Raceguide

FIA WORLD ENDURANCE CHAMPIONSHIP

MICHELIN OFFICIAL TIRE PARTNER

2026

September 6

Lone Star Le Mans

2026 Timetable

Friday, September 4

11:30am > 1:00pm	**Free Practice 1**
4:00pm > 5:30pm	**Free Practice 2**

Saturday, September 5

11:00am > 12:00am	**Free Practice 3**
3:40pm > 3:52pm	**Hypercar Qualifying**
4:00pm > 4:10pm	**Hypercar Hyperpole**

Sunday, September 6

1:00pm	**Start**

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

35
entries

17
hypercars

8
different manufacturers

The 2026 Lone Star Le Mans

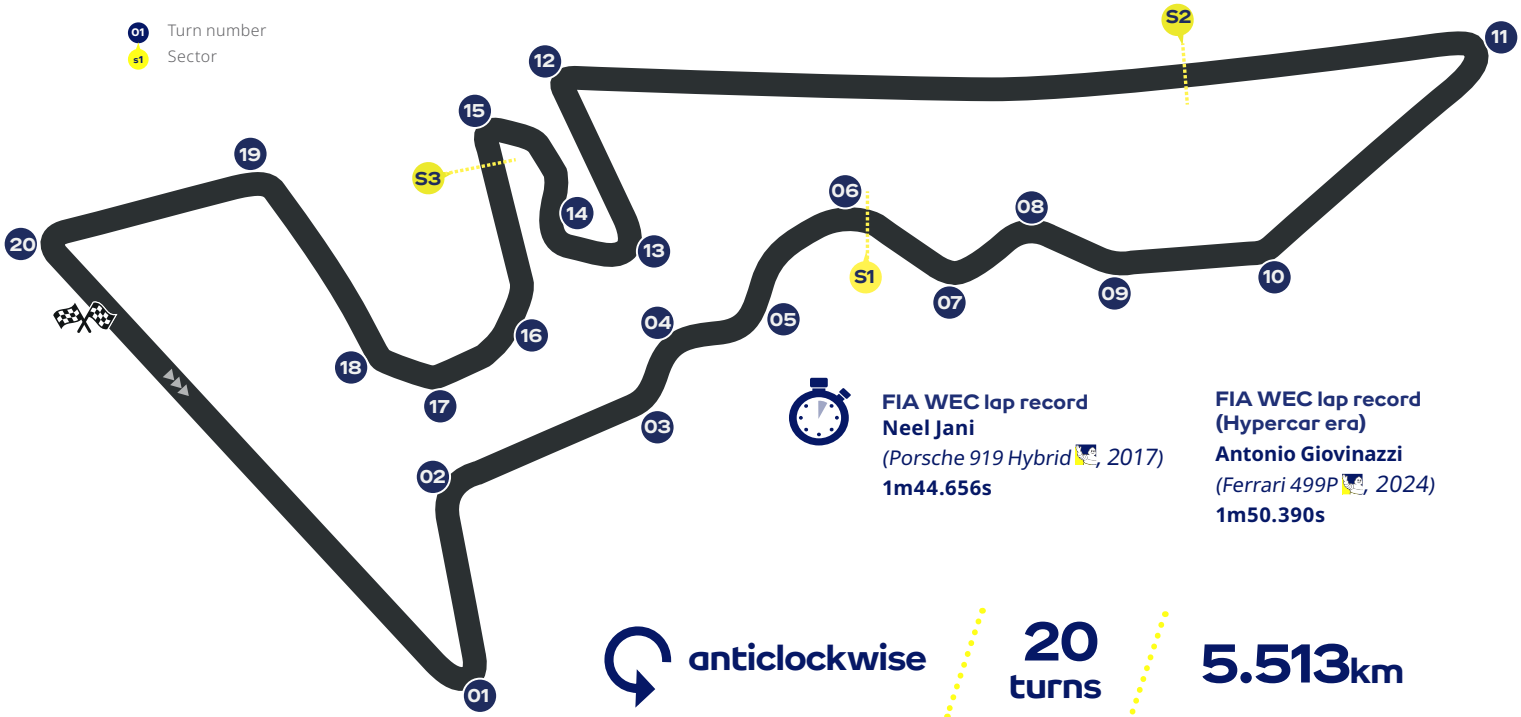
106th FIA WEC race

Michelin's latest Pilot Sport Endurance range containing 50% renewable/recycled materials has already claimed seven wins this year in North America

Statistic

Since the start of 2026, the Hypercars contesting the FIA WEC and IMSA WeatherTech SportsCar Championship compete on Michelin's latest-generation Pilot Sport Endurance slicks that incorporate 50 percent renewable or recycled materials. Michelin-equipped prototypes have so far won all seven rounds of the North American series with three different makes (Porsche, Acura, Cadillac). With two rounds to go, Cadillac tops the provisional standings, ahead of two-time title-winner Porsche.

Circuit of The Americas (CoTA)



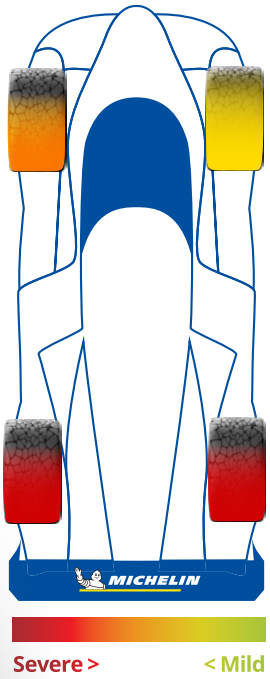
FIA WEC lap record
Neel Jani
(Porsche 919 Hybrid, 2017)
1m44.656s

FIA WEC lap record (Hypercar era)
Antonio Giovinazzi
(Ferrari 499P, 2024)
1m50.390s

anticlockwise | **20 turns** | **5.513km**

- Situated in the outer suburbs of Austin, Texas
- Steep run from the pits straight to Turn 1
- A 1.2-kilometer straight
- First used by F1 in 2012, first visited by the FIA WEC in 2013
- Resurfaced in 2024
- Slowest circuit of the FIA WEC season (average speed: 176kph)
- Highest-energy track of the year for tires
- Braking for Turn 1, the Hypercars slow from 280 to 75kph – a deceleration force of 3G
- Cars are at their fastest (around 300kph) from Turn 11 to Turn 12
- The Hypercars' tires generate a lateral force of 1 tonne through Turns 16, 17 and 18

Tire severity rating



The 2025 race

Winners	• **Estre/Vanthoor/Campbell** (Porsche 963), 120 laps
Hyperpole	• **Robert Kubica** (Ferrari 499P), 1m57.655s (168.7kph)
Fastest race lap	• **Kévin Estre** (Porsche 963), 2m03.443s (160.8kph)
Top speed	• **Miguel Molina** (Ferrari 499P), 303.4kph

The Porsche 963's first win of the season but also its last in the FIA WEC

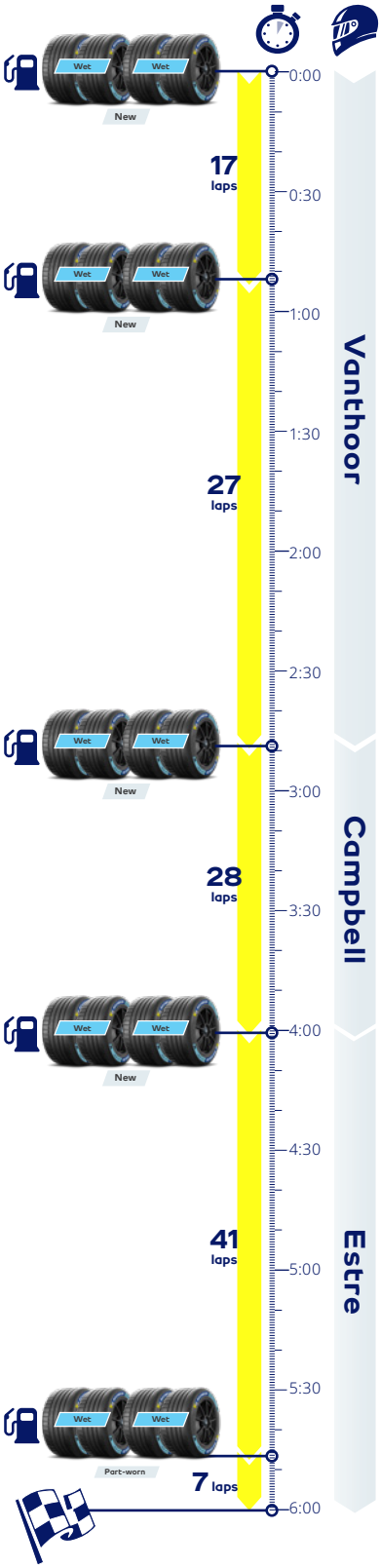
Race marked by torrential rain and interrupted for two hours

Strong performance by the MICHELIN Pilot Sport Wet in both wet and drying conditions

Maximum distance on same tires

562KM
(#007 Aston Martin)

The winners' strategy



Pierre Alves
(Manager, Endurance Racing Programs, Michelin Motorsport)

CoTA is anticlockwise but energy demands are quite evenly spread across the four tires. That said, it's the highest-energy track of the season, despite having the lowest average speed. This is due to its combination of repeated hard braking and acceleration and a number of high-speed corners that generate high lateral forces. There is a wide variety of turns, with some slow and much faster sections. This means tires need to function in very different conditions over a single lap. Their ability to handle the thermal constraints and grip levels through Sector 3 is decisive if they are to perform consistently over double stints. As at São Paulo, the teams can choose between the medium and hard versions of our new slick. The medium was competitive in Brazil in spite of the high track temperatures. At the same time, given the higher energy levels, we will need to see if the hard compound is capable of providing superior stability and consistency, especially through the faster sequences. Last but not least, the weather could well play a big role. The 2025 race was marked by heavy rain. The track doesn't drain all that well, so the conditions can become quite tricky.

> **"we will need to see if the hard compound is capable of providing superior stability and consistency"**

Michelin's FIA WEC record

105 wins
with 8 different manufacturers
including Toyota (51 wins), Porsche (21) and Audi (17)
with 63 different drivers
including S. Buemi (27), B. Hartley (24) and M. Conway (20)

13 Manufacturers' **world titles**

13 drivers' **titles**

MICHELIN

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 Austin**

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: 1.7 bar** (24,7psi) **Wet: 1.05 bar** (15.2psi)	**Between -3.0° and -1.0°**
Rear	**Slick: 1.7 bar** (24,7psi) **Wet: 1.05 bar** (15.2psi)	**Between -2.7° and -1.0°**

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

Michelin's Hypercar partners

17 Hypercar prototypes representing 8 manufacturers

Aston Martin Thor Team

Aston Martin Valkyrie AMR (LMH)

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

Front-wheel drive
Seven-speed Xtrac sequential gearbox

#007
- H. Tincknell
- T. Gamble

#009
- A. Riberas
- M. Sorensen

Toyota Racing

Toyota TR010 (LMH)

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

Four-wheel drive
Seven-speed Xtrac sequential gearbox

#7
- M. Conway
- K. Kobayashi
- N. De Vries

#8
- S. Buemi
- B. Hartley
- R. Hirakawa

BMW M Team WRT

BMW M Hybrid V8 (LMDh)

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

Two-wheel drive
Seven-speed Xtrac sequential gearbox

#15
- D. Vanthoor
- R. Marciello
- K. Magnussen

#20
- R. Rast
- R. Frijns
- S. Van Der Linde

Genesis Magma Racing

Genesis GMR-001

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

Two-wheel drive
Seven-speed sequential gearbox

#17
- A. Lotterer
- P. Derani
- M. Jaubert

#19
- P-L. Chatin
- M. Jaminet
- D. Juncadella

Alpine Endurance Team

Alpine A424 (LMDh)

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

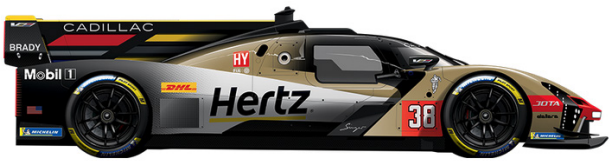
Two -wheel drive
Seven-speed Xtrac sequential gearbox

#35
- A. Félix Da Costa
- C. Milesi
- F. Habsburg

#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
- R. Taylor

#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 Totalenergies

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 Championship (Hypercars)

Manufacturers		R1 19/04	R2 9/05	R3 13-14/06	R4 12/07	R5 6/09	R6 27/09	R7 18/10	R8 8/11	Total
1st	Toyota	40	12	80	0					132
2nd	BMW	16	43	37	31					127
3rd	Ferrari	27	15	20	26					88

Drivers		R1 19/04	R2 9/05	R3 13-14/06	R4 12/07	R5 6/09	R6 27/09	R7 18/10	R8 8/11	Total
1st	René Rast	10	25	36	4					75
1st	Robin Frijns	10	25	36	4					75
2nd	Kamui Kobayashi	15	10	50	0					75
2nd	Mike Conway	15	10	50	0					75
2nd	Nyck De Vries	15	10	50	0					75
3rd	Sheldon Van Der Linde	0	25	36	4					65
4th	Alessandro Pier Guidi	19	0	20	18					57
4th	Antonio Giovinazzi	19	0	20	18					57
4th	James Calado	19	0	20	18					57

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	**6 hours of Barcelona** (Spain)	**October 18**
R8	**6 hours of Monza** (Italy)	**November 8**

Following a tender process organized by the FIA (Fédération Internationale de l'Automobile), Michelin will remain the exclusive tire supplier to the FIA World Endurance Championship's Hypercar category until the end of 2032.

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.

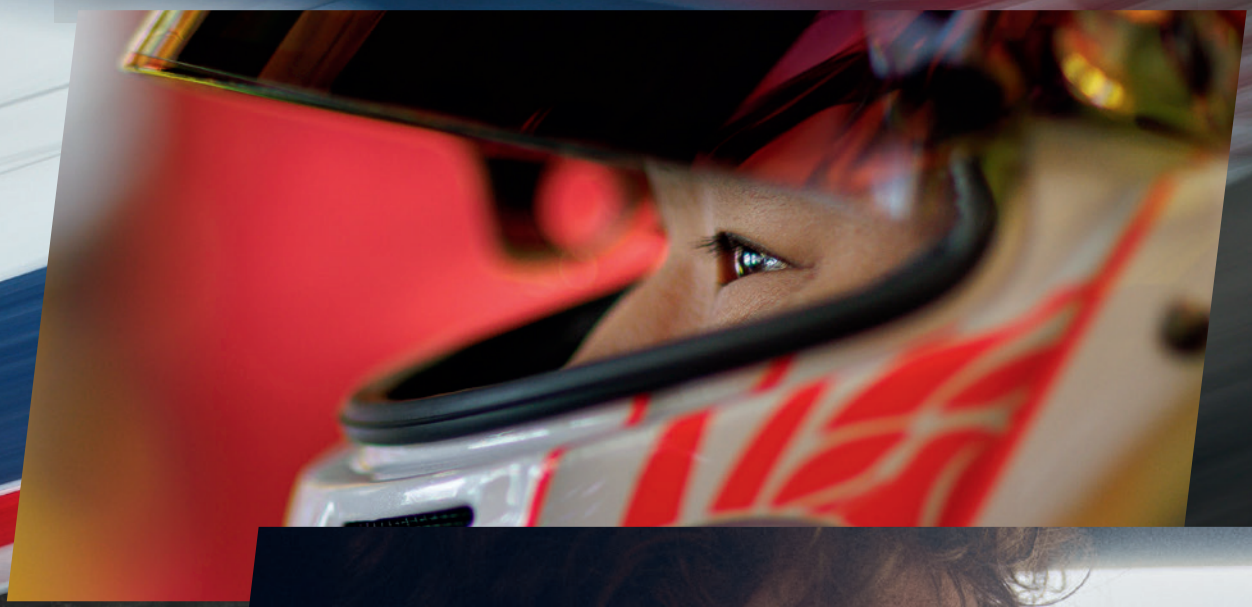
Four mechanics and two tire guns allowed for wheel changes during pit stops. Wheel changes are only allowed when the car is not being refueled.

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

MICHELIN

Michelin most iconic tire ranges have increased their longevity vs. previous generation. For more information, please visit www.michelin.co.uk