

Raceguide



2026

6 Hours of Barcelona

Circuit de
Barcelona

#07

October 18

2026 Timetable

Friday, October 16

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

4:30pm
> 6:00pm **Free Practice 2**

Saturday, October 17

12:40am
> 1:40pm **Free Practice 3**

3:40pm
> 3:52pm **Hypercar
Qualifying**

4:00pm
> 4:10pm **Hypercar
Hyperpole**

Saturday, October 18

12:00
noon **Start**



LOCAL TIME GMT +2 • Source : fiafec.com
information subject to change

35
entries

17
hypercars

8
different
manufacturers

The 2026 6 Hours of Barcelona

108th FIA WEC race



Marks the launch
of Michelin's new Wet
containing 57%
renewable/recycled materials

Michelin tested its Michelin
Pilot Sport Endurance range
at Circuit de Barcelona-
Catalunya in August

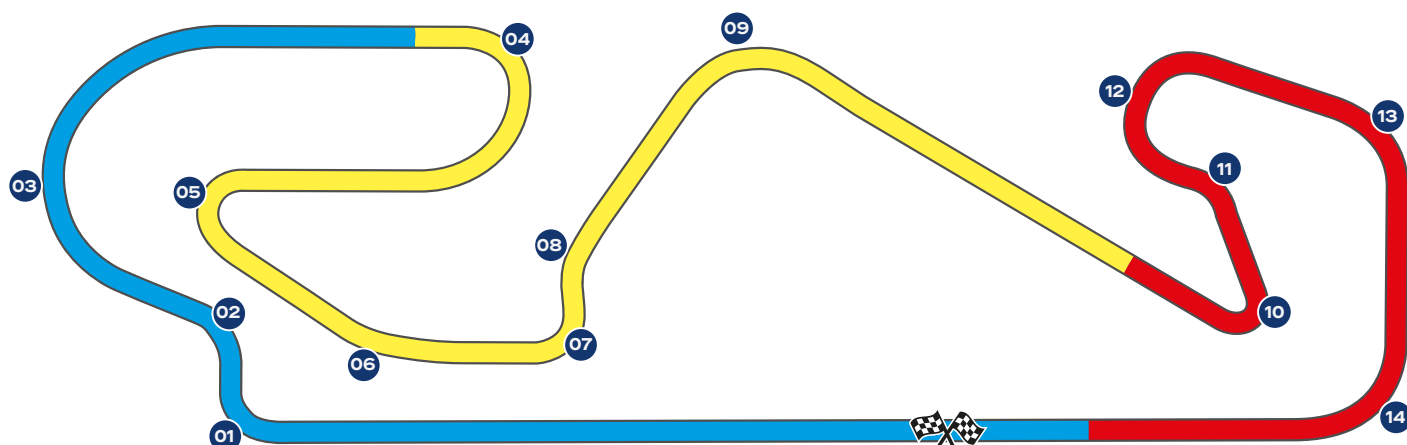


Statistic

The 6 Hours of Barcelona sees Michelin's latest Wet tire join the current Pilot Sport Endurance range that was introduced at the start of 2026. The version it is replacing therefore made its final appearance during Free Practice 3 at the recent 6 Hours of Fuji in Japan. Over the past four FIA WEC campaigns, the previous Michelin Wet raced three times: at Imola and Le Mans in 2024, and at Austin in 2025.



Circuit de Barcelona-Catalunya



Clockwise

14
turns

4.657km

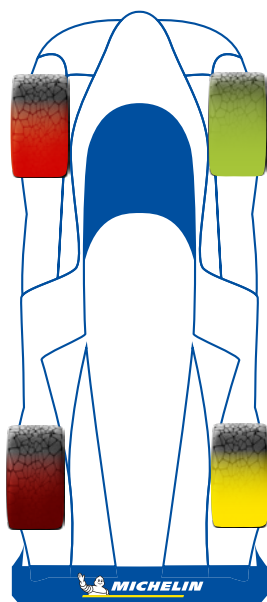


Track record (FIA WEC)

Jose-Maria Lopez

(Toyota TS050 Hybrid) 1m29.141s
(2019 Prologue)

Tire severity rating



Severe >

< Mild

- » Situated near Montmelo, north of Barcelona
- » A mix of fast and slow turns, hard braking zones and a 1.047-kilometer straight
- » Hosted the 2019 FIA WEC Prologue
- » Before the FIA WEC's creation, the circuit held 1,000km races in 2008 and 2009
- » Visited by Formula 1, MotoGP, ELMS, Michelin Le Mans Cup, etc.
- » The most 'asymmetric' circuit of the 2026 FIA WEC (59% left/41% right)
- » Highest longitudinal forces generated through Sector 2
- » Highest lateral forces generated through Sector 3
- » The season's biggest lateral loads (more than 2g for 26% of the lap) and combined loads (more than 2g for 35% of the lap)
- » Average vertical load: 450kg (front-left tire) and 560kg (rear-left)



Pierre Alves

(Manager, Endurance Racing Programs,
Michelin Motorsport)

The 6 Hours of Barcelona is standing in for Qatar 1812km which was canceled at the beginning of the season. In addition to being the 17th different circuit to host an FIA WEC round since 2012, Barcelona-Catalunya is this year's hardest on tires because they must withstand very high lateral forces – more than 2g for almost a third of the lap. The biggest demands are made of the left-side tires, so expect strategies where the teams double-stint the rights and single-stint the lefts. It is also the track that makes the big energy demands. By that, I mean the asphalt transmits significant energy to the tires, so warm-up performance is fast but wear may be a factor. Average lap speeds are comparable with Sao Paulo and Bahrain, which is to say average

**For the first time,
teams will be able
to fit our latest Wet
that comprises
57 percent
renewable/recycled
materials**

for the championship. Also of note are the hard braking zones into Turns 1, 5 and 10. With the race taking place in October, the soft and medium Michelin Pilot Sport Endurance slicks will be available. The former is essentially to cover damp or drying conditions, while the latter is recommended for the Hyperpole session. In August, we ran a private test here for our current-generation slicks that contain 50 percent renewable/recycled materials. And for the first time, teams will be able to fit our latest Wet that comprises 57 percent renewable/recycled materials. On top of its superior performance and grip in rain, it is more resistant to blistering on a drying track. It was signed off during a private test attended by all of Michelin's partners at Le Castellet [France] in 2025.



Michelin's FIA WEC record

**107
wins**

with 8 different manufacturers
including Toyota (52 wins), Porsche (21) and Audi (17)
with 63 different drivers
including S. Buemi (28), B. Hartley (25) 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 Barcelona

Slicks



Soft

Soft compound
Dry or slightly damp
conditions
Low temperatures



Medium

Medium compound
Dry conditions
The most versatile
option

Only two slicks specifications available (three for Le Mans)

Tire warming systems may not be used

Compound for the Hyperpole session: medium

Rain tires



Wet

New

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: 1.9 bar (27,6psi) Wet: 1.1 bar (16psi)	Between -2.8° 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
TRO10
(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



C. Milesi
F. Habsburg

#36

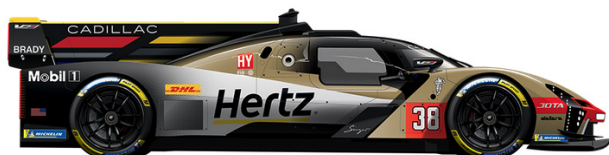


J. Gounon
V. Martins



Cadillac Hertz Team Jota

Cadillac
V-series.R
(LMDh)



#12



N. Nato
W. Stevens
A. LYNN



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



Two-wheel drive
Seven-speed Xtrac
sequential gearbox

#38



E. Bamber
S. Bourdais
J. Aitken

Ferrari AF Corse

Ferrari
499P
(LMH)



#50



A. Fuoco
M. Molina
N. Nielsen



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



Four-wheel drive
Seven-speed Xtrac
sequential gearbox

#51



A. Pier Guidi
J. Calado
A. Giovinazzi

AF Corse

Ferrari
499P
(LMH)



#83



R. Kubica
Y. Ye
P. Hanson



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



Four-wheel drive
Seven-speed Xtrac
sequential gearbox

Peugeot Totalenergies

Peugeot
9X8 (LMH)



#93



N. Cassidy
P. Di Resta
A. Quinn



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



Four-wheel drive
Seven-speed Sadev
sequential gearbox

#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
1 st	Toyota		40	12	80	0	8	29			169
2 nd	BMW		16	43	37	31	4	15			146
3 rd	Ferrari		27	15	20	26	26	1			115

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
1 st	Brendon Hartley		25	1	30	0	8	25			89
1 st	Ryō Hirakawa		25	1	30	0	8	25			89
1 st	Sébastien Buemi		25	1	30	0	8	25			89
2 nd	Kamui Kobayashi		15	10	50	0	0	4			79
2 nd	Mike Conway		15	10	50	0	0	4			79
2 nd	Nyck De Vries		15	10	50	0	0	4			79
3 rd	René Rast		10	25	36	4	0	0			75
3 rd	Robin Frijns		10	25	36	4	0	0			75



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.

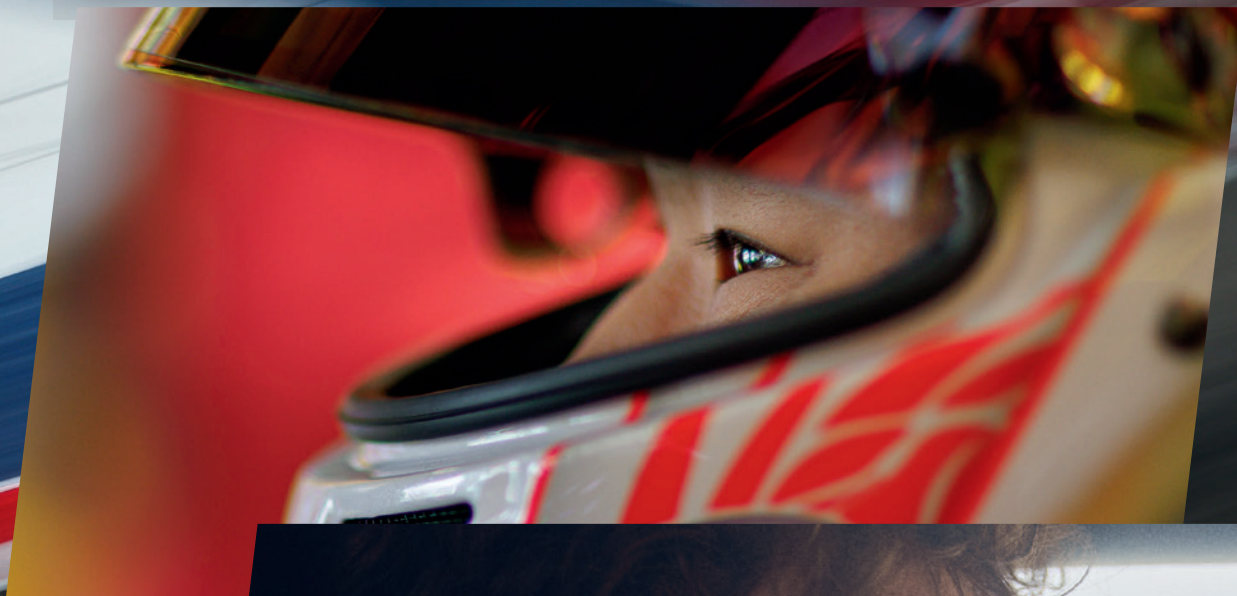
Four mechanics and two tire guns allowed for wheel changes during pit stops. Wheel changes are only allowed when the car is not being refueled.

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**

