

[MORE INFOS >>](#)



FAN
ATTENDANCE

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MEDIA
ATTENDANCE

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GLOBAL
TV PRESENCE

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DIGITAL PRESS
PRESENCE

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1812 KM

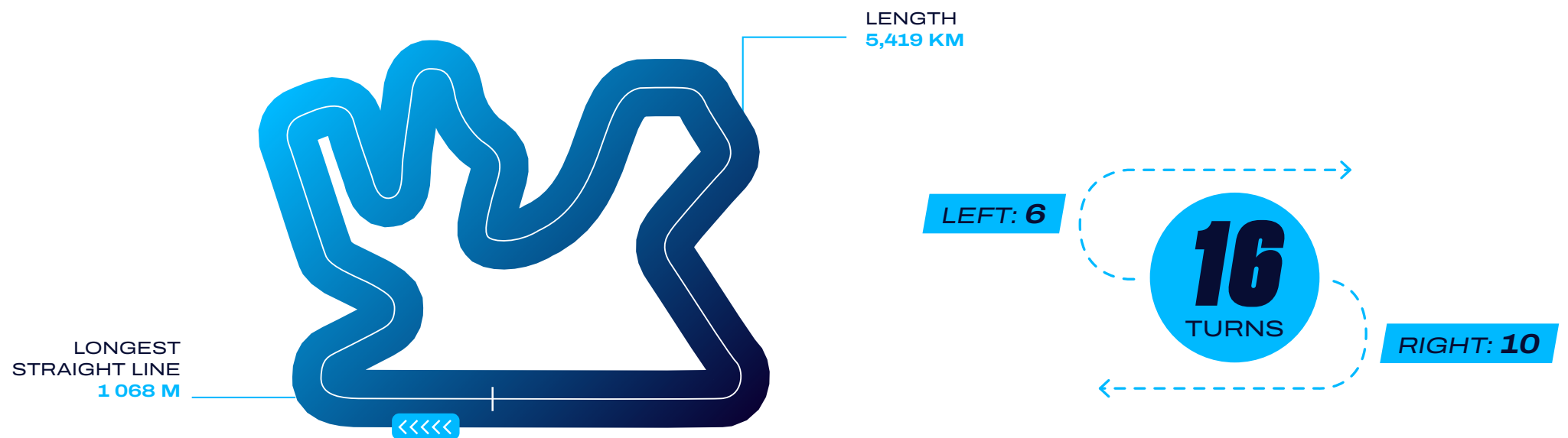
QATAR

24 - 25 FEBRUARY - 2 MARCH

Lusail International circuit (LIC) is a premier motorsport entertainment destination in Qatar that combines a world-class FIA Grade 1 and FIM Grand A circuit, bespoke hospitality lounges, and state-of-the-art facilities to support various action-packed international and local motorsport events.

Hosting the only Middle Eastern round of the MotoGP World Championship since 2004 following the construction of the circuit, LIC has steadily grown its portfolio of major international motorsports events and, in November 2021, welcomed Formula 1 to Doha. More recently, LIC announced that the FIA WEC will debut in Qatar as "Qatar 1812" in 2024 to 2029, meaning that all three pinnacle global motorsport events will now occur at the circuit.

Recent enhancements to the 5.148 kilometers Lusail International Circuit such as innovative technology upgrades to the race control, media, and medical centers, new pit boxes, and expanded fan areas, advance the circuit's ambition to provide unforgettable experiences to motorsports enthusiasts.



CONTACT

QATAR

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Media & Communications Team
media@lcsc.qa



TRAVEL INFO

Timezone GMT +3
Convenient Airport: Hamad International Airport
Language: Arabic
Currency: Qatari Riyal
Average Temperature: 27° / 18°C
Average Rainfall: 15 mm

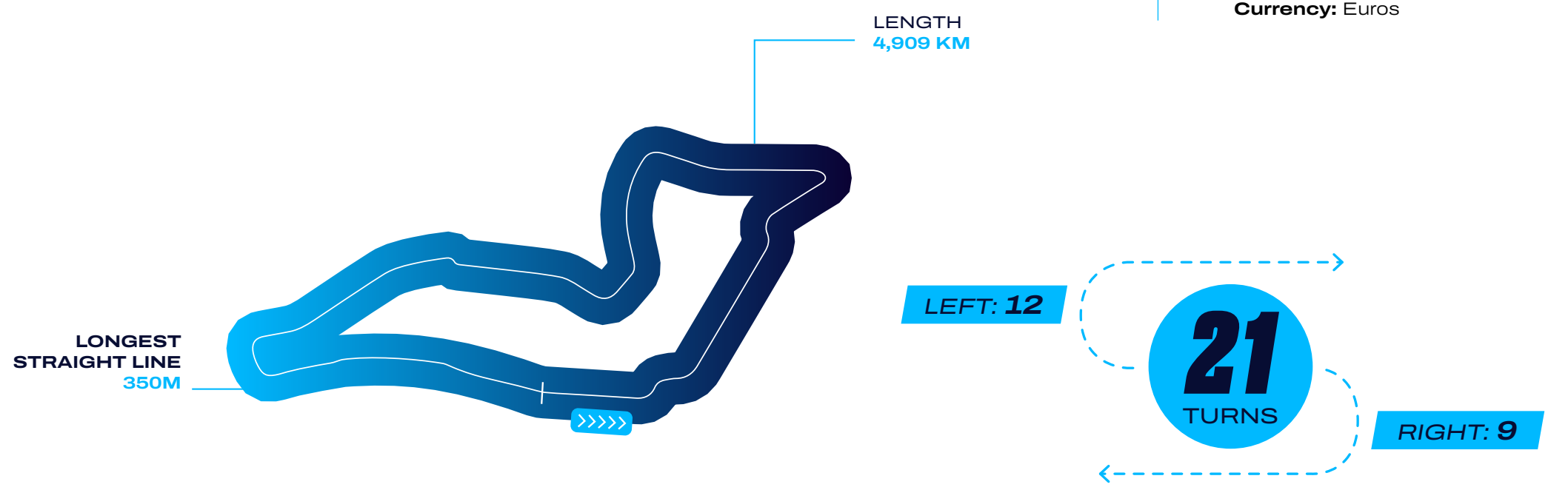


6 HOURS OF **IMOLA**

21 APRIL

The Autodromo Internazionale Enzo e Dino Ferrari has already hosted endurance races such as Intercontinental Le Mans Cup in 2011, precursor of the WEC; and, from 2013 to 2016, the European Le Mans Series. Going even further back in time, in 1984 the Autodromo was the scene of a round of the World Sports Prototype Championship, the Imola 1000 KM.

The 2024 race is going to be unmissable due to the renewed duel between Toyota and Ferrari, but also the arrival of new Italian prestigious brands such as Lamborghini and Isotta Fraschini. An extraordinary sporting battle on one of the most iconic circuits in motorsport.



CONTACT

ITALY

Address
Autodromo Internazionale Enzo e Dino Ferrari
40 026 Imola BO – Italy

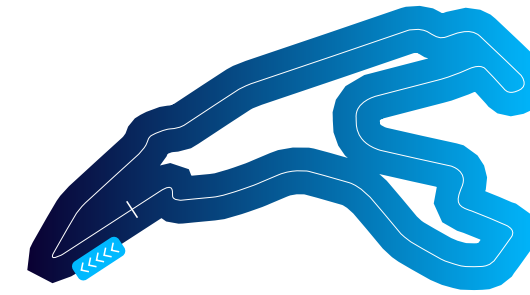
Website
www.autodromoimola.it

Media contact
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Press Officer
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marcello.pollini@autodromoimola.it



TRAVEL INFO

Timezone GMT +1
Convenient Airport:
Bologna Airport (BLQ),
50km
Language: Italian
Currency: Euros



6 HOURS OF
SPA FRANCORCHAMPS 

11 MAY

Since 1966, legendary endurance racers have competed on the Spa-Francorchamps circuit in the Belgian Ardennes generating exciting and spectacular races. Subject to often unpredictable weather conditions, Circuit of Spa-Francorchamps is a track that thrills like no other and is a firm favourite of every driver in the world.

Technical, demanding, with challenges for drivers and strategists alike, the sight of prototypes and GT cars thundering into Eau Rouge is one never to be forgotten.

CLASSIFICATION

	7 May 2022	29 April 2023
HYPERCAR	CONWAY/KOBAYASHI/LOPEZ Toyota Gazoo Racing No. 7 Toyota GR010 Hybrid – 103 laps	CONWAY/KOBAYASHI/LOPEZ Toyota Gazoo Racing No. 7 Toyota GR010 Hybrid – 148 laps
LMP2	GELAE/FRIJNS//RAST WRT No. 31 Oreca 07 – 103 laps	ANDRADE/KUBICA/DELÉTRAZ WRT No. 41 Oreca 07 – 146 laps
LMGTE Pro	CALADO/PIER GUIDI AF Corse No. 51 Ferrari 488 GTE Evo – 102 laps	-
LMGTE Am	RIED/PRIAULX/TINCKNELL Dempsey – Proton Racing No. 77 Porsche 911 RSR – 99 laps	PEREZ COMPANC/WADOUX/ROVERA Richard Mille AF Corse No. 83 Ferrari 488 GTE Evo – 140 laps

 [Find the complete results of the previous seasons](#)



CONTACT

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 BELGIUM

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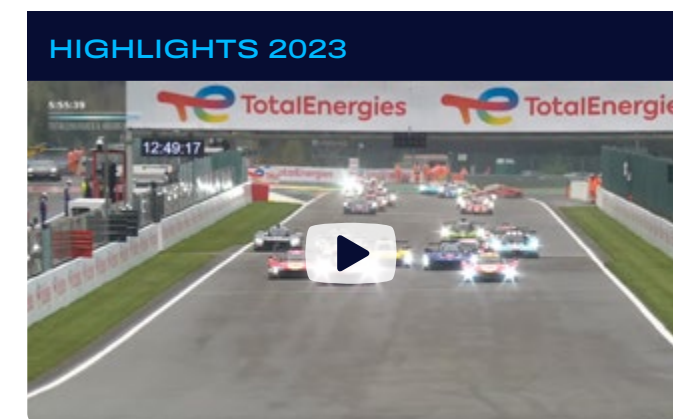
Website
www.spa-francorchamps.be

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 International Concept Event sa
 Tubeseck 5 / 9912
 TROISVIERGES
 LUXEMBOURG
media@ice-lux.com



TRAVEL INFO

Timezone GMT +1
Convenient Airport:
 Brussels Zaventum (BRU) 134 km
 Liege Bierset (LGG) 56 km
 Charleroi Brussels (CRL) 132 km
 Dusseldorf (DUS) 144 km
 Maastricht (MST) 71 km
Language: Dutch (Flemish),
 French (Wallon), German
Currency: Euro
Average Temperature: 14°/7°C
Average Rainfall: 90 mm





6 HOURS OF
SPA FRANCORCHAMPS

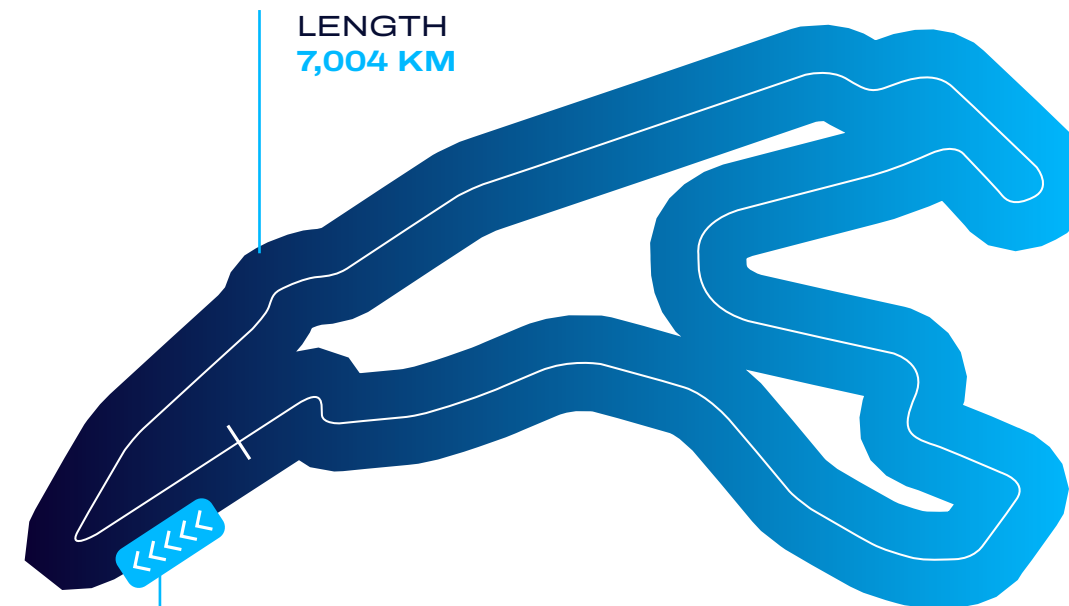


11 MAY

**WINNERS
2023**



CONWAY/KOBAYASHI/LOPEZ
NO. 7 TOYOTA GR010 HYBRID



LENGTH
7,004 KM

LONGEST STRAIGHT LINE
2 015 M

RACE DISTANCE COVERED



1036,21KM BY NO 7
TOYOTA GAZOO RACING

LEFT: 9

20
TURNS

RIGHT: 7

POLE POSITION 2023
BY CATEGORY

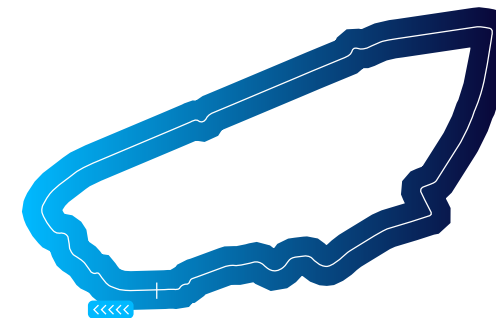
HYPERCAR
CONWAY/KOBAYASHI/LOPEZ
TOYOTA GAZOO RACING
NO. 7 TOYOTA GR010 HYBRID – 2:00.812

LMP2
PIERSON / T. BLOMQVIST / O. JARVIS
ORECA 07
NO. 23 UNITED AUTOSPORTS – 2:05.979

LMGTE AM
A. AL HARTHY / M. DINAN / C. EASTWOOD
ORT BY TF
NO. 25 ASTON MARTIN VANTAGE AMR – 2:17.216



24 HOURS OF LE MANS



15-16 JUNE

One of the greatest and best-known spectacles in the world, and the main event on the WEC calendar: the 24 Hours of Le Mans. First run in 1923 by the Automobile Club de l'Ouest, this year's event will return to its traditional June date. It offers fans an unparalleled social and sporting occasion and competitors the opportunity to earn bonus Championship points which are key for title challenges.

Le Mans allows teams and drivers to measure themselves against their peers, with the crème-de-la-crème of driving, engineering, organisation and marketing talent displaying their skills on a stage which is recognised and followed on a global basis. With close to 1000 media attendance, broadcasts to more than 130 countries and a field of 62 entries, the event continues to surpass all others.

CLASSIFICATION

	11-12 June 2022	10-11 June 2023
HYPERCAR	BUEMI/HARTLEY/HIRAKAWI Toyota Gazoo Racing No. 8 Toyota GR010 Hybrid - 380 laps	PIER GUIDI / CALADO / GIOVINAZZI Ferrari AF Corse No. 51 Ferrari 499P – 342 laps
LMP2	DA COSTA/GONZALEZ/STEVENS JOTA No. 38 Oreca 07 – 369 laps	SMIECHOWSKI / COSTA / SCHERER Inter Europol Competition No. 34 Oreca 07 – 328 laps
LMGTE Pro	BRUNI/LIETZ/MAKOWIECKI Porsche GT Team No. 91 Porsche 911 RSR – 350 laps	-
LMGTE Am	KEATING/CHAVES/SORENSEN TF Sport No. 33 Aston Martin Vantage – 343 laps	CATSBURG / KEATING / VARRONE Corvette Racing No. 33 Chevrolet Corvette C8.R – 313 laps



[Find the complete results of the previous seasons](#)



CONTACT

FRANCE

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TRAVEL INFO

Timezone GMT +1
Convenient Airport:
Paris Charles de Gaulle (CDG)/
Paris Orly (ORY) 205 km
Tours (TUF) 102 km
Le Mans Arnage Airport (LME)
opposite circuit entrance
Currency: Euro
Average Temperature: 25°/13°
Average Rainfall: 49 mm

HIGHLIGHTS 2023



**HIGHLIGHTS
RACE**



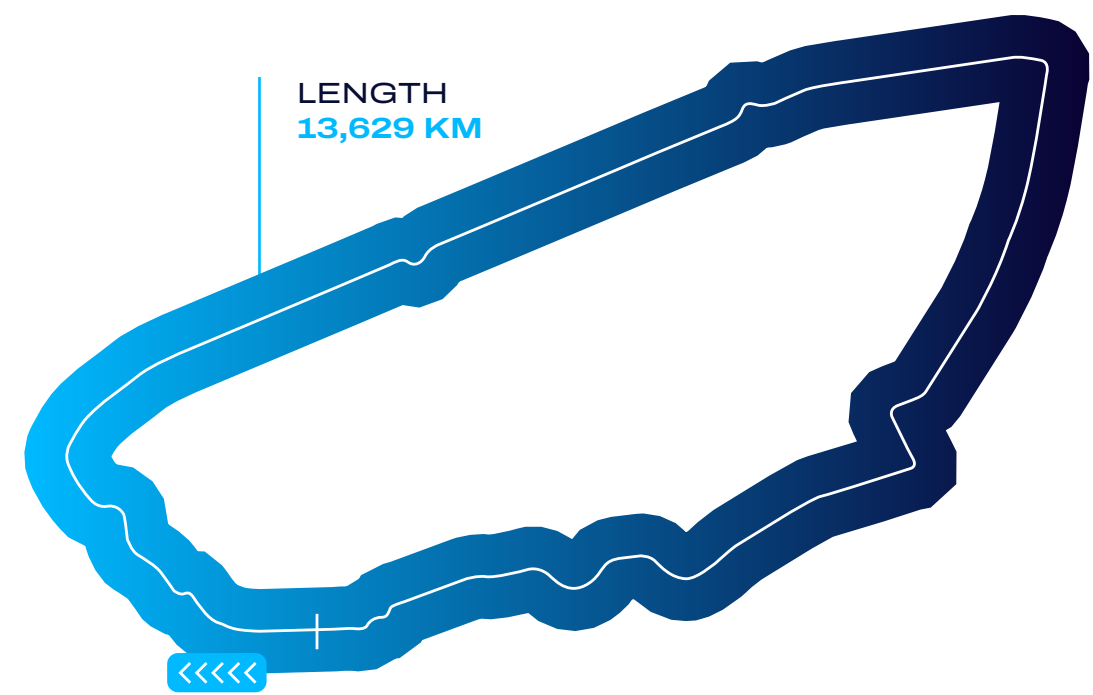
24 HOURS OF LE MANS

15-16 JUNE

WINNERS 2023



PIER GUIDI / CALADO / GIOVINAZZI
NO. 51 FERRARI AF CORSE



LENGTH
13,629 KM

RACE DISTANCE COVERED



4659,40KM BY NO 51
FERRARI AF CORSE

LEFT: 13

33
TURNS

RIGHT: 20

POLE POSITION 2023 BY CATEGORY

HYPERCAR

A. FUOCO / M. MOLINA / N. NIELSEN
FERRARI 499P
NO. 50 FERRARI AF CORSE - 3:22.982

LMP2

P. LAFARGUE / P. CHATIN / L. HÖRR
ORECA 07
NO. 48 IDEC SPORT - 3:32.923

LMGTE AM

N. CATSBURG / B. KEATING / N. VARRONE
CHEVROLET CORVETTE C8.R
NO. 33 CORVETTE RACING - 3:52.376



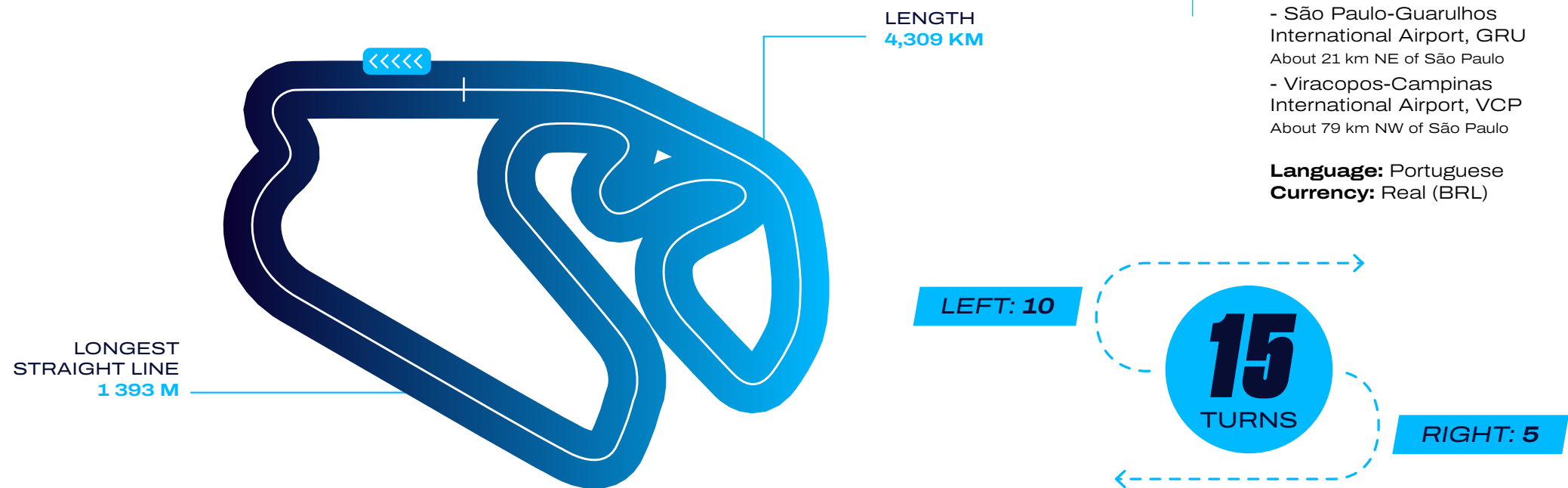
ROLEX 6 HOURS OF

SÃO PAULO

14 JULY

The WEC raced at the iconic Interlagos circuit from 2012 – 2014, but this year's 6 Hours of São Paulo will mark the first time in a decade that the world's premier sportscar series has raced in Brazil. The new contract between WEC and the Mayor of São Paulo (Ricardo Nunes) will see the World Championship host a race in the city for a minimum of five editions.

At 4.3km in length, 15 turns and driven in anti-clockwise direction, the Interlagos circuit is particularly demanding for the drivers due to the gradient changes but there's also plenty of overtaking opportunities too with a long pit straight and the "Reta Oposta" back straight.



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Media contact

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TRAVEL INFO

Timezone GMT -3

Convenient Airport:

- Congonhas-São Paulo
Airport, CGH

About 9 km SSW of São Paulo

- São Paulo-Guarulhos
International Airport, GRU

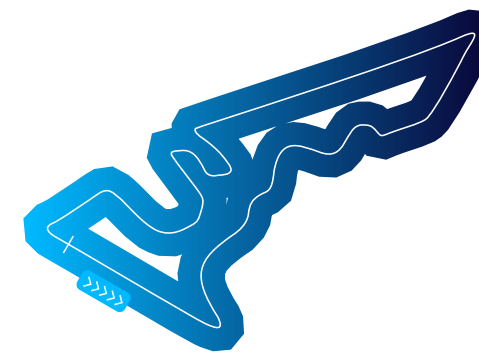
About 21 km NE of São Paulo

- Viracopos-Campinas
International Airport, VCP

About 79 km NW of São Paulo

Language: Portuguese

Currency: Real (BRL)



LONE STAR LE MANS

01 SEPTEMBER

Lone Star Le Mans returns to the Circuit of The Americas (COTA) on Labour Day weekend 2024 as the sixth round of WEC. COTA last appeared on the WEC calendar back in February 2020. A favourite with the drivers due to the rise and fall of the track plus fast, sweeping corners, fans will be treated to six hours of exhilarating endurance racing for the WEC's return to Texas.

The circuit was built in 2010. Despite some long straights and high-speed corners, the average speed is not extremely high due to some slow and technical sections. The track is bumpy, has plenty of elevation changes, and is extremely hard on brakes and tyres. The prime overtaking spots are turns 1 and 12.

CLASSIFICATION

SEASON 2019-2020

LMP1	SENNA / MENEZES / NATO Rebellion Racing No. 1 Rebellion R13 - Gibson – 189 laps
LMP2	HANSON / ALBUQUERQUE / DI RESTA United Autosports No. 22 Oreca 07 – 182 laps
LMGTE Pro	SØRENSEN / THIIM Aston Martin Racing No. 95 Aston Martin Vantage AMR – 173 laps
LMGTE Am	YOLUC / EASTWOOD / ADAM TF SPORT No. 90 Aston Martin Vantage AMR – 170 laps



[Find the complete results of the previous seasons](#)



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TRAVEL INFO

Timezone GMT -6

Convenient Airport:

- Austin-Bergstrom International (AUS) 9.6 miles/15.6 km
- George Bush Intercontinental Houston (IAH) 160 miles/257 km
- Dallas Ft Worth International (DFW) 223 miles/359 km

Language: English
Currency: US Dollar
Average Temperature: 19°/7°C
Average Rainfall: 50 mm





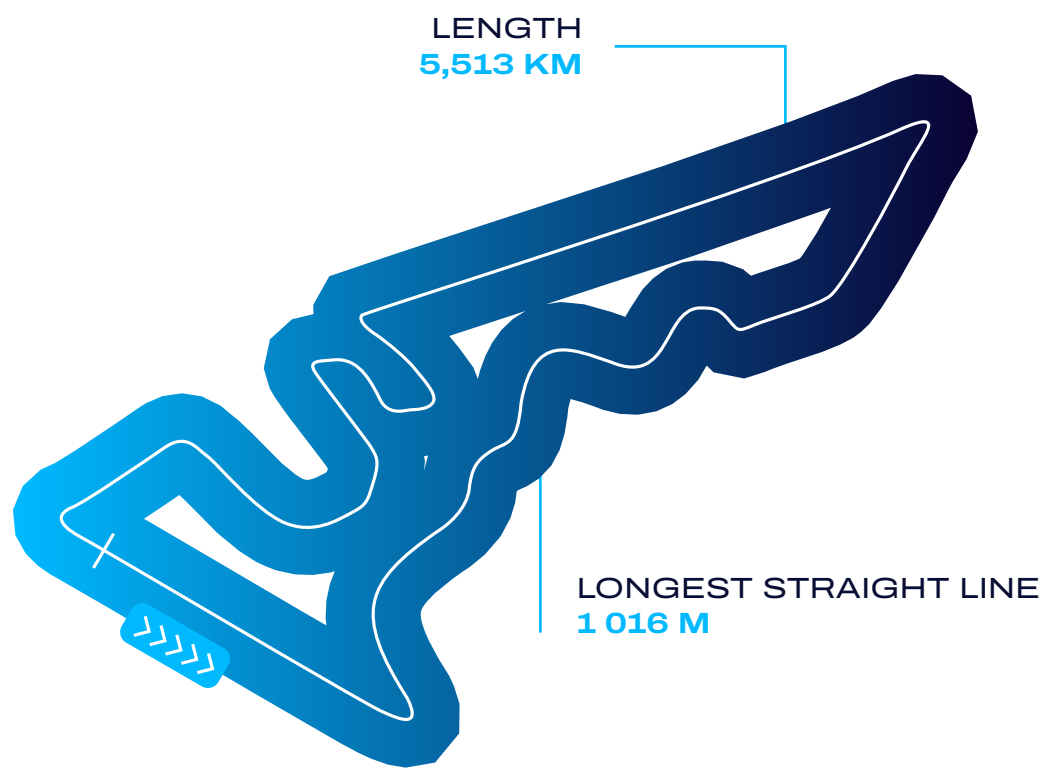
LONE STAR LE MANS

01 SEPTEMBER

WINNERS
2020



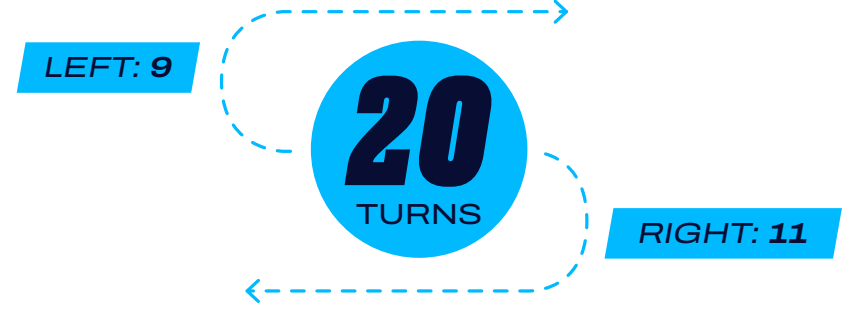
SENNA / MENEZES / NATO
NO. 1 REBELLION RACING



RACE DISTANCE COVERED

←-----→

1041,24KM BY NO 1
REBELLION RACING

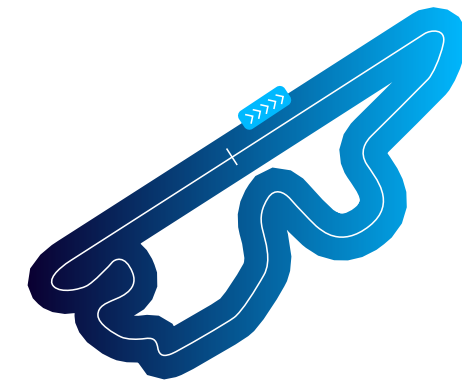


POLE POSITION 2020 **BY CATEGORY**

LMP1	LMP2	LMGTE PRO	LMGTE AM
B. SENNA / G. MENEZES / N. NATO REBELLION R13 - GIBSON NO. 1 REBELLION RACING - 1:47.530	N. LAPIERRE / A. BORGA / A. COIGNY ORECA 07 NO. 42 COOL RACING - 1:49.910	M. SØRENSEN / N. THIIM ASTON MARTIN VANTAGE AMR NO. 95 ASTON MARTIN VANTAGE AMR - 2:00.733	E. PERFETTI / L. HÖRR / M. CAIROLI PORSCHE 911 RSR NO. 56 TEAM PROJECT 1- 2:02.784



6 HOURS OF FUJI




15 SEPTEMBER

Endurance racing has a rich history at Fuji Speedway, dating back to 1982 when a round of the Sportscar World Championship was contested. Located at the foot of the world-famous Mount Fuji, the track was rebuilt in 2005 to a high standard, fast layout.

It first hosted a round of the World Endurance Championship back in 2012 but the championship was unable to visit in 2020 and 2021 due to the pandemic. Fans flock in their thousands to see their heroes and cheer Toyota Gazoo racing to success and the team representing the manufacturing giant has won every year so far except 2015.

CLASSIFICATION		
	11 September 2022	10 September 2023
HYPERCAR	BUEMI/HARTLEY/HIRAKAWA Toyota Gazoo Racing No. 8 Toyota GR010 Hybrid – 232 laps	CONWAY/KOBAYASHI/LOPEZ Toyota Gazoo Racing No. 7 Toyota GR010 Hybrid – 229 laps
LMP2	GELAE/FRIJNS/VANTHOOR WRT No. 31 Oreca 07 – 225 laps	ANDRADE/KUBICA/DELÉTRAZ WRT No. 41 Oreca 07 – 219 laps
LMGTE Pro	PIER GUIDI/CALADO AF Corse No. 51 Ferrari 488 GTE Evo – 217 laps	-
LMGTE Am	KEATING/CHAVES/SORENSEN TF Sport No. 33 Aston Martin Vantage – 213 laps	FLOHR / CASTELLACCI / RIGON AF Corse No. 54 Ferrari 488 GTE Evo – 210 laps

 [Find the complete results of the previous seasons](#)



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TRAVEL INFO

Timezone GMT +9

Convenient Airport:
- Tokyo Narita (NRT) 170 km
- Tokyo Haneda (HND) 105 km

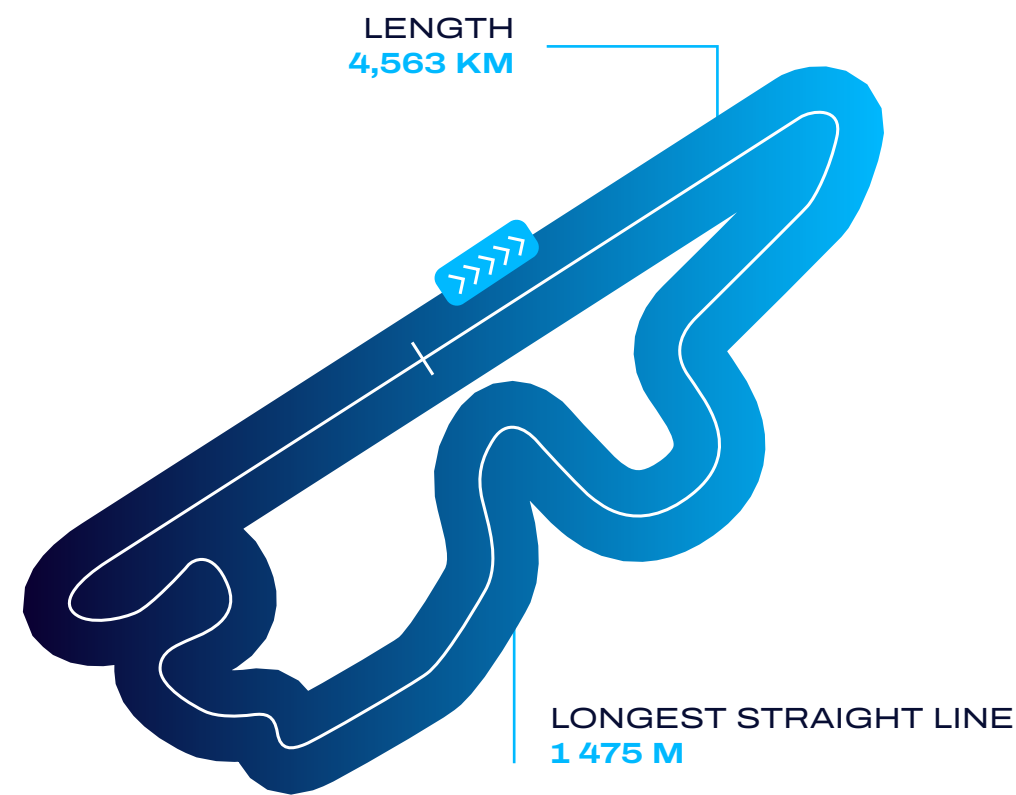
Language: Japanese
Currency: Japanese Yen
Average Temperature: 20°/16°C
Average Rainfall: 152 mm





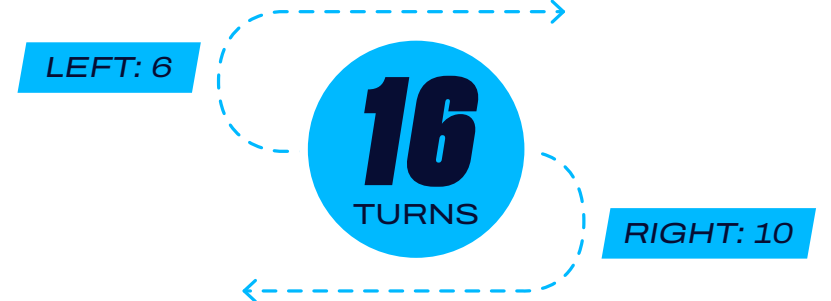
6 HOURS OF FUJI

15 SEPTEMBER



WINNERS
2023

CONWAY/KOBAYASHI/LOPEZ
NO. 7 TOYOTA GR010 HYBRID



POLE POSITION 2023 **BY CATEGORY**

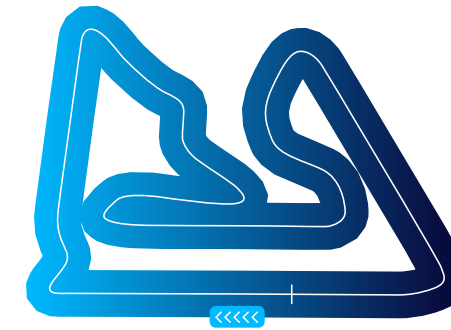
HYPERCAR
CONWAY/KOBAYASHI/LOPEZ
TOYOTA GAZOO RACING
NO. 7 TOYOTA GR010 HYBRID – 1:27.794

LMP2
F. LUBIN / P. HANSON / F. ALBUQUERQUE
ORECA 07
NO. 22 UNITED AUTOSPORTS – 1:32.182

LMGTE AM
N. CATSBURG / B. KEATING / N. VARRONE
CHEVROLET CORVETTE C8.R
NO. 33 CORVETTE RACING – 1:38.338



BAPCO ENERGIES 8 HOURS OF BAHRAIN



04 NOVEMBER

As is tradition in the WEC, the season will end in Bahrain where the 2024 World Champions will be crowned. Situated in the desert, the Bahrain International Circuit provides a spectacular backdrop to round out the season with the added challenge of racing into the night and high temperatures in the cockpit. The circuit is demanding for the drivers, with a sandy and sometimes slippery track surface.

Moreover, the facilities are second to none and the welcome is as warm as the weather. Often the scene of dramatic races, with unexpected results, the venue is a favourite for everyone and offers fans an action-packed weekend of racing.

CLASSIFICATION

	13 November 2022	04 November 2023
HYPERCAR	CONWAY / KOBAYASHI / LOPEZ Toyota Gazoo Racing No. 7 Toyota GR010 Hybrid – 245 laps	BUEMI / HARTLEY / HIRAKAWA Toyota Gazoo Racing No. 8 Toyota GR010 Hybrid – 249 laps
LMP2	GELAEI / FRIJNS / RAST WRT No. 31 Oreca 07 – 237 laps	ANDRADE / KUBICA / DELÉTRAZ WRT No. 41 Oreca 07 – 238 laps
LMGTE Pro	MOLINA / FUOCO AF Corse No. 52 Ferrari 488 GTE Evo – 231 laps	-
LMGTE Am	CAIROLI / PEDERSEN / LEUTWILER Team Project 1 No. 46 Porsche 911 RSR – 226 laps	BOVY / GATTING / FREY Iron Dames No. 85 Porsche 911 RSR – 19 – 232 laps



[Find the complete results of the previous seasons](#)



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TRAVEL INFO

Timezone GMT +3
Convenient Airport:
Bahrain International
(BAH) 41km
Language: Arabic
Currency: Bahraini Dinar
Average Temperature:
28°/21°C
Average Rainfall: 3 mm

HIGHLIGHTS 2023



BAPCO ENERGIES 8 HOURS OF
BAHRAIN

04 NOVEMBER



**WINNERS
2023**

BUEMI / HARTLEY / HIRAKAWA
NO. 8 TOYOTA GR010 HYBRID



LENGTH
5,412 KM

RACE DISTANCE COVERED



1347,33KM BY NO 8
TOYOTA GAZOO RACING

LEFT: 7

15
TURNS

RIGHT: 8

LONGEST STRAIGHT LINE
1 090 M

POLE POSITION 2023
BY CATEGORY

HYPERCAR

S. BUEMI / B. HARTLEY / R. HIRAKAWA
TOYOTA GAZOO RACING
NO. 8 TOYOTA GR010 HYBRID – 1:46.564

LMP2

PIERSON / T. BLOMQUIST / O. JARVIS
ORECA 07
NO. 23 UNITED AUTOSPORTS – 1:52.290

LMGTE AM

S. BOVY / M. GATTING / R. FREY
IRON DAMES
NO. 85 PORSCHE 911 RSR – 1:58.692

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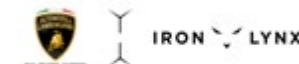
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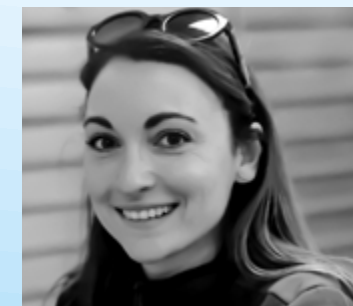
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