

RACEGUIDE **2026**



ROLEX 6 HOURS OF SÃO PAULO



#04



JULY 12



2026 TIMETABLE

FRIDAY, JULY 10

11:00am
> 12:30pm **Free Practice 1**

3:50pm
> 5:20pm **Free Practice 2**

SATURDAY, JULY 11

10:10am
> 11:10am **Free Practice 3**

3:25pm
> 3:37pm **Hypercar
Qualifying**

3:45pm
> 3:57pm **Hypercar
Hyperpole**

SATURDAY, JULY 12

11:30am Start



LOCAL TIME • Source: f1awec.com
information subject to change

35
ENTRIES

17
HYPERCARS

8
DIFFERENT
MANUFACTURERS

THE 2026 6 HOURS OF SÃO PAULO

105th FIA WEC RACE



Michelin's Pilot Sport Endurance tires – which contain 50 percent renewable or recycled materials – are chasing their 10th race win (FIA WEC/IMSA)

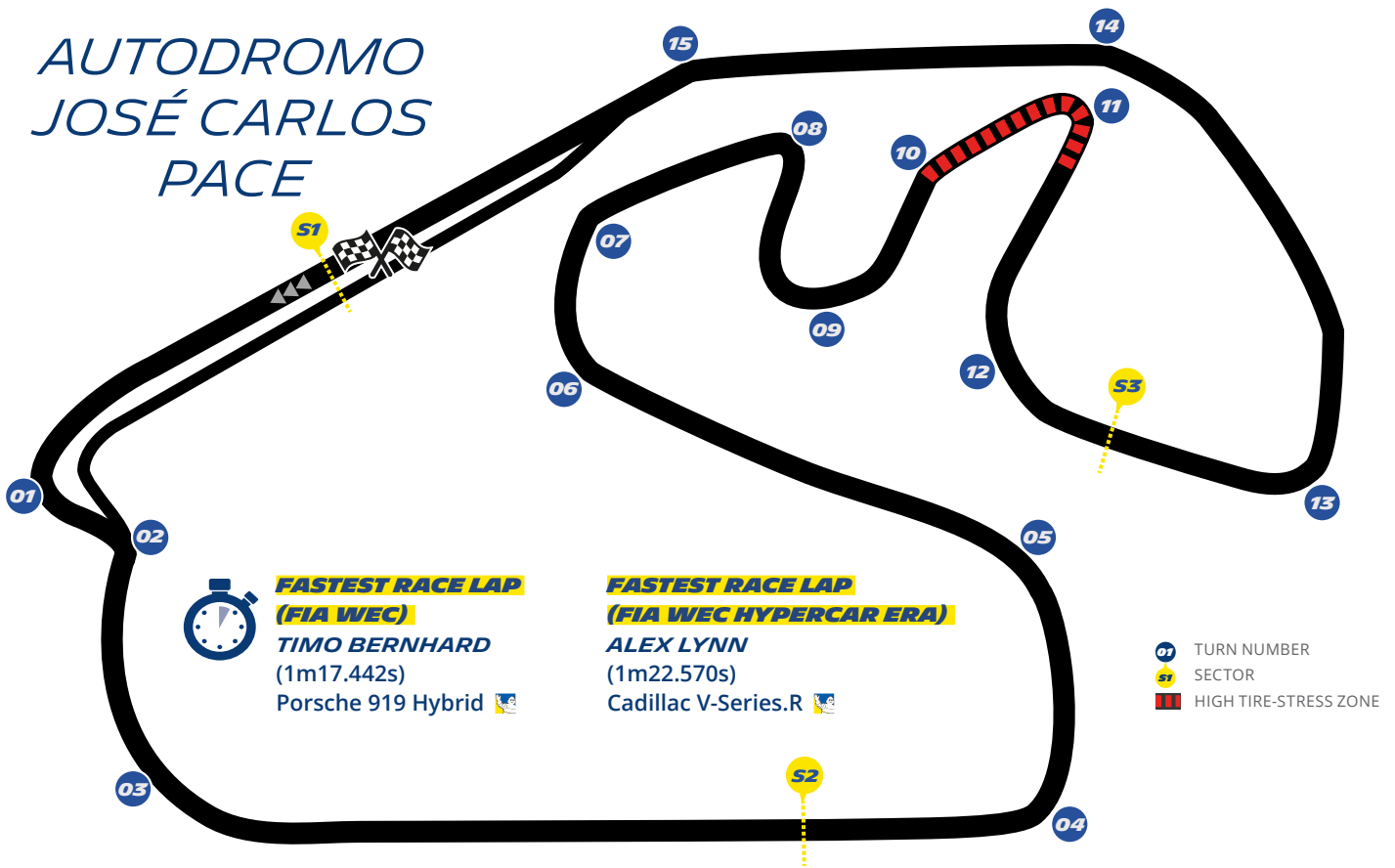
First 'long-haul' race for Genesis Magma Racing



STATISTIC

Some fun facts from June's Le Mans 24 Hours: 1) Michelin established a new record for the highest number of Le Mans wins (35) by a single tire manufacturer. 2) Michelin took its score to more than 100 overall Le Mans podium-placings and 120 class victories. 3) The Netherlands' Nick de Vries became the 60th different driver to win Le Mans on Michelin tires. 4) BMW and Michelin qualified on pole position for the first time together. 5) Ryo Hirakawa clocked his first fastest FIA WEC race-lap on Michelin tires.

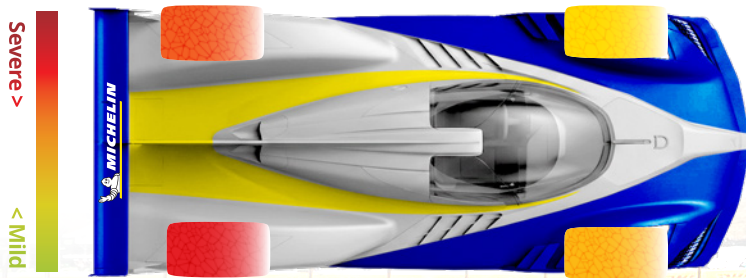
AUTODROMO JOSÉ CARLOS PACE



4.309KM / **15 TURNS**

ANTICLOCKWISE

TIRE SEVERITY RATING



- » Shortest circuit on the FIA WEC calendar
- » Hilly and twisty (eight turns in Sector 2)
- » 'S do Senna' (Turns 1 and 2) and 'Curva do Sol' (Turn 3) are two of the circuit's best-known corners
- » The long start/finish straight is uphill
- » The Hypercars' MICHELIN Pilot Sport Endurance tires are submitted to a deceleration force of 3g into 'S do Senna' (Turns 1 and 2)
- » The highest vertical loads on the cars' front and rear are respectively 1,000kg and 1,025kg (through Turn 11/Mergulho)
- » The average front and rear vertical loads during a lap of Interlagos are 490kg and 563kg
- » The fastest cornering speed at Interlagos is 210kph (Turns 2, 3 / Curva do Sol and Turns 4 and 5 / Descida do Lago)



THE 2025 RACE



WINNERS

LYNN/NATO/STEVENS

(Cadillac V-Series.R 🇩🇪), 242 laps

HYPERPOLE

ALEX LYNN (Cadillac V-Series.R 🇩🇪) 🕒 1m22.570s (187.9kph)

FASTEST RACE LAP

WILL STEVENS (Cadillac V-Series.R 🇩🇪) 🕒 1m24.498s (183.6kph)

TOP SPEED

KEVIN ESTRE (Porsche 963 🇫🇷) 🕒 294.8kph



Cadillac's first FIA WEC victory was a one-two finish!

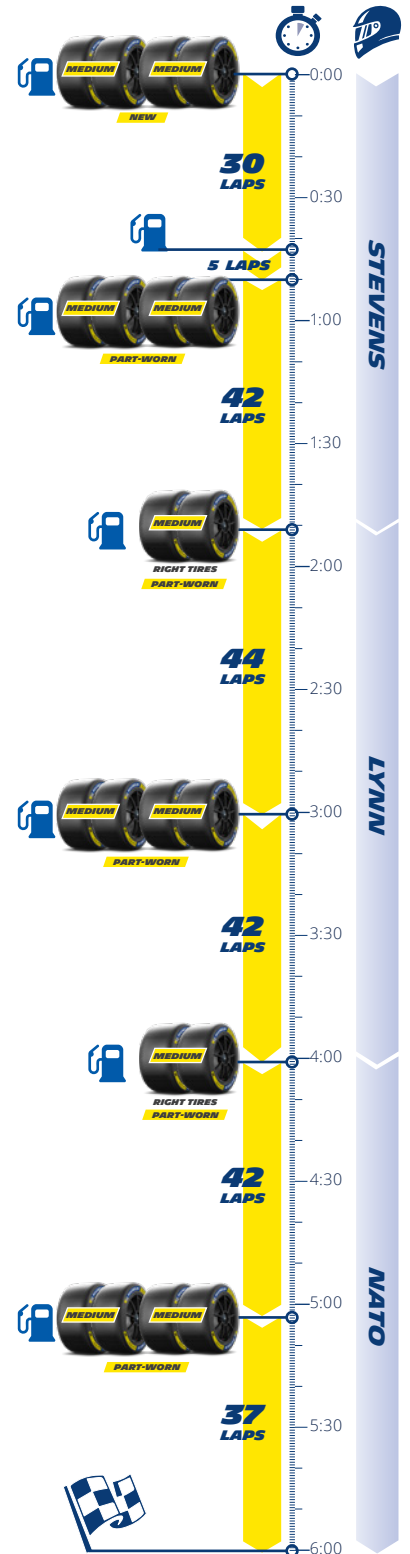
New track and race-lap records were posted by Cadillac V-Series.Rs

A hard race for Ferrari and Toyota

The Hypercars ran the medium-compound MICHELIN Pilot Sport slick

The new track surface led to relatively big wear-related issues

THE WINNERS' STRATEGY



Maximum distance on same tires



405KM
(left tires)



PIERRE ALVES

(Manager, Endurance Racing Programs, Michelin Motorsport)



With Le Mans behind us, the new MICHELIN Pilot Sport Endurance range faces a different sort of challenge at Interlagos where our medium and hard compounds will be available. It's a hilly, twisty track that puts tires under considerable constraints all-lap long. Sector 1, for example, includes two heavy braking zones into Turns 1 and 4, and big demands are made of the rear-right accelerating out of Turn 3. The next sector's sequence of corners puts the emphasis on the mechanical grip provided by all four

IT'S A HILLY, TWISTY TRACK THAT PUTS TIRES UNDER CONSIDERABLE CONSTRAINTS ALL-LAP LONG

slicks and the last sector is tough on the rear-right once more, with a lengthy period of hard acceleration combined with a long climb from Turn 12 to the finish line. It's a high-energy lap from start to finish with the right-hand tires exposed to the biggest loads, especially the rear-right. In 2025, several teams opted for a strategy that included changing the right tires only and we will work closely with our Hypercar partners again this year to help them make the very most of their MICHELIN Pilot Sport Endurance slicks.



MICHELIN'S FIA WEC RECORD

104
WINS

WITH 8 DIFFERENT MANUFACTURERS
including Toyota (51 wins), Porsche (21) and Audi (17)

WITH 60 DIFFERENT DRIVERS
including S. Buemi (27), B. Hartley (24) and M. Conway (20)

13
MANUFACTURERS'
WORLD TITLES

13
DRIVERS'
TITLES





THE MICHELIN PILOT SPORT ENDURANCE

Easy to spot thanks to its stand-out Vision graphics, the new MICHELIN Pilot Sport Endurance contains 50 percent renewable or recycled raw materials. The range comprises three slicks – soft (white sidewall marking), medium (yellow) and hard (red) – plus a rain tire (blue).



Following its nomination by the ACO (Automobile Club de l'Ouest) and FIA (Fédération Internationale de l'Automobile) as supplier for endurance racing's Hypercar prototypes, Michelin used advanced simulation technology to develop a bespoke Pilot Sport Endurance range in 2020. These tires made their race debut in May 2021 at Belgium's 6 Hours of Spa-Francorchamps.

After introducing a number of evolutions such as new sizes, Michelin began to work on an all-new range that contains 50 percent renewable/recycled materials, including rice husk, natural and recycled rubber, and recycled steel.

On completion of a two-year development and testing period, these tires are making their competitive debut in this year's FIA WEC.

Not only are they more sustainable, but they also deliver enhanced performance thanks to the work of Michelin Motorsport's

engineers on their warm-up characteristics and longevity. This is in response to the championship's regulations which ban tire-warming devices, as well as to mandatory double/triple-stinting due to smaller tire allowances per race.

With the exception of the Le Mans 24 Hours where all three compounds may be used, the number of different MICHELIN Pilot Sport Endurance slick specifications allowed per FIA WEC meeting is restricted to two.

Meanwhile, only one type of wet weather tire is authorized for the season. As a consequence, it needs to be capable of covering conditions ranging from damp or drying tracks to heavy rain.

Michelin is the sole tire supplier for the Hypercar prototypes (LMH, LMDh, hybrid, non-hybrid) which all run 29/71-18 and 34/71-18 front and rear Pilot Sport Endurances respectively.



THE MICHELIN PILOT SPORT ENDURANCE AT INTERLAGOS

SLICKS



Medium compound
Dry conditions
The most versatile option



Hard compound
Dry conditions
High track temperatures
Big constraints

Only two slicks specifications available (three for Le Mans)

Tire warming systems may not be used

Compound for the Hyperpole session: medium

RAIN TIRES



Soft compound
Wet conditions
Versatile




A single type
of rain tire

SLICKS ALLOCATION

FREE PRACTICE	12 TIRES
HYPERPOLE	4 TIRES
QUALIFYING + RACE	18 TIRES

SIZES: FRONT: 29/71-18 • REAR: 34/71-18
Width (cm) / Exterior Diameter (cm) – Interior Diameter (inches)

TECHNICAL REQUIREMENTS

	 PRESSURE (MINIMUM)	CAMBER
 FRONT	Slick: 1.8 bar (26,1psi) Wet: 1.1 bar (16psi)	Between -3.0° and -1.0°
 REAR	Slick: 1.8 bar (26,1psi) Wet: 1.1 bar (16psi)	Between -2.7° and -1.0°

Slick pressures are specified hot, whereas wet pressures are specified cold



17 HYPERCAR PROTOTYPES REPRESENTING 8 MANUFACTURERS

ASTON MARTIN THOR TEAM

ASTON
MARTIN
VALKYRIE
AMR (LMH)



#007



H. TINCKNELL
 T. GAMBLE



Power unit: 6.5-liter
normally-aspirated V12
Power: 500kW



Front-wheel drive propulsion
Seven-speed Xtrac sequential
gearbox

#009



A. RIBERAS
 M. SORENSEN

TOYOTA RACING

TOYOTA
TRO10
(LMH)



#7



M. CONWAY
 K. KOBAYASHI
 N. DE VRIES



Power unit: 3.5-liter V6 bi-turbo +
Toyota Hybrid System (front wheels)
Power: 500kW + 200kW



Four-wheel drive
Seven-speed Xtrac
sequential gearbox

#8



S. BUEMI
 B. HARTLEY
 R. HIRAKAWA

BMW M TEAM WRT

BMW M
HYBRID V8
(LMDH)



#15



D. VANTHOOR
 R. MARCIELLO
 K. MAGNUSSEN



Power unit: 4-liter V8 bi-turbo +
Bosch MGU (rear wheels)
Power: 477kW + 50kW



Two-wheel drive
Seven-speed Xtrac
sequential gearbox

#20



R. RAST
 R. FRIJNS
 S. VAN DER LINDE

GENESIS MAGMA RACING

GENESIS
GMR-001



#17



A. LOTTERER
 P. DERANI
 M. JAUBERT



Power unit: 3,2l V8 Turbo
+ Bosch MGU Bosch (rear wheels)
Power: 500kW



Two-wheel drive
Seven-speed sequential
gearbox

#19



P-L. CHATIN
 M. JAMINET
 D. JUNCADILLA

ALPINE ENDURANCE TEAM

ALPINE
A424
(LMDH)



#35



A. FÉLIX DA COSTA
 C. MILESI
 F. HABSBURG



Power unit: 3.4-liter V6 turbo
+ Bosch MGU (rear wheels)
Power: 500kW + 50kW



Two-wheel drive
Seven-speed Xtrac
sequential gearbox

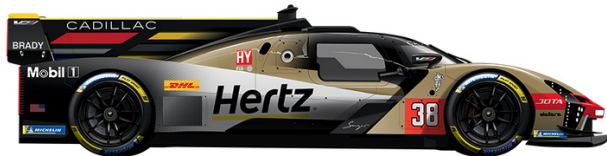
#36



J. GOUNON
 F. MAKOWIECKI
 V. MARTINS

CADILLAC HERTZ TEAM JOTA

CADILLAC
V-SERIES.R
(LMDH)



Power unit: 5.5-liter V8 + Bosch
MGU (rear wheels)
Power: 500kW + 50kW



Two-wheel drive
Seven-speed Xtrac
sequential gearbox

#12



N. NATO
 W. STEVENS

#38



E. BAMBER
 S. BOURDAIS
 J. AITKEN

FERRARI AF CORSE

FERRARI
499P
(LMH)



Power unit: 3-liter V6 bi-turbo +
hybrid system (front wheels)
Power: 500kW + 200kW



Four-wheel drive
Seven-speed Xtrac
sequential gearbox

#50



A. FUOCO
 M. MOLINA
 N. NIELSEN

#51



A. PIER GUIDI
 J. CALADO
 A. GIOVINAZZI

AF CORSE

FERRARI
499P
(LMH)



Power unit: 3-liter V6 bi-turbo
+ hybrid system (front wheels)
Power: 500kW + 200kW



Four-wheel drive
Seven-speed Xtrac
sequential gearbox

#83



R. KUBICA
 Y. YE
 P. HANSON

PEUGEOT TOTAL ENERGIES

PEUGEOT
9X8
(LMH)



Power unit: 2.5-liter V6 bi-turbo +
Peugeot MGU (front wheels)
Power: 500kW + 200kW



Four-wheel drive
Seven-speed Sadev
sequential gearbox

#93



N. CASSIDY
 P. DI RESTA
 S. VANDOORNE

#94













L. DUVAL
 M. JAKOBSEN
 T. POURCHAIRE



HYPERCAR STANDINGS

FIA WORLD ENDURANCE HYPERCAR CHAMPIONSHIP

MANUFACTURERS		R1  19/04	R2  9/05	R3  13-14/06	R4  12/07	R5  6/09	R6  27/09	R7  24/10	R8  7/11	TOTAL
1 st	TOYOTA	 40	 12	 80						132
2 nd	BMW	 16	 43	 37						96
3 rd	FERRARI	 27	 15	 20						62

DRIVERS		R1  19/04	R2  9/05	R3  13-14/06	R4  12/07	R5  6/09	R6  27/09	R7  24/10	R8  7/11	TOTAL
1 st	KAMUI KOBAYASHI	 15	 10	 50						75
1 st	MIKE CONWAY	 15	 10	 50						75
1 st	NYCK DE VRIES	 15	 10	 50						75
2 nd	RENÉ RAST	 10	 25	 36						71
2 nd	ROBIN FRIJNS	 10	 25	 36						71
3 rd	SHELDON VAN DER LINDE	 0	 25	 36						61
4 th	BRENDON HARTLEY	 25	 1	 30						56
4 th	RYŌ HIRAKAWA	 25	 1	 30						56
4 th	SÉBASTIEN BUEMI	 25	 1	 30						56



2026 CALENDAR

R1 6 HOURS OF IMOLA
 (Italy) April 19

R2 6 HOURS OF SPA-FRANCORCHAMPS
 (Belgium) May 9

R3 LE MANS 24 HOURS
 (France) June 13-14

R4 6 HOURS OF SAO PAULO
 (Brazil) July 12

R5 LONE STAR LE MANS
 (Texas, USA) September 6

R6 6 HOURS OF FUJI
 (Japan) September 27

R7 QATAR 1812 KM
 (Qatar, Lusail) October 24

R8 8 HOURS OF BAHRAIN
 (Sakhir) November 7



FIA WEC TIRE REGULATIONS

SPECIFICATIONS

Number of specifications for dry-weather tires			Number of specifications for wet-weather tires
Le Mans 24 Hours	Other races	Total over the season	
3	2	3	1

HYPERCAR ALLOCATION

The maximum number of dryweather tires that can be used during a Competition is defined as follows:

Free Practice	Hyperpole*	Qualifying + Race		
		6-hour races	8-hour races	10-hour races*
12	4	18	26	32

- For free practice sessions, from the beginning of the practice sessions.
- For the qualifying session and the race, from the start of the qualifying session.
- For the Hyperpole from the start of the session. Tires allocated for Hyperpole must be used only and exclusively for the Hyperpole session.
- To go from the pit lane to the starting grid before the start of the race, the tires used can be either dry-weather tires or wetweather tires and will not be counted in the allocation.
- At the start of a Competition, any dry weather tires used must be new.

WET-WEATHER TIRES

The tread and profile of the tires must not be modified or recut.

Under exceptional circumstances, upon request of the tire manufacturer, the Stewards may grant a derogation for the tire manufacturer to recut the wet-weather tire specification. This modification will be exclusively

allowed for one Competition, done by the tire manufacturer, under the condition that the tire manufacturer will supply all the Competitors with the same number of tires with the same modification (cutting pattern to be submitted to the ACO/FIA beforehand) at the same time..

OTHER FACTS

Any process that involves a direct or indirect attempt at modifying the temperature of a tire (compared to the ambient temperature) is forbidden.

Use of storage tents in designated areas is permitted only if they are always ventilated with ambient air and accessible.

Infringement of the tire allowance: Stop & Go of 2 minutes per tire.

Infringement of the tire heating rules: Stop & Go of 3 minutes during the race.

Four mechanics and two tire guns allowed for wheel changes during pit stops. Wheel changes are only allowed when the car is not being refueled.

Only one tire technician is allowed to measure tire temperatures and pressures.

Tire changes may only be carried out on the starting grid up to the five-minute board, in front of the garage or inside the garage if significant work is being undertaken on the car, on the track in the case of a suspension of the race.

Each tire must be identified by RFID and barcode. All references must be declared to the Technical Delegate at least 48 hours before the start of the Competition.

**MOTORSPORT
IS THE ULTIMATE TEST FOR MICHELIN**



**CHOOSE TRACK-PROVEN TECHNOLOGIES
FOR EVERYDAY ROADS**

**TRUST
YOUR TYRES
FOR LONGER**

