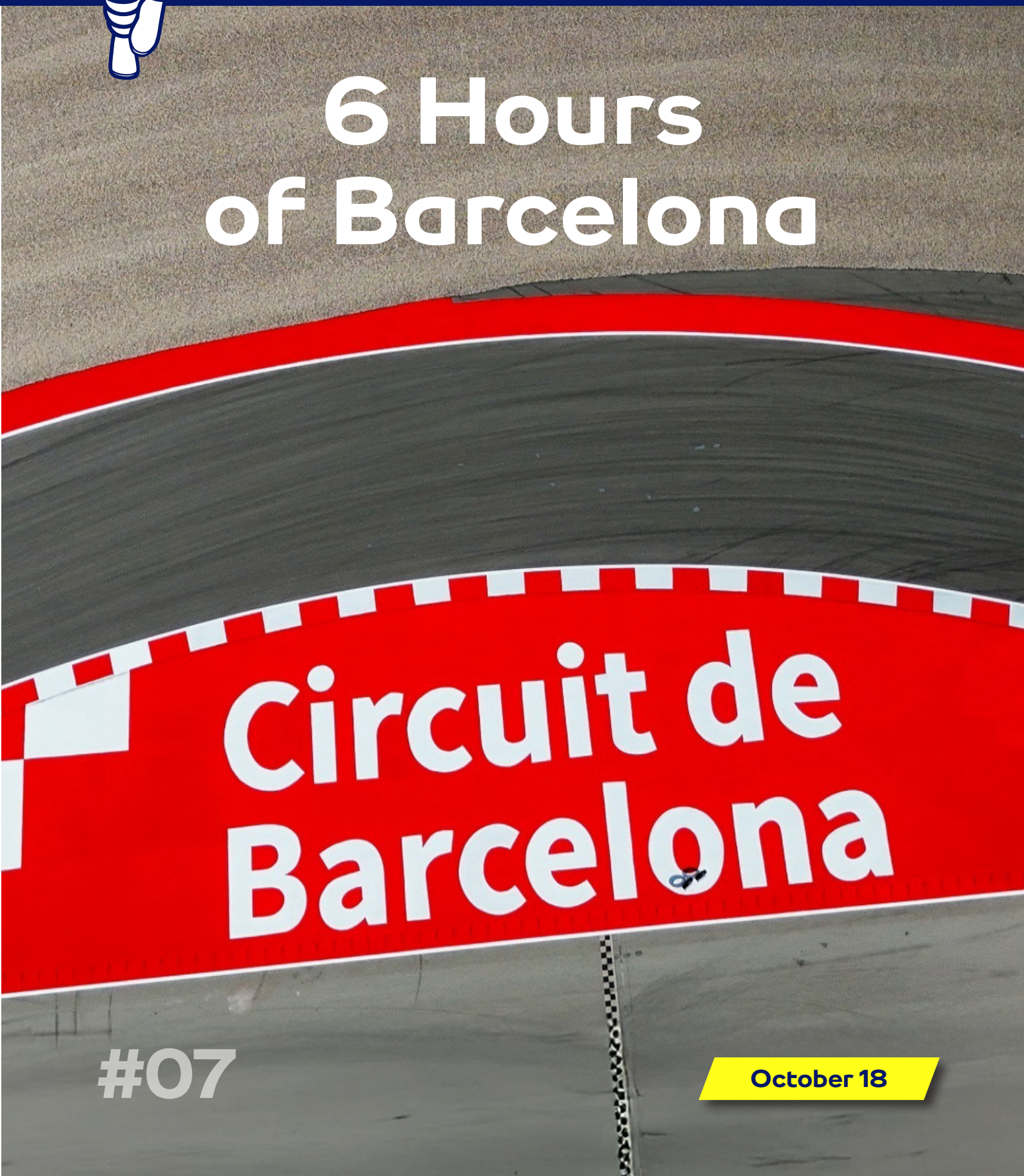
Raceguide

WEC FIA WORLD ENDURANCE CHAMPIONSHIP | MICHELIN OFFICIAL TIRE PARTNER

2026

6 Hours of 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 : fiawec.com
information subject to change

35
entries

17
hypercars

8
different manufacturers

The 2026 6 Hours or Barcelona

108th FIA WEC race

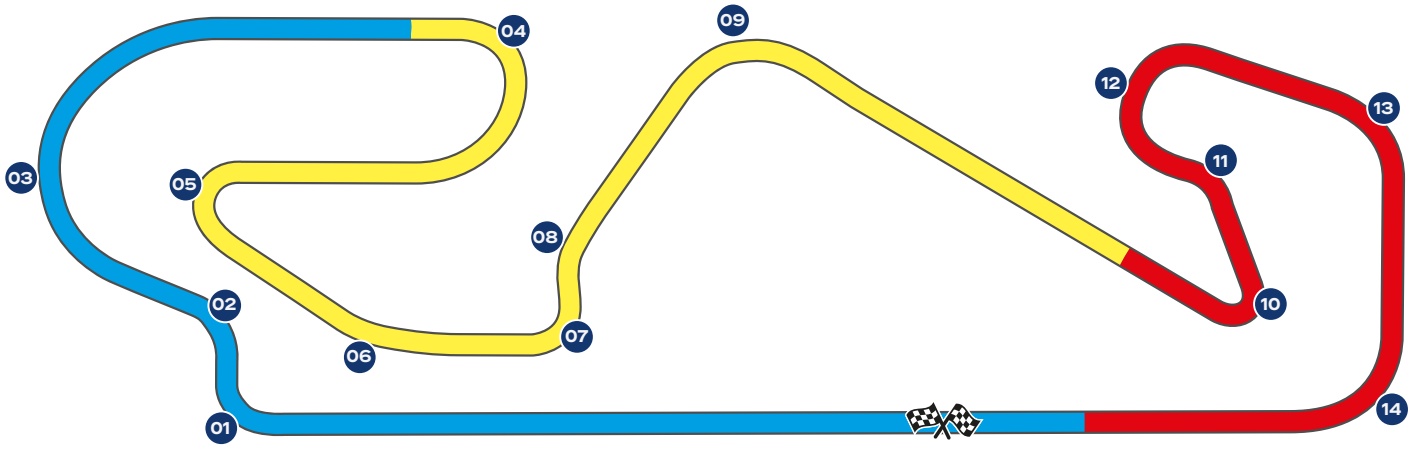
Marks the launch of Michelin's new Wet containing 57% renewable/recycled materials

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.

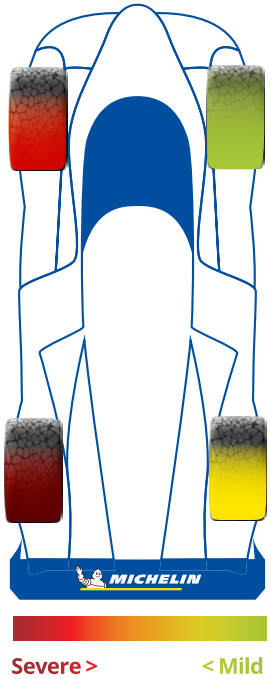
Circuit de Barcelona-Catalunya



Clockwise / **14 turns** / **4.657km**

Track record (FIA WEC)
Jose-Maria Lopez
(Toyota TS050 Hybrid) **1m29.141s**
(2019 Prologue)

Tire severity rating



- » 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 then 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)

MICHELIN

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 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.

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

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**

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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.

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The **Michelin** Pilot Sport Endurance **at Barcelona**

Slicks

Soft compound
Dry or slightly damp conditions
Low temperatures

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

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 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
- C. Milesi
- F. Habsburg

#36
- J. Gounon
- V. Martins

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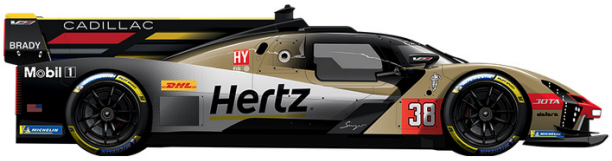
Cadillac Hertz Team Jota

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
- A. LYNN

#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
- A. Quinn

#94
- L. Duval
- M. Jakobsen
- T. Pourchaire

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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	8	29			169
2nd	BMW	16	43	37	31	4	15			146
3rd	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
1st	Brendon Hartley	25	1	30	0	8	25			89
1st	Ryō Hirakawa	25	1	30	0	8	25			89
1st	Sébastien Buemi	25	1	30	0	8	25			89
2nd	Kamui Kobayashi	15	10	50	0	0	4			79
2nd	Mike Conway	15	10	50	0	0	4			79
2nd	Nyck De Vries	15	10	50	0	0	4			79
3rd	René Rast	10	25	36	4	0	0			75
3rd	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.

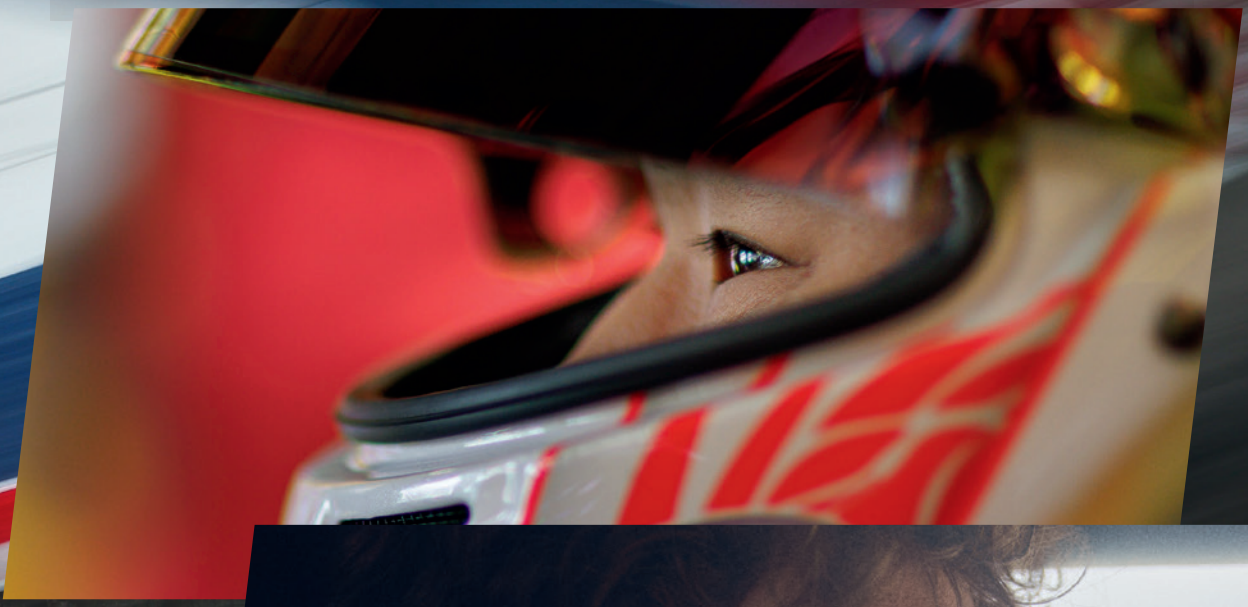
Four mechanics and two tire guns allowed for wheel changes during pit stops. Wheel changes are only allowed when the car is not being refueled.

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

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