

FIA WORLD ENDURANCE
CHAMPIONSHIP

2023 WEC MEDIA GUIDE

FIAWEC.COM



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WELCOME



Mohammed Ben Sulayem,
FIA President

Dear Friends,

The FIA World Endurance Championship blends the heritage with the future of endurance racing. This is the result of the redevelopment of the series and its regulatory foundations which has been jointly driven by the FIA and the ACO.

The FIA WEC has established a strong and sustainable calendar and maintained its upwards trajectory year on year. The 2023 season will build on those solid foundations.

This season the Hypercar class will come of age with its strongest entry to date. The platform has proven to be relevant to the manufacturers – underlined by the volume of brands competing in the category.

A line-up of renowned manufacturers, a calendar of iconic races staged at world-class circuits the with the centenary edition of the 24 Hours of Le Mans as the focal point of the season, there is plenty to look forward to in 2023.

I would like to take this opportunity to wish everyone involved in the championship a successful season.

WELCOME



Pierre Fillon,
President of the Automobile
Club de l'Ouest

An eagerly awaited season

The sensational 2022 season is barely over, and the FIA World Endurance Championship is already back with an exceptional grid, ready for the new year.

Seven manufacturers make up the Hypercar grid. That figure alone is an indication of the intensity of the competition to come. Endurance racing's most coveted brands are back with a mission, much to the delight of the discipline's fans.

The LMP2 field is equally impressive. The class plays a pivotal role for the ACO and delivers superb racing year after year. Alpine, Prema, United Autosports and JOTA will be jostling for position throughout the seven rounds. All these teams, as fans know by now, are in a position to win the class.

GTE Am has a record 14 entries. The line-up of renowned constructors and talented

drivers promises an outstanding season, especially as the class is bowing out this year, succeeded by LMGTC3.

The 11th WEC season comprises a milestone event: the world's greatest endurance race celebrates its 100th birthday this June. This year's 24 Hours of Le Mans, round 4 of the championship, on 10-11 June, is going to be something else. A centenary race is a once-in-a-lifetime occurrence. Few events can boast such longevity, and fewer still garner the same enthusiasm year after year. From a racing perspective, the 2023 24 Hours of Le Mans promises to be one of the most talked-about races of all time.

I wish everyone – competitors, partners, spectators and you, journalists, who play a vital role in our notoriety – an excellent season.

WELCOME



Richard Mille,
FIA Endurance
Commission President

Since it was introduced in 2012, the FIA World Endurance Championship has been continuously evolving and reaching new heights.

This year, the quality of entries across the field underlines the growth and appeal of the series. The Hypercar class, with 13 entries from seven different automotive brands, has reached the point that we envisaged in the early days of developing this concept. This is testament to the work done in the background over the last couple of years, to the fact that the regulations are relevant to the manufacturers as well as proof of the growing appeal of endurance racing worldwide.

The LMP2 class continues to be a highly-competitive platform, while the

move to a single GT class is a step in the right direction that lays the right foundations for the future of GT racing in the world's premier endurance series.

The seven-round schedule is a natural evolution of the calendar we know well from the previous years that will provide the automakers involved with a stage to showcase their dream cars at a variety of world-class circuits and key global markets.

I'm convinced that 2023 will mark the beginning of a new golden era in the history of the FIA WEC and I'm very much looking forward to this season. Surely, we won't be disappointed.

I'd like to wish all the competitors a great campaign!

WELCOME



 **Frédéric Lequien,**
WEC CEO

It's finally here... the season we have all been waiting for!

In 2023, we will see no less than seven manufacturers (Cadillac, Ferrari, Peugeot, Porsche, Toyota, Glickenhaus and Vanwall) going head-to-head in the FIA WEC's headline Hypercar category, with even more marques set to follow in 2024. In just less than 12 months, we have doubled our entries in the top-tier class – a fact we are extremely proud of.

2022 provided exceptional racing and proved that strong foundations have been laid for the future and now in 2023 – the 11th full season of the WEC – it is time for the Hypercar category to truly shine.

I'd like to take this opportunity to offer a very warm welcome to our friends at Cadillac, Ferrari, Porsche and Vanwall who join the Hypercar class this year - it's a huge honour to have so many global car manufacturers committing to the WEC and putting their trust in our championship.

It's also very encouraging to see strong entries in LMP2 as well as a record LMGTE Am field too. Furthermore, the move to a single GT class is an important step that lays foundations for the future of GT racing in the world's premier endurance series.

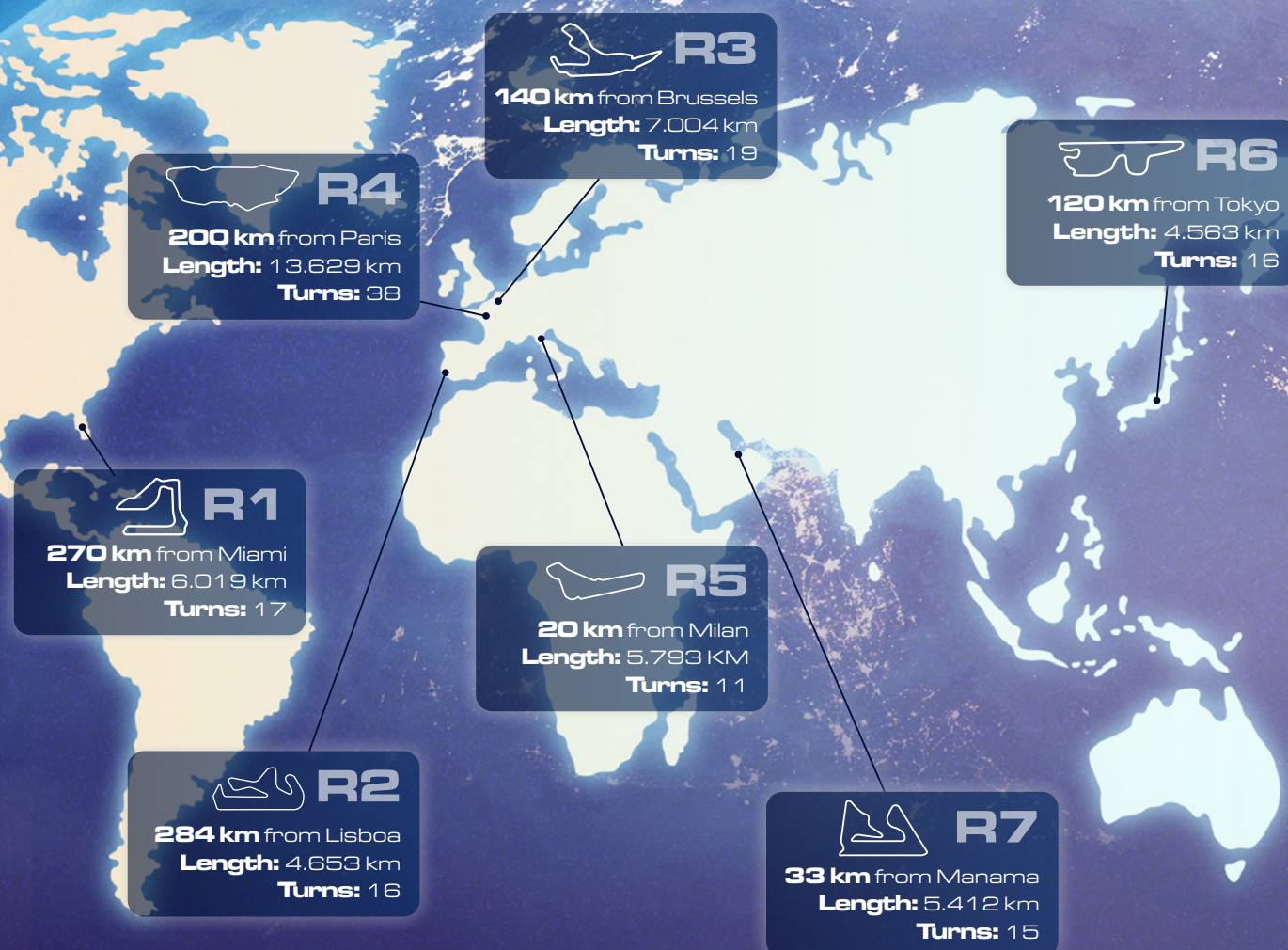
We will also add another venue to our calendar this year with the 6 Hours of Portimao set to take place in April. We will also return to six fantastic venues in Europe, North America, Asia and the Middle East making the WEC a truly global championship.

This year will be even more special as we prepare to celebrate the centenary of the 24 Hours of Le Mans. Ticket sales have been unprecedented, and we cannot wait to see packed grandstands as motorsport fans across the world unite to celebrate 100 years of history, innovation and entertainment.

The WEC is shaping up for its best season to date and I can't wait for you all to be part of this journey.

WEC

2023 CALENDAR



Beyond being a partner, DHL is a major asset for the championship since they take care of the transport of cars and all the equipment necessary for the organisation of races, around the globe.



PR		PROLOGUE SEBRING	11-12 MARCH
R1		1000 MILES OF SEBRING	17 MARCH
R2		6 HOURS OF PORTIMÃO	16 APRIL
R3		TOTALENERGIES 6 HOURS OF SPA-FRANCORCHAMPS	29 APRIL
R4		24 HOURS OF LE MANS	10-11 JUNE
R5		6 HOURS OF MONZA	9 JULY
R6		6 HOURS OF FUJI	10 SEPTEMBER
R7		BAPCO 8 HOURS OF BAHRAIN	4 NOVEMBER

WHAT'S NEW

to the WEC in 2023



Ahead of the start of the 2023 FIA World Endurance Championship, there is a natural focus on the 13-entry Hypercar category. But there is more to the FIA WEC's 11th season than the influx of manufacturers to the top class – there are significant regulatory changes across all classes.

NO MORE TYRE HEATING

As part of the tyre road map developed and following consultations with tyre manufacturers, any form of tyre heating will not be permitted in 2023. Also as part of this road map, the amount of available tyre specifications in the Hypercar class will be reduced to two specifications per circuit (and three for Le Mans).

NEW HYPERCAR SUB-CLASSIFICATION

Manufacturers competing for the FIA Hypercar World Endurance Championship must enter at least one and a maximum of two cars. Any additional cars from the same manufacturer must be entered in the new Hypercar Team's World Cup classification.

QUALIFYING FORMAT REFINED

In order to make qualifying easier to follow, to guarantee the competitors sufficient driving time and to broaden the window of optimal conditions for setting times, Qualifying will be composed of three separate 15-minute sessions, with a dedicated session per class, as opposed to the previous format of two sessions, one for prototypes (including Hypercar and LMP2 machinery) and one for GT cars.

AMENDED NEUTRALISATION PROCEDURES

First introduced to FIA WEC in 2014 in order to reduce the number of Safety Car interventions per race, Full Course Yellow (FCY) procedure that orders all the cars to reduce their speed to 80 km/h and not to overtake was revised ahead of this season.

Under the 2023 Sporting Regulations, Pit Lane will be closed during FCY periods. The procedure was amended in order to mitigate the impact of FCY periods on the results of the

race as under previous regulations pitting under FCY gave significant advantage over the cars that already completed their pit stops under green flag conditions.

Cars running down on fuel or those carrying damage will be allowed to come in for an emergency pit stop to refuel for 5 seconds or to repair any damage. In this case, the cars must again enter the pit lane as soon as the pit entry opens.

NO MORE PRO/AM IN LMP2

In response to the demands of the market and following consultations with participating teams, there will no longer be a separate classification for Pro/Am crews involving a Bronze-rated driver in the LMP2 class.

As announced at the FIA World Motor Sport Council meeting last December the homologation period for the current generation of LMP2 cars was extended until the end of 2025.

NEW SUSTAINABILITY AWARD

The ACO and the 24 hours of Le Mans launched in 2021 their Sustainable Strategy EngageMans pour le Futur. In 2023, WEC has also developed a Sustainable Strategy aligned with the FIA ambition.

With the Sustainable Endurance Award launched in 2021, ACO, WEC and the 24 Hours of Le Mans are following its tradition in innovation in accordance with its role as a player in sustainable mobility.

For the 2023 WEC season, all participating Teams (Competitors) have the obligation to participate and expose their social and environmental responsibility (CSR) commitments on:

- “Low Carbon Impact”: Action to reduce greenhouse gas (GHG) emissions
- “Positive Innovation”: develop projects with positive social and/or environmental impact

This prize demonstrates the commitment of the Competitors and the WEC to the challenges of the social and ecological transition.

[READ THE FULL 2023 FIA WORLD ENDURANCE CHAMPIONSHIP SPORTING REGULATIONS HERE](#)



HYPERCAR



THE NEW ERA

The Hypercar class - introduced in 2021 to replace the LMP1 category - is the top-tier in the FIA World Endurance Championship.

The category is open to both prototypes and cars based around road-going vehicles. The cars have a total combined power output (engine + hybrid system if fitted) of 500 kW and a minimum weight of 1030kg.

This class features cars built to one of the following two sets of technical regulations:

- LMH (Le Mans Hypercar, introduced from 2021)
- LMDh (Le Mans Daytona h, allowed from 2022)

The ultimate aim is for these two types of cars to compete against each other in the FIA WEC and in the IMSA WeatherTech SportsCar Championship and, therefore, to race in both the 24 Hours of Le Mans and the Rolex 24 at Daytona.

Hypercar regulations leave scope for a wide variety of architectures, including the use of hybrid system either at the front or the rear of the car.

All cars competing in the Hypercar class are shod with tyres from exclusive supplier Michelin. The budget required to run two cars throughout a WEC season allows for savings up to 60% compared with a top-flight LMP1 programme.

In LMDh, the backbone of the car – i.e the whole car minus the internal combustion engine, and the hybrid system – will be supplied by one of four chassis manufacturers: Dallara, Ligier, Multimatic or Oreca.

This chassis structure will share a number of components with the next generation of LMP2s. The common rear-axle hybrid system includes the gearbox and is mandatory. The system is supplied jointly by Bosch, Williams Advanced Engineering and X-Trac.

KEY CHARACTERISTICS

- Minimum weight: **1030 KG**
- Balance of Performance: **guaranteed level playing field**
- Maximum power output: **520kW**
- Number panels: **pantone red 653**
- Single tyre manufacturer: **Michelin**

HYPERCAR

HYPER
CAR



The Hypercar category, a joint project of the FIA and the ACO, that back in 2018 was envisaged as the NEW top class of the FIA World Endurance Championship, had its debut in 2021, but it wasn't until this year when this ruleset really came of age, attracting a raft of manufacturers.

The 11th season of the FIA WEC will feature an impressive 13 Hypercar entries from seven manufacturers, highlighting the ongoing growth of the world's premier endurance racing series.

SHIFT IN REGULATORY APPROACH

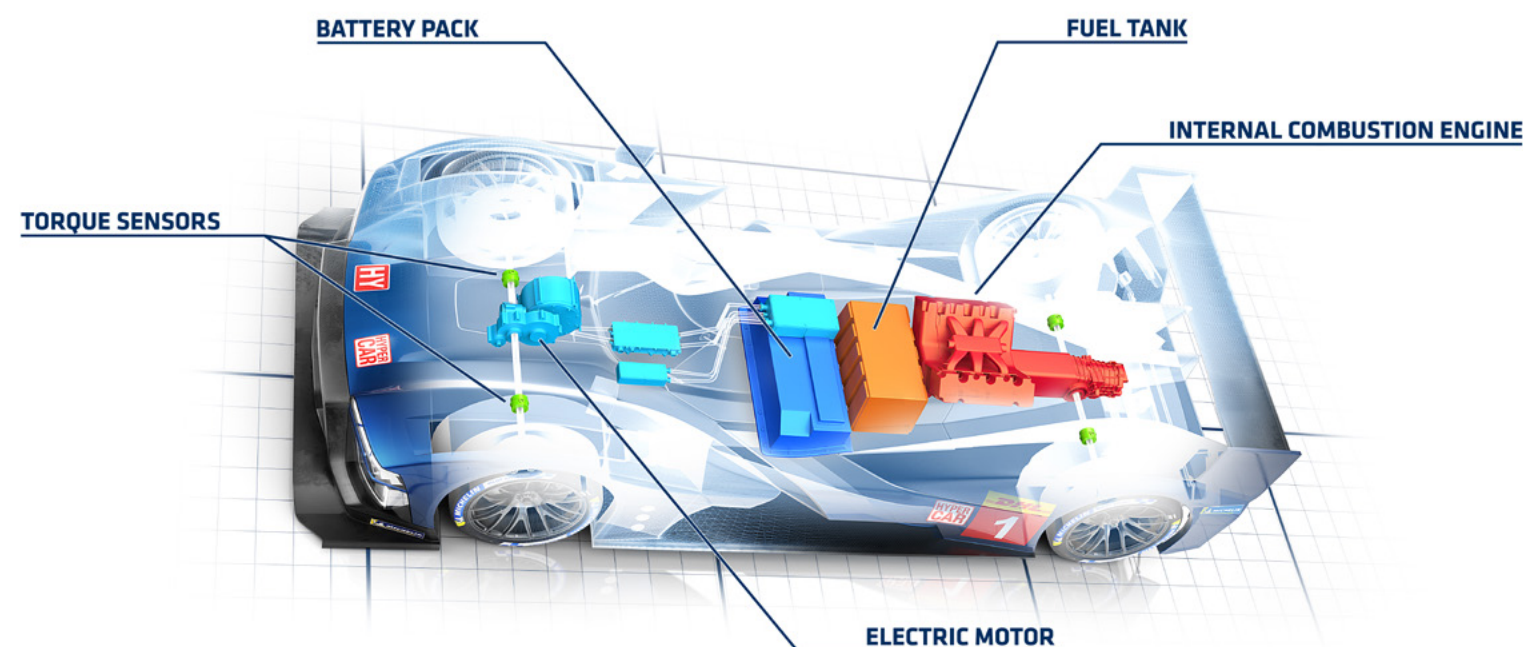
So, what makes the Hypercar class so successful? The ruleset, accommodating cars built to LMH and LMDh technical regulations, represents a major shift in philosophy compared with the LMP1 class it replaced. It allows for far greater variety both in terms of technical approaches as well as the aesthetics of the cars, at the same time ensuring sporting equality and preventing cost escalation through the concept of performance windows.

Technical Regulations are focused on controlling performance outcome instead of setting design or geometrical restrictions, allowing manufacturers to choose cost-effective solutions as significant expenditures do not translate to performance gains.

This autonomy allows the automakers not only to replicate brand identity, maintaining the spirit of the brand and remaining relevant to their road car philosophy, but also to express true potential in terms of creativity and innovation. Less rigid aerodynamic constraints established for the cars give them the option to incorporate styling elements to the design.

Similarly to the LMP1 class, both hybrid or non-hybrid power units with transmission to either rear or both axles are allowed.

HYPER CAR DRIVETRAIN LAYOUT



HYPERCAR

PERFORMANCE WINDOWS

The principle of performance windows is a new regulatory approach to the top category of the FIA WEC. It has been made possible by the application of precise modern methodology for measuring performance parameters, combined with the experience of efficient data acquisition and analysis processes.

Instead of constraining the design process with geometric requirements, the FIA and the ACO are overseeing the outcome. This is possible owing to the concept of performance windows, where the minimum and maximum values were set for areas such as weight, power and aerodynamic performance, with each of the cars having to fit into those windows. Maximum power is set at 520kW, while minimum weight at 1030kg.



During the homologation process, the cars are measured in the wind tunnel, the bodywork is scanned, while the engine performance is measured live on track with the use of torque sensors. This is to ensure that the cars fit into the performance windows.

The design of the cars is then “frozen” for their homologation cycle, ensuring they will remain unchanged through their life span.

As the performance targets are clearly defined, manufacturers can choose the most cost-effective technical solution without the additional burden of ultimate optimization around regulatory constraints.

TAILOR-MADE BOP

In order to ensure sporting equality, the FIA and the ACO rely on the Balance of Performance formula managed jointly by the two parties. The Hypercar BoP has been tailored specifically for the needs of the new category, leaning on the knowledge and experience gained over the years.

Both the FIA and the ACO have a long history of using BoP. The FIA started balancing out cars in GT racing the mid-2000s, and is constantly improving the process. Each

year there are over 40 FIA-sanctioned events with BoP in use, varying from Cross-Country to GT racing. The best practices and learnings were taken into account in developing the Hypercar BoP.

One of the most innovative solutions is the use of torque sensors, allowing for better control of powertrain parameters on track. These sensors, resistant to electromagnetic field and heat, are installed onto the driveshafts of the cars allowing calculation and monitoring of BoP-allocated energy per stint in real time. This technology is effective in limiting development costs.

COST-SAVING MEASURES

As avoiding cost escalation is one of the key targets behind the Hypercar concept, several other cost-saving measures were undertaken.

To start with, testing is supervised. The use of expensive materials and technology is greatly limited. The minimum weight for gearbox is set at 75kg, with the use of magnesium or aluminium casing and bellhousing mandatory. Furthermore, lower power output results in lower power unit development costs.

The suspension is also simplified, with a double-wishbone design compulsory and aids such as active systems and mass dampers forbidden.

There is also a single aero kit permitted, without the distinction for Le Mans and the other races. In order to avoid development costs, the tyres are exclusively supplied by Michelin.

SAFETY IMPROVEMENTS

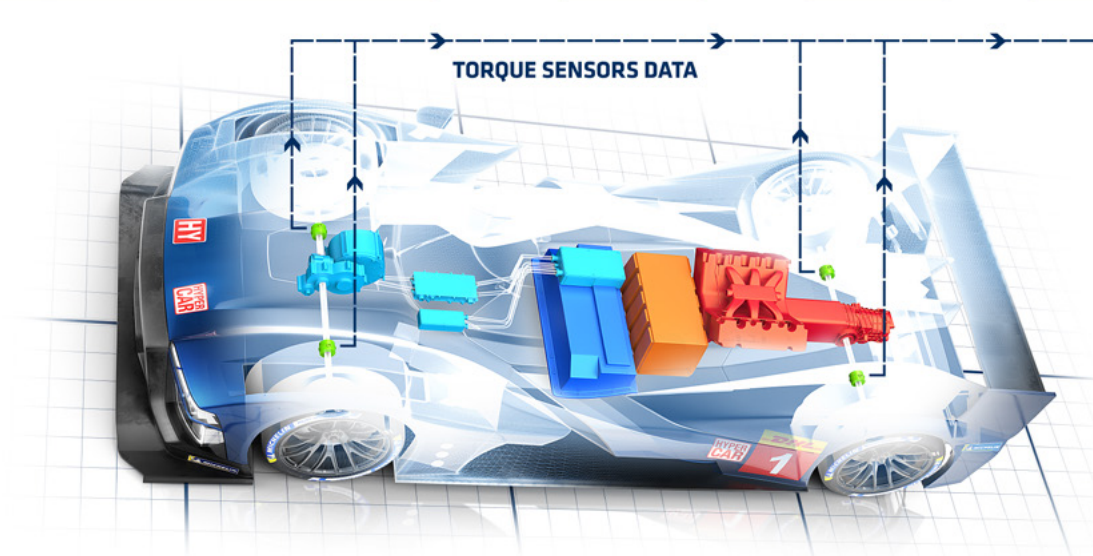
With safety being the overriding priority for any FIA project, the Hypercar regulations feature a number of safety improvements.

Due to the high level of performance achieved by cars, all competitors must prove during homologation that their aerodynamics remain stable at different car attitudes, within the limits set by a table of critical speeds.

The LMP1 cockpit safety standards have been updated. The seating position is more upright, mitigating the risk of spinal injuries during serious accidents. This is the result of extensive research following several real-world accidents as well as accident simulation using the THUMS virtual human body model. In addition to seat load tests, seat belt anchorage load tests have been introduced.

Leg padding is now mandated and a new load test for the inboard leg protection panel has been introduced. In order to ensure increased energy-absorption capability during frontally-angled impacts, headrest coverage has been increased. The specification of the fuel tank bladder has also been upgraded.

HYPERCAP VIRTUAL ENERGY TANK



LE MANS
HYPERCAR


2023 HYPERCAR CONTENDERS




 **FERRARI**
499P
Engine: Ferrari V6 bi-turbo



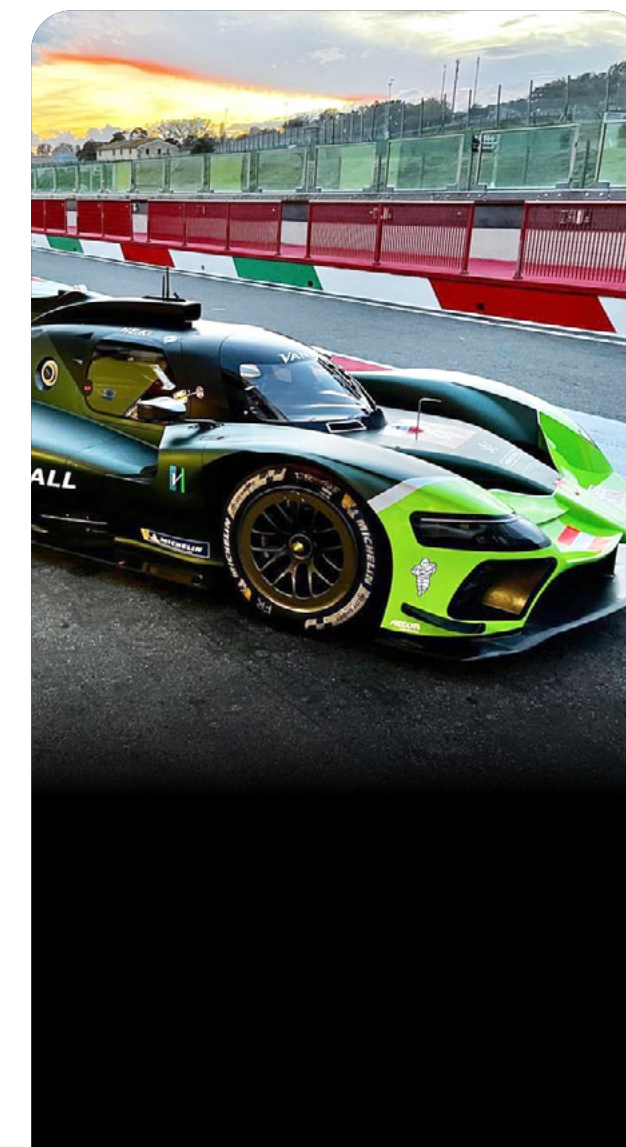
 **PEUGEOT**
9X8 / Peugeot
Engine: V6 bi-turbo




 **GLICKENHAUS**
007 LMH
Engine: Pipo V8 bi-turbo



 **TOYOTA**
R010 Hybrid
Engine: Toyota V6 bi-turbo



 **VANWALL**
Vandervell 680

2023 HYPERCAR CONTENDERS



JOINING IN 2024

BMW

LAMBORGHINI

ALPINE
ENDURANCE TEAM

MORE TO BE ANNOUNCED...

FIA WEC SEASON 11 GRID



- Thirty-eight entries representing 12 nations: Italy (9), Germany (6), USA (5); Great Britain (4), France (4), Japan (3), Belgium (2), Canada (1), Switzerland (1), Poland (1), Austria (1), Oman (1)
- 13 entries in Hypercar, 11 in LMP2, 14 in LMGTE Am
- 2023 sees the highly-anticipated arrival of Hypercar entries from global manufacturers Cadillac, Ferrari and Porsche
- Total of nine manufacturers represented across all categories (Cadillac, Ferrari, Peugeot, Porsche, Toyota, Glickenhaus, Vanwall, Chevrolet and Aston Martin)
- Record number of LMGTE Am entries in WEC history (14 entries)
- Four female drivers featured on WEC entry list (Prema Racing in LMP2; three Iron Dames in LMGTE Am) and maybe more to come before Sebring

13

HYPERCAR

11

LMP2

14

LMGTE AM

38 CARS

SEE THE 2023 ENTRY LIST 



**HYPERCAR
(LMH & LMDH)**
PROFESSIONAL DRIVERS LINE UPS

CLOSED COCKPIT PROTOTYPE OR
DERIVED FROM PRODUCTION
VEHICLES

 **MAX SPEED**
330 KM/H

 **WEIGHT 1030 KG**
(DEPENDING ON BOP)

 **«HYPERCAR»**
RED ON WHITE

TIRES 




LMP2
PROFESSIONAL & AMATEUR
DRIVERS LINE UPS

CLOSED COCKPIT PROTOTYPE

 **MAX SPEED**
315 KM/H

 **WEIGHT 950 KG**

 **«P2» BLUE**
ON WHITE

TIRES 




LMGTE AM
PROFESSIONAL & AMATEUR
DRIVERS LINE UPS

DERIVED FROM PRODUCTION
VEHICLES

 **MAX SPEED**
300 KM/H

 **WEIGHT 1 275 KG**
(DEPENDING ON BOP)

 **«AM» ORANGE**
ON WHITE

TIRES 



VALUES



ACCESSIBILITY

Affordable entertainment for everyone
Open paddock access for the public
Spreading the spirit of Le Mans over 3 continents



TECHNOLOGY

Development of transferrable hybrid and hydrogen technologies
Automotive industry living laboratory
First worldwide championship to use a biofuel in 2022



SHARING

Multi-class racing
2-3 drivers per car
Sharing pure motorsport passion
Experience the race, at the heart of the action

ENERGY

AN INNOVATIVE APPROACH

Through the Sporting and Technical Regulations, the ACO encourages car manufacturers and teams to find energy solutions for the future: biofuels, bio-methane, hydrogen, zero emissions.

It took 40 years (1960-2000) to reduce the fuel consumption at the 24 Hours of Le Mans by 50%. The same level of economy has been accomplished again in just six years (2010-2016).

Motorsport has always pushed manufacturers to innovate. It also has allowed them to test the validity of these innovations. As such, the 24 Hours of Le Mans and the WEC hold a special place, because the search for performance is added to that of reliability.





From viticulture...

CO-PRODUCTS FROM MARCS AND LEES



Food
Grape seed oil

Cosmetics
Tartaric acid

Natural fertilizers

NOTHING IS CREATED WHICH DOESN'T ALREADY EXIST!

- 1. WASHING**
of the marcs and lees to recover the residual ethanol they contain
- 2. DISTILLATION**
to obtain a pure ethanol raw material
- 3. DEHYDRATION**
to get a compatible quality with fuel use
- 4. TRANSFORMATION**
from ethanol to biogasoline

...to the track

A NEW 100% CERTIFIED SUSTAINABLE FUEL



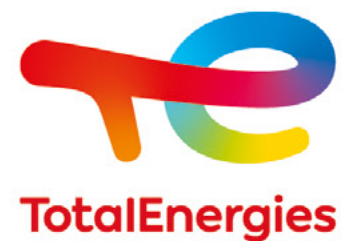
excellium
Racing 100

TotalEnergies becomes the official supplier of 100% certified* sustainable fuel for the FIA World Endurance Championship, including the 24 Hours of Le Mans as well as for the European Le Mans Series from 2022.



Excellium Racing 100

TotalEnergies becomes the official supplier of 100% certified* sustainable fuel for the FIA World Endurance Championship, including the 24 Hours of Le Mans as well as for the European Le Mans Series from 2022. Excellium Racing 100 fuel reduces CO2 emissions by at least 65%**.



*Excellium Racing 100 is a certified 100% sustainable product according to the mass balance system applied by a voluntary certification organisation approved by the European Union.

**In line with the methodology provided by the European RED II directive (2018/2001), Excellium Racing 100 can reduce greenhouse gas emissions by at least 65% compared to its fossil equivalent.

THE FIA WEC AND THE 24H OF LE MANS THE RACE FOR INNOVATION

For 100 years, the 24 Hours of Le Mans has been at the forefront of the mobility history, increasing safety, confort, performance and efficiency for everyone's daily cars.
The next centerany will mark a new step as a leading player for sustainable mobility, including the fight against carbon emissions.



The fuel of exceptional quality supplied by TotalEnergies allows us to push these machines to the maximum of their capacities and push the limits.

For the first time and exclusively, all competitors are using 100% renewable fuel since 2022, a huge step forward in the world of energy!

1922
The road surface

1926
Fog lights

1952
The gasoline injection engine

1963
The turbine engine

1967
The slick tire

1998
The hybrid engine

2011
LED then laser headlights

2022
Biofuel introduction



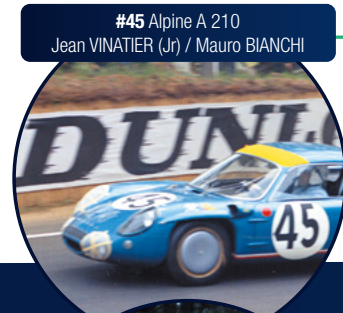
#49 Chenard & Walcker
Robert SENECHAL / Albéric LOQUHEUX



#57 Renault 4 CV
Camille HARDY / Maurice ROGER



#18 Jaguar XX 120 C
Tony ROLT / Duncan HAMILTON



#45 Alpine A 210
Jean VINATIER (Jr) / Mauro BIANCHI



#7 Chaparral 2F
Phil HILL / Mike SPENCE



Audi R18 e-tron quattro



2021
Hypercar era



2025
Road to 0 emission, hydrogen cars introduction

1925
The aerodynamics of the bodywork

1949
Rear engine

1953
Disc brakes

1967
Aerodynamic appendages

1974
The turbo engine

2006
Racing diesel

3 FIA WORLD ENDURANCE CHAMPIONSHIP TITLES



2022 KEY FIGURES



SPORTING
STATISTICS

[MORE INFOS >>](#)



A DYNAMIC DIGITAL
COMMUNITY

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FAN
PROFIL

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FAN
ATTENDANCE

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MEDIA
ATTENDANCE

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GLOBAL TV
PRESENCE

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DIGITAL PRESS
PRESENCE

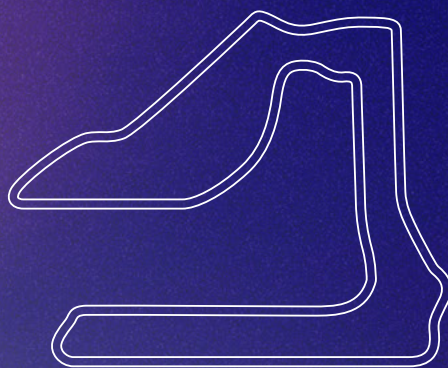
[MORE INFOS >>](#)

**PROLOGUE
SEBRING**

**1000 MILES OF
SEBRING**

11 – 12 MARCH 2023

17 MARCH 2023

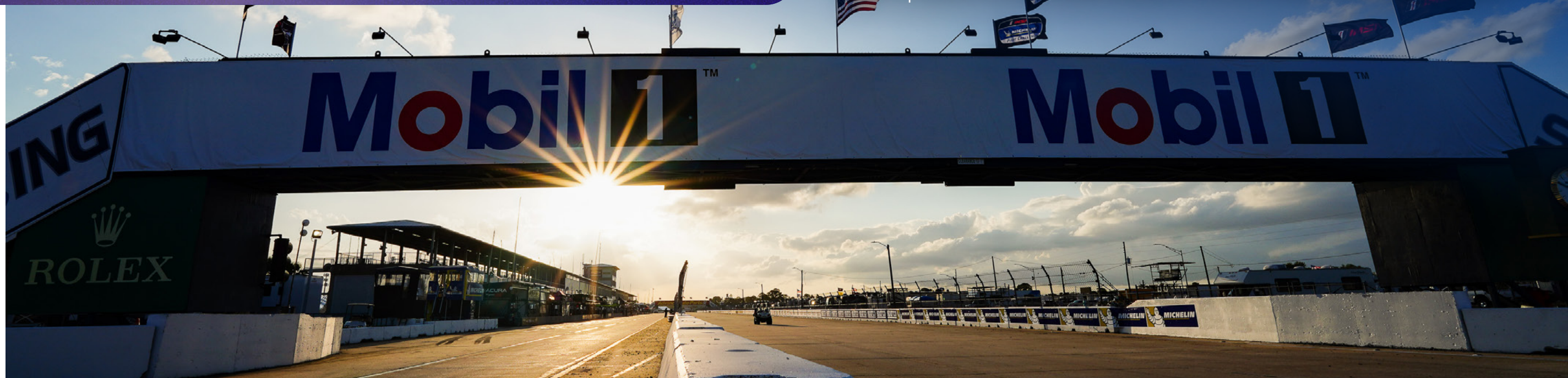


The Official Prologue will take place at Sebring – the first time that the WEC’s pre-season test has been staged outside of Europe.

The season-opening 1000 Miles of Sebring will get underway a few days later (18 March).

Sebring International Raceway is America’s oldest road racing track, with over six decades of storied history. The legendary circuit evolved from Hendricks Field, a World War II airbase. The concrete runways still form a major part of the circuit and make the circuit notorious for its “bumps” which are a real test for man and machine.

The 1000 Miles of Sebring will run on the Friday, ahead of the IMSA Mobil 1 Twelve Hours of Sebring which will take place a day later (Saturday 19 March) to form an exhilarating weekend of endurance race action. It promises to be an unmissable weekend for race fans as much as for the drivers and teams!



HIGHLIGHTS 2022



CLASSIFICATION

	17 March 2012	16 March 2019	18 March 2022
LMP1 – HYPERCAR	Mcnish / Kristensen / Capellor No 2 Audi Sport Team Joest Audi R18 - 325 laps	Buemi/Nakajima/Alonso No 8 Toyota Gazoo Racing Toyota TS050 – Hybrid	Negrao/Lapierre/Vaxiviere Alpine ELF Team No. 36 Alpine A480 – 194 Laps
LMP2	Potolicchio / Dalziel / Sarrazin No 44 Starworks Motorsports HPD ARX 03b Honda - 319 laps	Heinemeier-Hansson/King/ Stevens No 37 Jackie Chan DC Racing Oreca 07 - Gibson - 239 laps	Di Resta/Jarvis/Pierson United Autosports USA No. 23 Oreca 07 – 192 laps
LMGTE Pro	Bertolini / Beretta / Cioci No 71 AF Corse Ferrari F458 Italia - 307 laps	Lietz/Bruni No 91 Porsche GT Team Porsche 911 RSR - 226 laps	Christensen/Estre Porsche GT Team No. 92 Porsche 911 RSR – 183 laps
LMGTE Am	Ried / Roda / Ruberti No 88 Team Felbermayr-Proton Porsche 911 RSR (997) - 298 laps	Ried/Andlauer/Campbell No 77 Dempsey - Proton Racing Porsche 911 RSR- 221 laps	Dalla Lana/Pittard/Thiim Northwest AMR No. 98 Aston Martin Vantage AMR - 180 laps

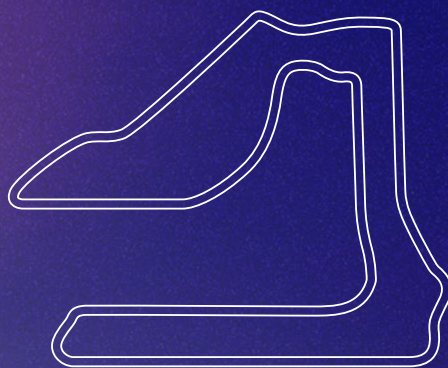


[Find the complete results of the previous seasons](#)

PROLOGUE SEBRING

1000 MILES OF SEBRING

11 – 12 MARCH 2023
17 MARCH 2022



CONTACT

USA

ADDRESS

Sebring International Raceway
113 Midway Drive Sebring
Florida 33870 USA

TELEPHONE

+1 863-655-1442

WEBSITE

www.sebringraceway.com

MEDIA CONTACT

JOHN STORY

Senior Director, Marketing, Business Development
& Communication
704-202-9256 (mobile)
jstory@sebringraceway.com



TRAVEL INFO

Convenient Airport:

Orlando (MCO) 79 miles to Sebring
Miami (MIA) 137 miles to Sebring

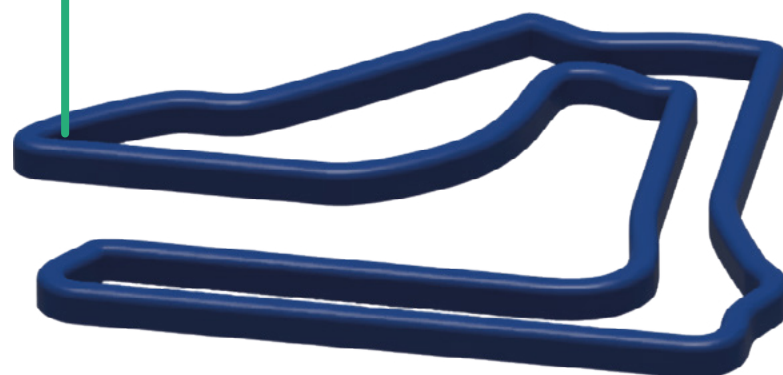
Currency: US\$

Average Temperature: 13°/26°

Average Rainfall: 50 mm

Language: English

LENGTH
3.74 MILES
6.019 KM



WINNERS 2022



NEGRAO/LAPIERRE/VAXIMIERE - NO. 36 ALPINE A480

RACE DISTANCE
COVERED

1166,67KM BY NO. 36
ALPINE ELF TEAM

17
TURNS

POLE POSITION 2022 BY CATEGORY

HYPERCAR

A NEGRAO/N LAPIERRE/M VAXIMIERE
No. 36 Alpine 1470
Alpine ELF Team - 1:47.407

LMP2

F PERRODO/ N NIELSEN/A ROVERA
No. 83 Oreca 07
AF Corse – 1:49.014

LMGTE PRO

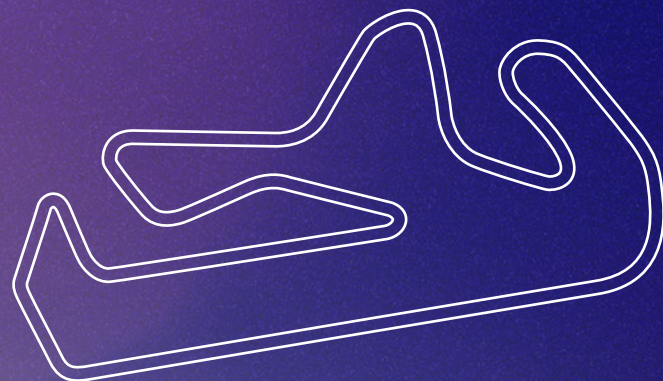
M CHRISTENSEN/K ESTRE
No. 92 Porsche 911 RSR
Porsche GT Team – 1:57.233

LMGTE AM

B KEATING/P LATORRE/M SORENSEN
No. 33 Aston Martin Vantage
TF Sport – 1:59.204

6 HOURS OF PORTIMÃO

16 APRIL 2023



The FIA WEC will visit the Algarve International Circuit for the very first time for the second round of the season in mid-June. Constructed in 2008, the circuit is nestled in the mountains close to the town of Portimão, in southern Portugal.

The Algarve International Circuit has been used to host a round of the European Le Mans Series [ELMS] since 2017 and provides a mix of fast and slow-speed corners, as well as dramatic gradient changes. The track also stepped in to run a round of the Formula 1 World Championship last October. The Algarve International Circuit is 4.7km and consists of 16 turns - its undulating nature means that it is reminiscent of classic tracks such as Spa-Francorchamps.

HIGHLIGHTS 2021



CLASSIFICATION

13 June 2021

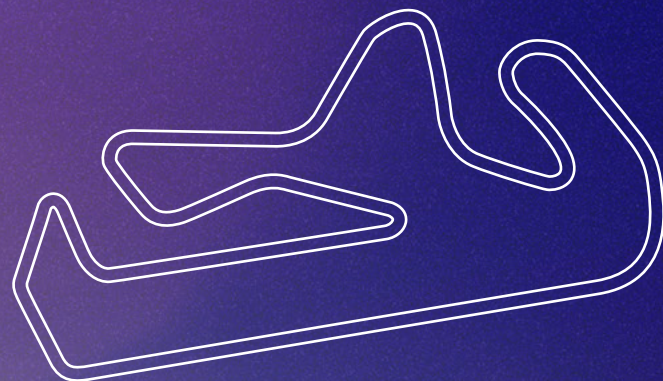
LMP1 – HYPERCAR	Conway/Kobayashi/Lopez Toyota Gazoo Racing No. 7 Toyota GR010 Hybrid – 103 laps
LMP2	Gelael/Frijns/Rast WRT No. 31 Oreca 07 – 103 laps
LMGTE Pro	Calado/Pier Guidi AF Corse No. 51 Ferrari 488 GTE Evo – 102 laps
LMGTE Am	Ried/Priaulx/Tincknell Dempsey – Proton Racing No. 77 Porsche 911 RSR – 99 laps



[Find the complete results of the previous seasons](#)

6 HOURS OF PORTIMÃO

16 APRIL 2023



CONTACT

PORTUGAL

ADDRESS

Sítio do Escampadinho,
Mexilhoeira Grande
8500-148 Portimão

TELEPHONE

+351 282 405 600

WEBSITE

www.autodromodoalgarve.com

MEDIA CONTACT

JOANA MELO
Marketing & Communication
Tel. (Chamada rede fixa nacional):
+351 282 405 609



TRAVEL INFO

Timezone GMT +0

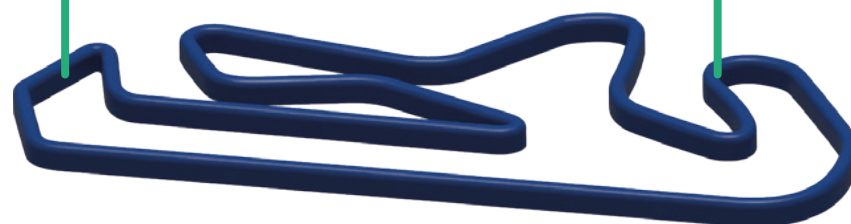
Convenient Airport:

Faro Airport
8006-901 Faro
+351 289 800 800

Currency: Euro

LENGTH
4.653KM

TRACK WIDTH:
14 M



WINNERS 2021



BUEMI/NAKAJIMA/HARTLEY - NO. 8 TOYOTA GR010 HYBRID

RACE DISTANCE
COVERED

1395,63KM BY NO. 8
TOYOTA GAZOO RACING

LEFT:
7

16
TURNS

RIGHT:
9

POLE POSITION 2021 BY CATEGORY

HYPERCAR

A NEGRAO/N LAPIERRE/M VAXIVIERE
No. 36 Alpine A480
Alpine Elf Matmut – 1:30.364

LMP2

S GELAEI/S VANDOORNE/T BLOMQUIST
No. 28 Oreca 07
JOTA – 1:31.210

LMGTE PRO

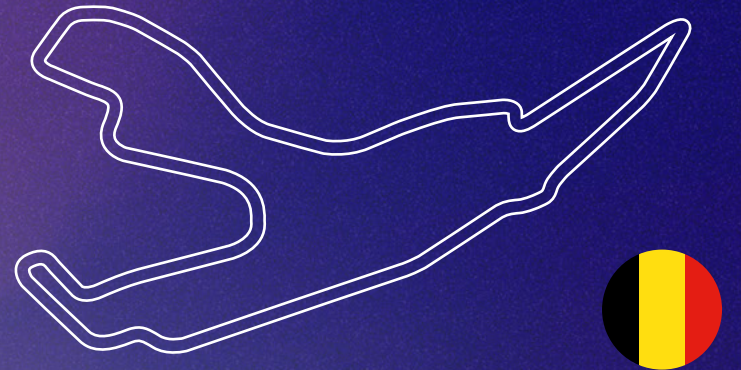
K ESTE/N JANI/M CHIRSTENSEN
No. 92 Porsche 911 RSR
Porsche GT Team – 1:37.986

LMGTE AM

E PERFETTI/M CAIROLI/R PERA
No. 56 Porsche 911 RSR
Team Project 1 – 1:40.191

6 HOURS OF SPA-FRANCORCHAMPS

29 APRIL 2023



Since 1966, legendary endurance racers have competed on the Spa-Francorchamps circuit in the Belgian Ardennes generating exciting and spectacular races. Subject to often unpredictable weather conditions, Circuit of Spa-Francorchamps is a track that thrills like no other and is a firm favourite of every driver in the world.

Technical, demanding, with challenges for drivers and strategists alike, the sight of prototypes and GT cars thundering into Eau Rouge is one never to be forgotten.

HIGHLIGHTS 2022



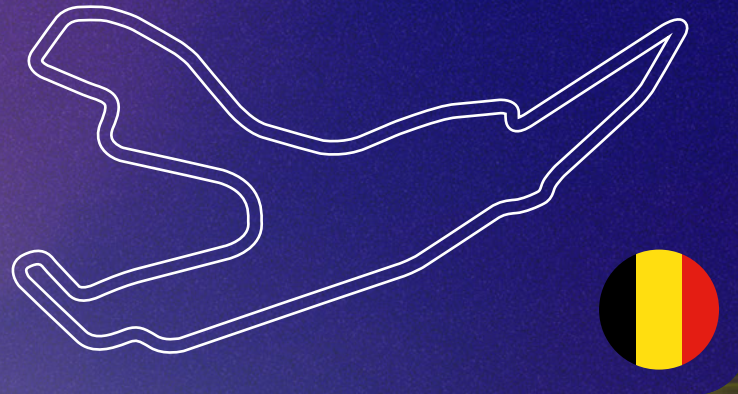
CLASSIFICATION

	05-07 May 2016	04 May 2017	5 May 2018	4 May 2019	15 August 2020	1 May 2021	7 May 2022
LMP1 – HYPERCAR	Di Grassi / Duval / Jarvis No 8 Audi Sport Team Joest Audi R18 (M) – 160 laps	Buemi / Davidson / Nakajima No 8 Toyota Gazoo Racing Toyota TS050 Hybrid - 173 laps	Buemi/Nakajima/Alonso No 8 Toyota Gazoo Racing Toyota TS050 HYBRID – 163 laps	Buemi/Nakajima/Alonso No 8 Toyota Gazoo Racing Toyota TS050 HYBRID – 133 laps	Conway/Kobayashi/Lopez No 7 Toyota Gazoo Racing Toyota TS050 HYBRID – 143 laps	Buemi/Nakajima/Hartley No 8 Toyota Gazoo Racing Toyota GR010 HYBRID – 162 laps	Conway/Kobayashi/Lopez Toyota Gazoo Racing No. 7 Toyota GR010 Hybrid – 103 laps
LMP2	Menezes / Lapierre / Richelmi No 36 Signatech Alpine Alpine A460 – Nissan (D) – 151 laps	Rusinov / Thiriet / Lynn No 36 Signatech Alpine Alpine A460 – Nissan (D) – 151 laps	Rusinov/Vergne/Pizzitola No 26 G- Drive Racing ORECA 07 Gibson – 156 laps	Gonzalez/Maldonado/Davidson No 31 DragonSpeed A 07 Gibson – 129 laps	Hanson/Albuquerque/Di Resta No22 United Autosports Oreca 07 - Gibson - 140 laps	Hanson/Scherer/Albuquerque No22 United Autosports Oreca 07 - Gibson - 161 laps	Gelael/Frijns//Rast WRT No. 31 Oreca 07 – 103 laps
LMGTE Pro	Rigon / Bird No 71 AF Corse Ferrari 488 GTE (M) – 145 laps	Rigon / Bird No 71 AF Corse Ferrari 488 GTE - 151 laps	Pla/Mucke/Johnson No 66 Ford Chip Ganassi Team UK Ford GT – 148 laps	Lynn/Martin No 97 Aston Martin Racing Aston Martin Vantage AMR – 124 laps	Christensen/Estre No92 Porsche GT Team Porsche 911 RSR - 19 - 135 laps	Estre/Jani No92 Porsche GT Team Porsche 911 RSR - 19 - 153 laps	Calado/Pier Guidi AF Corse No. 51 Ferrari 488 GTE Evo – 102 laps
LMGTE Am	Dalla Lana / Lamy / Lauda No 98 Aston Martin Racing Aston Martin Vantage V8 (D) – 140 laps	Dalla Lana / Lamy / Lauda No 98 Aston Martin Racing Aston Martin V8 Vantage - 146 laps	Dalla Lana/Lamy/Lauda No 98 Aston Martin Racing Aston Martin Vantage – 144 laps	Ried/Pera/Campbell No 77 Dempsey-Proton Racing Porsche 911 RSR – 122 laps	Perrodo/Collard/Nielsen No83 AF Corse Ferrari 488 GTE Evo - 134 laps	Perrodo/Nielsen/Rovera No83 AF Corse Ferrari 488 GTE Evo - 152 laps	Ried/Priaulx/Tincknell Dempsey – Proton Racing No. 77 Porsche 911 RSR – 99 laps

[Find the complete results of the previous seasons](#)

6 HOURS OF SPA-FRANCORCHAMPS

29 APRIL 2023



CONTACT

BELGIUM

ADDRESS
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B-4970 Francorchamps BELGIUM

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MEDIA CONTACT
International Concept Event sa
Tubeseck 5 / 9912 TROISVIERGES
LUXEMBOURG
Email
media@ice-lux.com



TRAVEL INFO

Timezone GMT +1

Convenient Airport:
Brussels Zaventem (BRU) 134 km
Liege Bierset (LGG) 56 km
Charleroi Brussels (CRL) 132 km
Dusseldorf (DUS) 144 km
Maastricht (MST) 71 km

Currency: Euro
Average Temperature: 14°/7°C
Average Rainfall: 90 mm
Language: Dutch (Flemish), French (Wallon), German

LENGTH
4.352 MILES
7.004 KM

LENGTH
OF PITLANE:
390M



LONGEST
STRAIGHT: **751M**

WINNERS 2022



CONWAY/KOBAYASHI/LOPEZ - NO. 7 TOYOTA GR010 HYBRID

RACE DISTANCE
COVERED
720,99KM BY NO. 7
TOYOTA GAZOO RACING - GR010 HYBRID

LEFT:
9



RIGHT:
11

POLE POSITION 2022 BY CATEGORY

HYPERCAR
O PLA/R DUMAS/L DERANI
No. 708 Glickenhaus 007 LMH
Glickenhaus Racing – 2:02.771

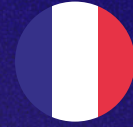
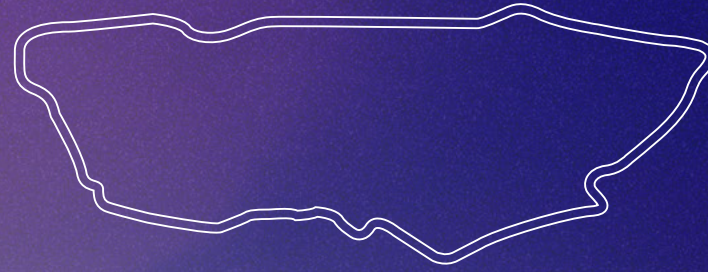
LMP2
F PERRORO/N NIELSEN/A ROVERA
No. 83 Oreca 07
AF Corse – 2:04.246

LMGTE PRO
G BRUNI/R LIETZ
No. 91 Porsche 911 RSR
Porsche GT Team – 2:14.301

LMGTE AM
B KEATING/H CHAVES/M SORENSEN
No. 33 Aston Martin Vantage
TF Sport – 2:17.408

24h LE MANS®

10-11 JUNE 2023



One of the greatest and best-known spectacles in the world, and the main event on the WEC calendar: the 24 Hours of Le Mans. First run in 1923 by the Automobile Club de l'Ouest, this year's event will return to its traditional June date. It offers fans an unparalleled social and sporting occasion and competitors the opportunity to earn bonus Championship points which are key for title challenges.

Le Mans allows teams and drivers to measure themselves against their peers, with the crème-de-la-crème of driving, engineering, organisation and marketing talent displaying their skills on a stage which is recognised and followed on a global basis. With close to 1000 media attendance, broadcasts to more than 130 countries and a field of 62 entries, the event continues to surpass all others.

HIGHLIGHTS 2022



CLASSIFICATION

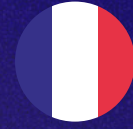
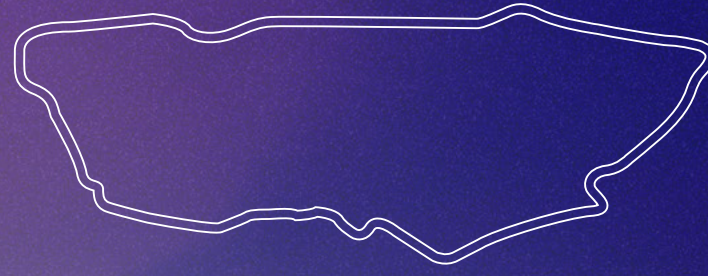
	18-19 June 2016	17-18 Jun 2017	16-17 June 2018	15-16 June 2019	20 September 2020	22 August 2021	11-12 June 2022
LMP1 – HYPERCAR	Dumas / Jani / Lieb No 2 Porsche Team Porsche 919 Hybrid (M) – 384 laps	Bernhard / Bamber / Hartley No 2 Porsche Team Porsche 919 - 367 laps	Buemi/Nakajima/Alonso No 8 Toyota Gazoo Racing Toyota TS050 HYBRID – 388 laps	Buemi/Nakajima/Alonso No 8 Toyota Gazoo Racing Toyota TS050 HYBRID – 385 laps	Buemi/Nakajima/Hartley No 8 Toyota Gazoo Racing Toyota TS050 - Hybrid - 387 laps	Conway/Kobayashi/Lopez No 7 Toyota Gazoo Racing Toyota GR010 HYBRID – 371 laps	Buemi/Hartley/Hirakawi Toyota Gazoo Racing No. 8 Toyota GR010 Hybrid - 380 laps
LMP2	Menezes / Lapierre / Richelmi No 36 Signatech Alpine Alpine A460 – Nissan (D) – 357 laps	Tung / Jarvis / Laurent No 38 Jackie Chan DC Racing Oreca 07 Gibson - 366 laps	Lapierre/Negrão/Thiriet No 36 Signatech Alpine Matmut Alpine A470 Gibson – 367 laps	Lapierre/Negrão/Thiriet No 36 Signatech Alpine Matmut Alpine A470 Gibson – 368 laps	Hanson/Albuquerque/Di Resta No 22 United Autosports Oreca 07 - Gibson - 370 laps	Frijns/Habsburg/Milesi No31 Team WRT Oreca 07 - Gibson - 363 laps	Da Costa/Gonzalez/Stevens JOTA No. 38 Oreca 07 – 369 laps
LMGTE Pro	Hand / Müller / Bourdais No 68 Ford Chip Ganassi Team USA Ford GT (M) – 340 laps	Turner / Adam / Serra No 97 Aston Martin Racing Aston Martin Vantage - 340 laps	Christensen/Estre/Vanhoor No 92 Porsche GT Team Porsche 911 RSR – 344 laps	Pier Guidi/Calado/Serra No 51 AF Corse Ferrari 488 GTE EVO – 342 laps	Martin/Lynn/Tincknell No 97 Aston Martin Racing Aston Martin Vantage AMR - 343 laps	Pier Guidi/Calado/Ledogar No51 AF Corse Ferrari 488 GTE Evo - 345 laps	Bruni/Lietz/Makowiecki Porsche GT Team No. 91 Porsche 911 RSR – 350 laps
LMGTE Am	Sweedler / Bell / Segal No 62 Scuderia Corsa Ferrari 458 Italia (M) – 331 laps	Smith / Stevens / Vanhoor No 84 JMW Motorsport Ferrari 488 GTE - 333 laps	Ried/Andlauer/Campbell No 77 Dempsey-Proton Racing Porsche 911 RSR – 335 laps	Bergmeister/Lindsey/Perfetti No 56 Team Project 1 Porsche 911 RSR – 334 laps	Yoluc/Eastwood/Adam No 90 TF Sport Aston Martin Vantage AMR - 339 laps	Perrodo/Nielsen/Rovera No83 AF Corse Ferrari 488 GTE Evo - 340 laps	Keating/Chaves/Sorensen TF Sport No. 33 Aston Martin Vantage – 343 laps



[Find the complete results of the previous seasons](#)

24h LE MANS®

10-11 JUNE 2023



CONTACT FRANCE

ADDRESS
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72019 Le Mans Cedex 2

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WEBSITE
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MEDIA CONTACT
JEAN-BAPTISTE SCHMIDT
jb.schmidt@lemans.org



TRAVEL INFO

Timezone GMT +1

Convenient Airport:
Paris Charles de Gaulle (CDG)/
Paris Orly (ORY) 205 km
Tours (TUF) 102 km
Le Mans Arnage Airport (LME) opposite
circuit entrance

Currency: Euro
Average Temperature: 25°/13°
Average Rainfall: 49 mm

LENGTH
8.468 MILES
13.629 KM

**LENGTH
OF PITLANE:**
533.5M



**LONGEST
STRAIGHT: 1609M**

WINNERS 2022

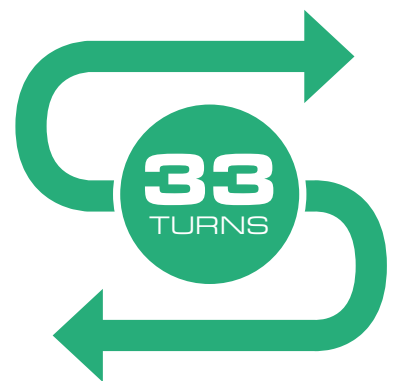


BUEMI/HARTLEY/HIRAKAWI - NO. 8 TOYOTA GR010 HYBRID

**RACE DISTANCE
COVERED**

5177,17KM BY NO. 8
TOYOTA GAZOO RACING - GR010 HYBRID

**LEFT:
13**



**RIGHT:
20**

POLE POSITION 2022 BY CATEGORY

HYPERCAR
S BUEMI / B HARTLEY / R HIRAKAWI
No. 8 Toyota Gazoo Racing
Hyperpole: 3:24.408

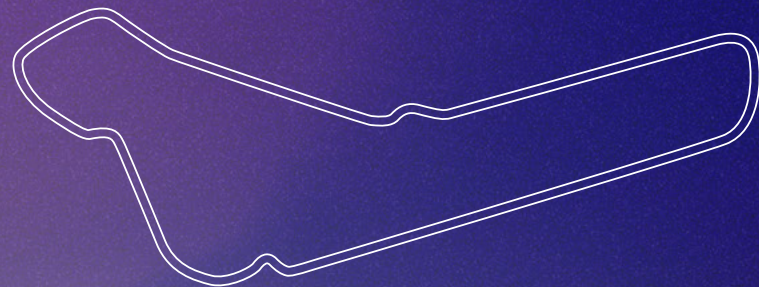
LMP2
S GELAEI/R FRIJNS/R RAST
No. 31 WRT
Hyperpole: 3:28.394

LMGTE PRO
T MILNER/N TANDY/A SIMS
No. 64 Corvette Racing
Hyperpole: 3:49.985

LMGTE AM
L PRETTE/C GRUNEWALD/V ABRIL
No. 61 AF Corse
Hyperpole: 3:52.594

6 HOURS OF MONZA

09 JULY 2023

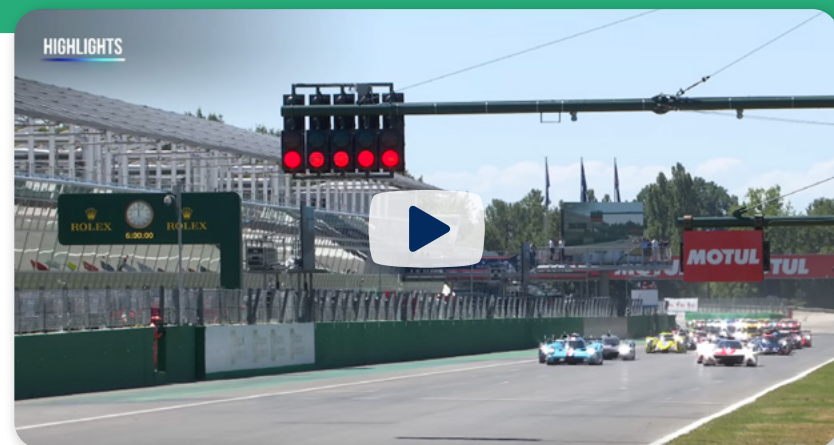


The WEC will feature a round at the Autodromo Nazionale di Monza, Italy, in July – a circuit which is steeped in motorsport history. The championship staged the WEC Prologue at Monza back in April 2017 but 2021 marked the first time that a full race has been held at the famous Italian circuit. And this year the WEC will return for the second year in a row following on from the success of last year.

The “Temple of Speed” is a fast-flowing circuit, with tight, technical corners separated by the lengthy straights. A six-hour race in the Italian summer sunshine will provide a challenge for the Hypercars and LMP2 drivers, as negotiating the slower GT traffic on the narrow stretches of road will be a real challenge for the drivers. The circuit has always been a strong favourite with teams and fans alike and the 2022 WEC race will be no different!



HIGHLIGHTS 2022



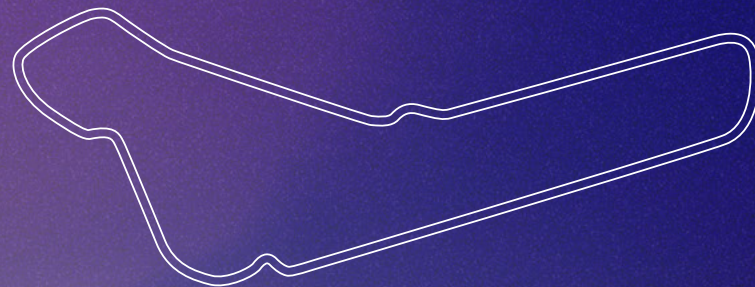
CLASSIFICATION

	18 July 2021	10 July 2022
LMP1 – HYPERCAR	Conway/Kobayashi/Lopez No 7 Toyota Gazoo Racing Toyota GR010 HYBRID – 204 laps	Negrao/Lapierre/Vaxiviere Alpine ELF Team No. 36 Alpine A480 – 194 laps
LMP2	Hanson/Scherer/Albuquerque No22 United Autosports Oreca 07 - Gibson - 200 laps	Andrade/Habsburg/Nato Realteam by WRT No. 41 Oreca 07 – 188 laps
LMGTE Pro	Estre/Jani No92 Porsche GT Team Porsche 911 RSR - 19 - 190 laps	Milner/Tandy Corvette Racing No. 64 Chevrolet Corvette C8.R – 181 laps
LMGTE Am	Perrodo/Nielsen/Rovera No83 AF Corse Ferrari 488 GTE Evo - 187 laps	Ried/Priault/Tincknell Dempsey-Proton Racing No. 77 Porsche 911 RSR – 179 laps

[Find the complete results of the previous seasons](#)

6 HOURS OF MONZA

09 JULY 2023



CONTACT

ITALY

ADDRESS

SIAS Società Incremento
Automobilismo e Sport SpA
a. viale di Vedano 5, 20900 Monza (MB) - ITALY

TELEPHONE

(+39) 039 24821

WEBSITE

www.monzanel.it

MEDIA CONTACT

Email: press@monzanel.it



TRAVEL INFO

Timezone GMT +1

Convenient Airport:

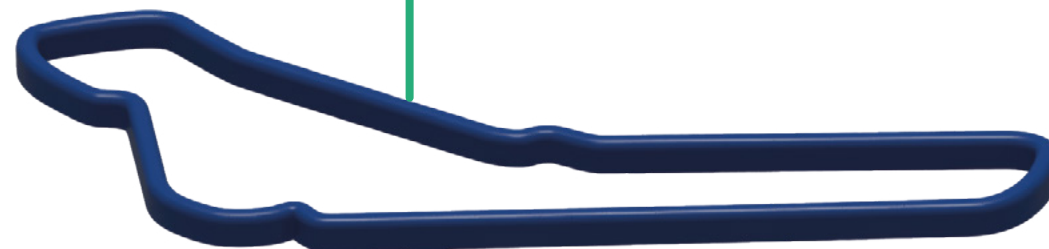
Paris Charles de Gaulle (CDG)/
Paris Orly (ORY) 205 km
Tours (TUF) 102 km
Le Mans Arnage Airport (LME) opposite
circuit entrance

Currency: Euro

Average Temperature: 25°/13°

Average Rainfall: 49 mm

LENGTH
5.793 KM



WINNERS 2022



NEGRAO/LAPIERRE/VAXIMIERE - NO. 36 ALPINE A480

RACE DISTANCE
COVERED

1123,52KM BY NO. 36
ALPINE ELF TEAM

LEFT:
4

11
TURNS

RIGHT:
7

POLE POSITION 2022 BY CATEGORY

HYPERCAR

O PLA/R DUMAS/L DERANI
No. 708 Glickenhaus 007 LMH
Glickenhaus Racing – 1:35.416

LMP2

P HANSON/F ALBUQUERQUE/W OWEN
No. 22 Oreca 07
United Autosports USA – 1:38.403

LMGTE PRO

A PIER GUIDI/J CALADO
No. 51 Ferrari 488 GTE Evo
AF Corse – 1:45.27

LMGTE AM

R FREY/M GATTING/S BOVY
No. 85 Ferrari 488 GTE Evo
Iron Dames – 1:47.431

6 HOURS OF FUJI

10 SEPTEMBER 2023



Endurance racing has a rich history at Fuji Speedway, dating back to 1982 when a round of the Sports car World Championship was contested. Located at the foot of the world-famous Mount Fuji, the track was rebuilt in 2005 to a high standard, fast layout.

It first hosted a round of the World Endurance Championship back in 2012 but the championship was unable to visit in 2020 and 2021 due to the pandemic. Fans flock in their thousands to see their heroes and cheer Toyota Gazoo racing to success and the team representing the manufacturing giant has won every year so far except 2015.

HIGHLIGHTS 2022



CLASSIFICATION

	9-11 October 2015	14-16 October 2016	13 October 2017	14 October 2018	06 October 2019	11 September 2022
LMP1 – HYPERCAR	Bernhard / Hartley / Webber No 17 Porsche Team Porsche 919 Hybrid (M) – 216 laps	Kobayashi / Sarrazin / Conway No 6 Toyota Gazoo Racing Toyota TS050 HYBRID (M) - 244 laps	Buemi / Davidson / Nakajima No 8 Toyota Gazoo Racing Toyota TS050 Hybrid - 113 laps	Conway/Kobayashi/Lopez No 7 Toyota Gazoo Racing Toyota TS050 HYBRID – 230 laps	Buemi/Nakajima/Hartley N°8 Toyota Gazoo Racing Toyota TS050 - Hybrid - 232 laps	Buemi/Hartley/Hirakawa Toyota Gazoo Racing No. 8 Toyota GR010 Hybrid – 232 laps
LMP2	Bird / Canal / Rusinov No 26 G-Drive Racing Ligier JS P2 Nissan (D) – 198 laps	Rusinov / Brundle / Stevens No 26 G-Drive Racing ORECA 05 Nissan (D) – 223 laps	Canal / Prost / Senna No 31 Vaillante Rebellion Oreca 07 Gibson - 110 laps	Jafaar/Tan/Jeffri No 37 Jackie Chan DC Racing ORECA 07 Gibson – 217 laps	Van Eerd/Van Der Garde/De Vries N°29 RACING Team Nederland Oreca 07 - Gibson - 222 laps	Gelael/Frijns/Vanthoor WRT No. 31 Oreca 07 – 225 laps
LMGTE Pro	Bruni / Vilander No 51 AF Corse Ferrari F458 Italia (M) – 193 laps	Priaux / Tincknell No 67 Ford Chip Ganassi Team UK Ford GT (M) – 212 laps	Calado / Pier Guidi No 51 AF Corse Ferrari 488 GTE - 109 laps	Christensen/Estre No 92 Porsche GT Team Porsche 911 RSR – 207 laps	Sorensen/Thiim N°95 Aston Martin Racing Aston Martin Vantage AMR - 211 laps	Pier Guidi/Calado AF Corse No. 51 Ferrari 488 GTE Evo – 217 laps
LMGTE Am	Dempsey / Long / Seefried No 77 Dempsey-Proton Racing Porsche 911 RSR (M) – 187 laps	Dalla Lana / Lamy / Lauda No 98 Aston Martin Racing Aston Martin V8 Vantage (M) – 208 laps	Flohr / Castellacci / Molina No 54 Spirit Of Race Ferrari 488 GTE - 107 laps	Bergmeister/Lindsey/Perfetti No 56 Team Project Porsche 911 RSR – 201 laps	Yoluc/Eastwood/Adam No90 TF Sport Aston Martin Vantage AMR - 208 laps	Keating/Chaves/Sorensen TF Sport No. 33 Aston Martin Vantage – 213 laps

6 HOURS OF FUJI

10 SEPTEMBER 2023



CONTACT JAPAN

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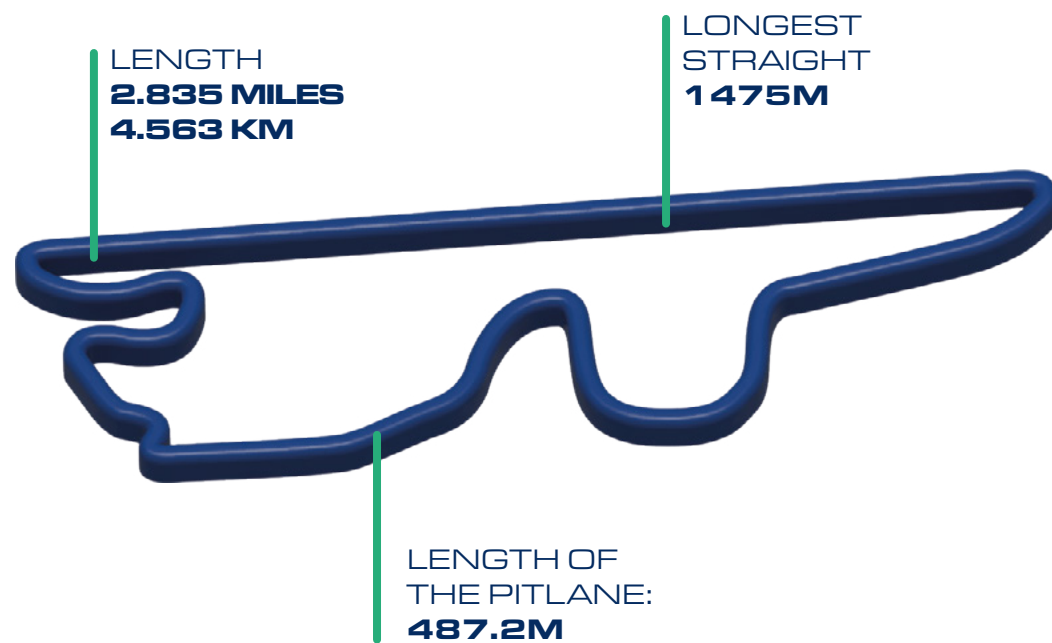


TRAVEL INFO

Timezone GMT +9

Convenient Airport:
Tokyo Narita (NRT) 170 km
Tokyo Haneda (HND) 105 km

Language: Japanese
Currency: Japanese Yen
Average Temperature: 20°/16°C
Average Rainfall: 152 mm



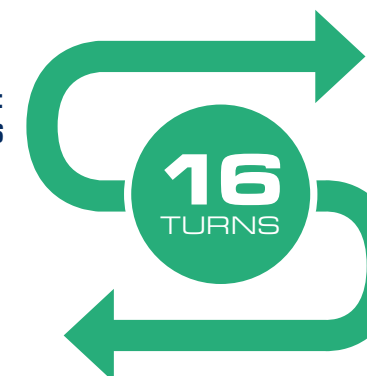
WINNERS 2022



BUEMI/HARTLEY/HIRAKAWA - NO. 8 TOYOTA GR010 HYBRID



LEFT:
6



RIGHT:
10

POLE POSITION 2022 BY CATEGORY

HYPERCAR
M CONWAY/K KOBAYASHI/J LOPEZ
No. 7 Toyota GR010 Hybrid
Toyota Gazoo Racing – 1:29.234

LMP2
R GONZALEZ/A DA COSTA/W STEVENS
No. 83 Oreca 07
JOTA – 1:31.649

LMGTE PRO
M CHRISTENSEN/K ESTRE
No. 92 Porsche 911 RSR
Porsche GT Team – 1:36.371

LMGTE AM
B KEATING/H CHAVES/M SORENSEN
No. 33 Aston Martin Vantage
TF Sport – 1:39.309

8 HOURS OF BAHRAIN

04 NOVEMBER 2023



For Season 10, the World Endurance Championship ends the year in the Middle East for an 8-hour race. Situated in the desert, the Bahrain International Circuit provides a stunning backdrop to round out the season with the added challenge of racing into the night. The circuit is demanding for the drivers, with a sandy and sometimes slippery track surface.

Moreover, the facilities are second to none and the welcome is as warm as the weather. Often the scene of dramatic races, with unexpected results, the venue is a favourite for everyone and offers fans an action-packed weekend of racing.

HIGHLIGHTS 2022



CLASSIFICATION

	19-21 November 2015	18-20 November 2016	18 November 2017	14 December 2019	14 November 2020	6 November 2021	13 November 2022
LMP1 – HYPERCAR	Dumas / Jani / Lieb No 18 Porsche Team Porsche 919 Hybrid (M) – 199 laps	Duval / Di Grassi / Jarvis No 8 Audi Sport Team Joest Audi R18 (M) – 201 laps	Buemi/Davidson/Nakajima No 8 Toyota Gazoo Racing Toyota TS050 HYBRID – 199 laps	Conway/Kobayashi/Lopez No 7 Toyota Gazoo Racing Toyota TS050 - Hybrid - 257 laps	Conway/Kobayashi/Lopez No 7 Toyota Gazoo Racing Toyota TS050 - Hybrid - 263 laps	Buemi/Nakajima/Hartley No 8 Toyota Gazoo Racing Toyota GR010 HYBRID – 247 laps	Conway/Kobayashi/Lopez Toyota Gazoo Racing No. 7 Toyota GR010 Hybrid – 245 laps
LMP2	Bird / Canal / Rusinov No 26 G-Drive Racing Ligier JS P2 Nissan (D) – 183 laps	Rusinov / Rast / Brundle No 26 G-Drive Racing ORECA 05 Nissan (D) – 184 laps	Canal/Prost/Senna No 31 Vaillante Rebellion ORECA 07 Gibson – 186 laps	Hanson/Albuquerque/Di Resta No 22 United Autosports Oreca 07 - Gibson - 249 laps	Tung/Aubry/Stevens No 22 Jackie Chan DC Racing Oreca 07 - Gibson - 247 laps	Frijns/Habsburg/Milesi No31 Team WRT Oreca 07 - Gibson - 240 laps	Gelael/Frijns/Rast WRT No. 31 Oreca 07 – 237 laps
LMGTE Pro	Makowiecki / Pilet No 92 Porsche Team Manthey Porsche 911 RSR (M) – 173 laps	Thiim / Sørensen No 95 Aston Martin Racing Aston Martin Vantage (D) – 174 laps	Rigon/Bird No 71 AF Corse Ferrari 488 GTE - 175 laps	Sorensen/Thiim No 97 Aston Martin Racing Aston Martin Vantage AMR - 235 laps	Christensen/Estre No 92 Porsche GT Team Porsche 911 RSR - 19 - 235 laps	Pier Guidi/Calado No51 AF Corse Ferrari 488 GTE Evo - 233 laps	Molina/Fuoco AF Corse No. 52 Ferrari 488 GTE Evo – 231 laps
LMGTE Am	Dalla Lana / Lamy / Lauda No 98 Aston Martin Racing Aston Martin Vantage V8 (M) – 170 laps	Al Qubaisi / Heinemeier Hansson / Long No 88 Abu-Dhabi Proton Racing Porsche 911 RSR (M) – 171 laps	Dalla Lana/Lamy/Lauda No 98 Aston Martin Racing Aston Martin V8 Vantage – 170 laps	Keating/Ten Voorde/Bleekemolen No 57 Team Project 1 Porsche 911 RSR - 232 laps	Perfetti/Ten Voorde/Bergmeister No 57 Team Project 1 Porsche 911 RSR - 232 laps	Perrodo/Nielsen/Rovera No83 AF Corse Ferrari 488 GTE Evo - 230 laps	Cairoli/Pedersen/Leutwiler Team Project 1 No. 46 Porsche 911 RSR – 226 laps

8 HOURS OF BAHRAIN

04 NOVEMBER 2023



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TRAVEL INFO

Timezone GMT +3

Convenient Airport:

Bahrain International (BAH) 41km

Language: Arabic

Currency: Bahraini Dinar

Average Temperature: 28°/21°C

Average Rainfall: 3 mm

LENGTH
3.363 MILES
5.412 KM



LENGTH OF
THE PITLANE:
420M

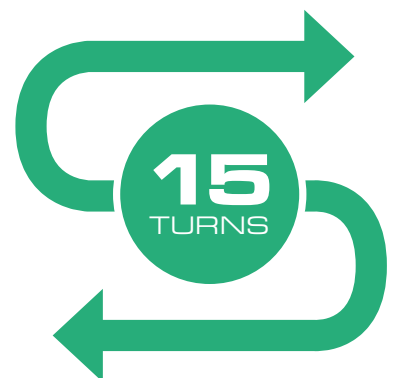
**WINNERS
2022**



CONWAY/KOBAYASHI/LOPEZ - NO. 7 TOYOTA GR010 HYBRID

RACE DISTANCE
COVERED
← →
1325,68KM BY NO. 7
TOYOTA GAZOO RACING

LEFT:
7



RIGHT:
8

POLE POSITION 2022 BY CATEGORY

HYPERCAR
S BUEMI/B HARTLEY/R HIRAKAWA
No.8 Toyota GR010 Hybrid
Toyota Gazoo Racing – 1:46.800

LMP2
R ANDRADE/F HABSBERG/N NATO
No. 41 Oreca 07
Realteam by WRT – 1:50.330

LMGTE PRO
G BRUNI / R LIETZ
No. 92 Porsche 911 RSR
Porsche GT Team – 1:56.143

LMGTE AM
R FREY/M GATTING/S BOVY
No. 85 Ferrari 488 GTE Evo
Iron Dames – 1:59.186

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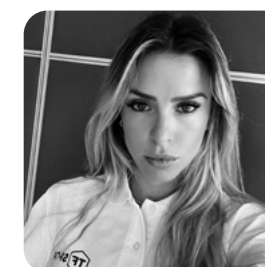
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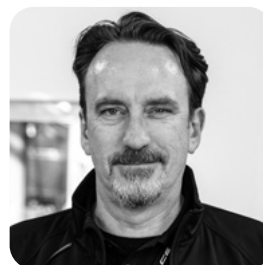


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