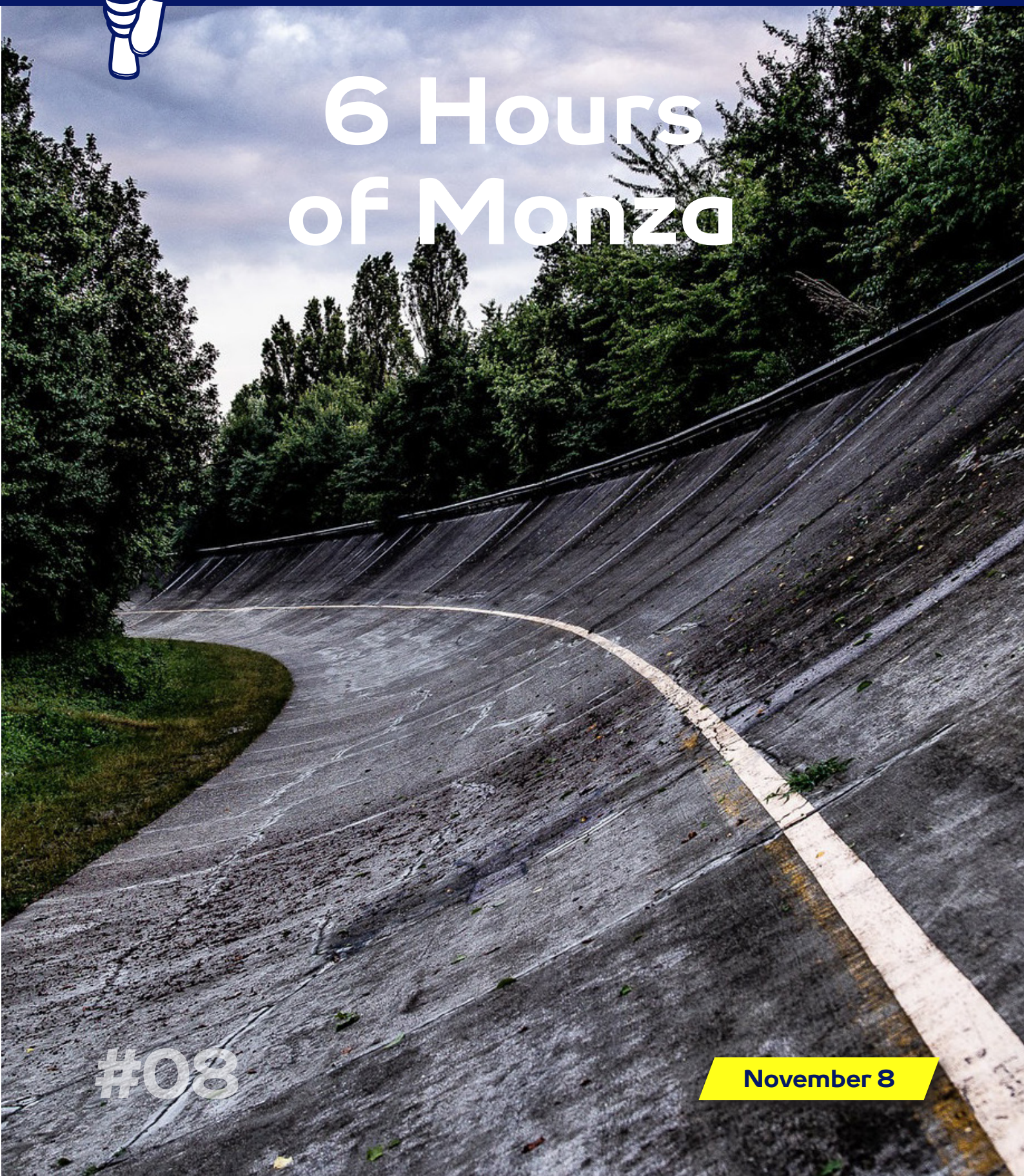
# Raceguide

FIA WORLD ENDURANCE CHAMPIONSHIP

MICHELIN OFFICIAL TIRE PARTNER

2026

# 6 Hours of Monza



#08

November 8

# 2026 Timetable

**Friday, November 6**

| | |
|---|---|
| 10:30am > 12:00noon | **Free Practice 1** |
| 2:30pm > 4:00pm | **Free Practice 2** |

**Saturday, November 7**

| | |
|---|---|
| 10:30am > 11:30am | **Free Practice 3** |
| 3:00pm > 3:12pm | **Hypercar Qualifying** |
| 3:20pm > 3:30pm | **Hypercar Hyperpole** |

**Saturday, November 8**

| | |
|---|---|
| **11:00am** | **Start** |

LOCAL TIME GMT +1 • Source : fiawec.com
information subject to change

**35**
entries

**17**
hypercars

**8**
different manufacturers




# The 2026 6 Hours of Monza

## 109th FIA WEC race



Standing in for the canceled 8 Hours of Bahrain

First time on the FIA WEC calendar since 2023

Both of Toyota Racing's crews still in contention for the 2026 Drivers' world title




## Statistic

**October's 6 Hours of Barcelona saw Toyota and Michelin claim their eighth FIA WEC Manufacturers' world title together. Toyota has also won four FIA World Rally Championship Manufacturers' crowns on Michelin tires. In total, Toyota has scored 88 world-class victories on Michelin rubber (WEC: 53/ WRC: 35).**

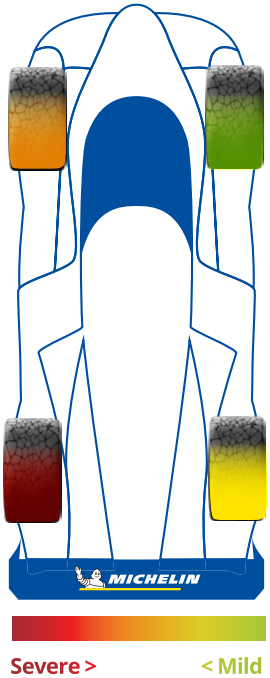
# Autodromo Nazionale di Monza




**Clockwise** | **11 turns** | **5.793km**

**Track record (FIA WEC)**
**Kamui Kobayashi:** 1m35.358s
*(Toyota TS050 Hybrid, 2023)*

## Tire severity rating




» Known as the Temple of Speed

» Curva Parabolica and Variante Ascari are two of racing's most famous corners

» Built in 1922

» Monza is the combination of a former 5.5km circuit and a 4.5km oval




» Second-fastest track of the 2026 FIA WEC (average speed: 220kph) after Le Mans.

» Most demanding circuit for brakes (negative longitudinal force more than -2g for 5% of lap).

» Asymmetric demands on tires (left: 57%/right: 43%, front: 45%/rear: 55%).

» Tires subjected to high average loads (rear left: 900kg).

MICHELIN




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

Monza is a fast and flowing old-school circuit with long straights and chicanes that give front tires a tough time. It's also the 2026 FIA WEC's second-fastest venue after Le Mans. The surface was relaid quite recently, in 2024, so grip is good in the dry and we believe lap times will maybe fall by two, two-and-a-half seconds compared with 2023 when the championship last visited. In wet weather, grip can be at something of a premium, though, because the track doesn't drain that well. It's not known as the Temple of Speed for nothing, of course, and the Hypercars reach high speeds repeatedly over a single lap, spending close to 40 percent of the time at more than 250kph, and more than 70 percent at full throttle. The front tires need to provide stability under hard braking, and that's key to successful overtaking. And big demands are made of the rears during the many re-acceleration phases. Our Hypercar partners will be able to choose between the soft and medium Michelin Pilot Sport Endurance slicks, with the former nominated for Saturday's Hyperpole session. Monza is a relatively low-energy circuit, so expect double-, or even triple-stint strategies. If it rains, we will have our new Pilot Sport Endurance Wet which performed strongly at its race-debut last month at Barcelona and which contains 57 percent renewable/recycled materials.

> **Monza is a relatively low-energy circuit, so expect double-, or even triple-stint strategies**

## Michelin's FIA WEC record

**108 wins**
with 8 different manufacturers
including Toyota (53 wins), Porsche (21) and Audi (17)
with 63 different drivers
including S. Buemi (29), B. Hartley (26) and M. Conway (20)

**14** Manufacturers' **world titles**

**13** drivers' **world 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 **for Monza**

## 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: soft**

## 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: 1.9 bar** (27,6psi)<br>**Wet: 1.2 bar** (17.4psi) | **Between -3.0° and -1.0°** |
| **Rear** | **Slick: 2.0 bar** (29,0psi)<br>**Wet: 1.2 bar** (17.4psi) | **Between -2.3° 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

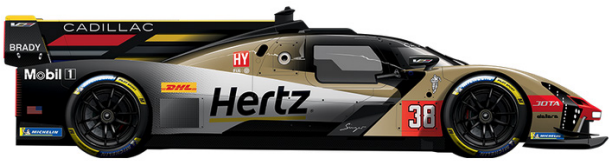
Two -wheel drive
Seven-speed Xtrac sequential gearbox

#35
- C. Milesi
- F. Habsburg

#36
- J. Gounon
- V. Martins

## 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

# 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 | 43 | | 212 |
| 2nd | BMW | 16 | 43 | 37 | 31 | 4 | 15 | 8 | | 154 |
| 3rd | Ferrari | 27 | 15 | 20 | 26 | 26 | 1 | 15 | | 130 |

| 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 | 25 | | 114 |
| 1st | Ryō Hirakawa | 25 | 1 | 30 | 0 | 8 | 25 | 25 | | 114 |
| 1st | Sébastien Buemi | 25 | 1 | 30 | 0 | 8 | 25 | 25 | | 114 |
| 2nd | Kamui Kobayashi | 15 | 10 | 50 | 0 | 0 | 4 | 18 | | 97 |
| 2nd | Mike Conway | 15 | 10 | 50 | 0 | 0 | 4 | 18 | | 97 |
| 2nd | Nyck De Vries | 15 | 10 | 50 | 0 | 0 | 4 | 18 | | 97 |
| 3rd | Kevin Magnussen, | 10 | 25 | 36 | 4 | 0 | 0 | 6 | | 75 |
| 3rd | Raffaele Marciello | 10 | 25 | 36 | 4 | 0 | 0 | 6 | | 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.

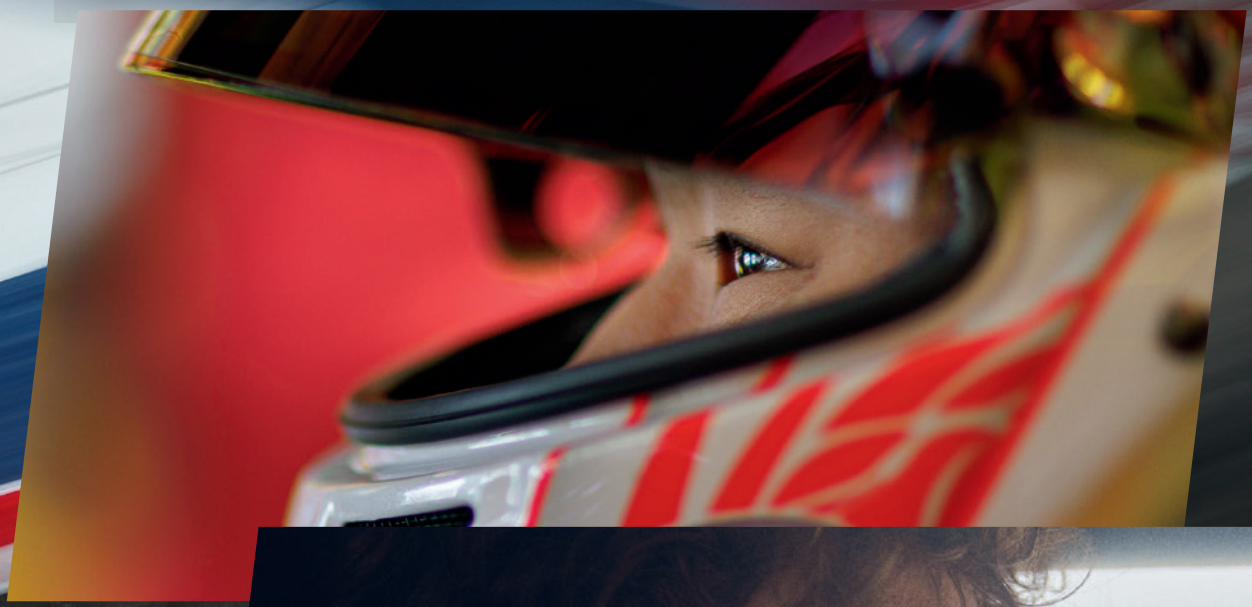
**Four mechanics and two tire guns allowed** for wheel changes during pit stops. Wheel changes are only allowed when the car is not being refueled.

**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

MICHELIN

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