

Media Guide

2025

GOODYEAR
Racing



WEC
FIA WORLD ENDURANCE
CHAMPIONSHIP

ELMS
EUROPEAN SERIES **LE MANS**

2025, WE'RE READY

In 2025, **Goodyear** embarks on its second season as the exclusive tire supplier for the LMGT3 category in both the FIA World Endurance Championship and the European Le Mans Series.

This season, we're proud to support an impressive lineup of nine manufacturers in LMGT3. Familiar powerhouses Aston Martin, BMW, Corvette, Ferrari, Ford, Lexus, McLaren, and Porsche return to the grid, now joined by an exciting new contender, Mercedes-AMG, which is partnering with podium-finishing LMGT3 team Iron Lynx.

With technical regulations unchanged from 2024, our LMGT3 tire compounds will provide a consistent and familiar feel for drivers. Since 2022, we've invested thousands of hours in research, development, testing, and data simulation to develop the next generation of endurance racing tires. This year, we have the opportunity to further refine their performance at the pinnacle of endurance racing, and even introduce a new compound later in the season.

Our proven 'Eagle Medium' specification was able to meet the demands of peak driver performance last season, maintaining competitive pace over multiple driver stints. At Le Mans, some drivers even completed up to five consecutive stints on a single set of **Goodyear** tires, demonstrating its impressive durability. That means that this year, we're introducing our new 'Eagle Hard' specification at select races in the second half of the season, so that teams can benefit from improved drivability and performance in challenging track conditions.

Our commitment to endurance racing also extends to ELMS, where two of the three categories continue to race exclusively on **Goodyear** tires. With another six-round season ahead, including a return to the world-class Silverstone Circuit, fans can expect another season of fiercely competitive racing. We are also pleased to announce that, in celebration of the return of an endurance race to the UK, we will be acting as the title sponsor of the event. Additionally, we have planned numerous activities to engage and entertain fans. At Le Mans, we anticipate another strong grid of LMP2 entries, further reinforcing Goodyear's strong presence at this legendary race.

2025, we're ready.



Mike McGregor

*Head of Sales,
Endurance Racing EMEA.*

LMGT3

The LMGT3 category returns for its second season in the World Endurance Championship and European Le Mans Series. Building on a highly successful debut season in 2024, **Goodyear** will once again provide tires for every car in the class in both championships.

The LMGT3 class is based around the FIA's GT3 formula and offers a more accessible platform for amateur drivers, as well as a more sustainable model to go racing.

Nine of the most recognisable brands in GT racing will compete in the category, with Aston Martin, BMW, Corvette, Ferrari, Ford, Lexus, Mercedes-AMG, McLaren and Porsche all taking to the track for the first WEC round in Qatar on 28 February. **Goodyear** will be the exclusive tire supplier, bringing one slick and one wet specification to each race across the season.

In LMGT3, cars vary dramatically, so it's the role of the tires to provide a fair platform to go racing. With front, mid and rear-engined cars all racing in the same category, one of the design objectives for Goodyear was to ensure no single setup would have an advantage.

Compared to prototypes, GT cars experience greater body roll and load transfer in braking and cornering due to body roll in braking and cornering. Prototypes typically have suspension setups that are lower and stiffer, which require a different tire characteristic. GT cars must handle a greater degree of suspension travel and weight transfer, particularly in braking zones. With ABS mandatory in LMGT3, teams can extract lap time by finding a stable braking balance.

LMGT3 TIRES

This season will mark the debut of **Goodyear's** newest slick compound: the 'Eagle Hard' specification tire. Designed for optimised double stint performance, this new slick, distinguished by its red sidewall markings, will debut at the newly-refurbished Sao Paulo in July before returning at Circuit of The Americas and Bahrain; three tracks known for extreme temperatures and highly abrasive surfaces.

The new 'Eagle Hard' specification tire uses a slightly stiffer compound. Compared to its 'Eagle Medium' specification counterpart, it offers similar performance in terms of pace and degradation during the first stint, but maintains its performance longer in the second stint and beyond. This means the tire can allow drivers to push more, even further into multiple stint strategies, on the toughest tracks. Last season, even the comparatively softer 'Medium' specification lasted as many stints as drivers' maximum drive times in some races, even without the tire warmer.



Goodyear 'Eagle Medium' compound (slick):

Available in WEC at Qatar, Imola, Spa, Le Mans and Fuji.

Available in ELMS at all tracks



Goodyear 'Eagle Hard' compound (slick):

Available in WEC at Sao Paulo, COTA and Bahrain



Goodyear 'Eagle Wet' weather tire:

Available at all tracks

Tire sizes (width/diameter/rim size): Front (300/680/R18), Rear (310/710/R18)

LMP2

In 2025, **Goodyear** remains the exclusive supplier for both LMP2 and LMGT3 in the European Le Mans Series. The LMP2 grid features 21 entries for the season, many of which will race at Le Mans.

Downforce, power and weight remain the key differences between LMGT3 and LMP2 machines. An LMP2 car generates roughly 50% more downforce compared to an LMGT3. Higher downforce for LMP2 means that they have much better cornering performance, particularly at high speed, and have overall sharper handling.

Over the course of the 2025 season, ELMS will visit six of the most iconic motorsport venues in Europe, beginning at Circuit de Barcelona-Catalunya for the Prologue and first round, before moving onto the likes of Le Castellet, Imola, Spa-Francorchamps and Portimao, plus a return to the world-class Silverstone Circuit. At Le Mans, **Goodyear** anticipates another strong grid of LMP2 entries, further reinforcing its strong presence at this legendary race.



LMP2 TIRES

This season marks the third year without tire warmers in ELMS, meaning quick tire warm-up will remain a key focus for drivers. LMP2 teams will be allocated sets of a single-specification slick and sets of a single wet-weather compound at every race weekend.

For the second round of the season at Le Castellet, **Goodyear** will introduce a new, slick specification for LMP2 competitors, providing teams with a fresh option to tackle changing conditions and high load, high-degradation tracks.

This update comes as the current set of LMP2 regulations is renewed in preparation for the next generation of cars set to debut in 2028. After its debut at Le Castellet, this new tire specification will be used for the rest of the season, including Le Mans.

Goodyear uses RFID technology to monitor tire performance. For tire designers at **Goodyear**, the biggest difference between LMGT3 and LMP2 is how each category works the tires through the corners. Car weight also plays a major role, with LMP2 cars weighing in at 950 kg, while LMGT3 machines are significantly heavier at up to 1,300 kg.



Goodyear 'Eagle' slick:
Available at all tracks



Goodyear 'Eagle Wet' weather tire:
Available at all tracks

Technical regulations remain static into 2025, with tire sizes as follows:
(width/diameter/rim size) 300/680/R18 front and 310/710/R18 rear.

RACE TO ROAD TIRES

Whether it's competing at Le Mans or equipping the world's most prestigious cars, the **Goodyear** brand is synonymous with performance. Operating at the pinnacle of endurance racing allows **Goodyear** to showcase its technologies and boost the development of its ultra-high-performance (UHP) and ultra-ultra high performance (UUHP) range of tires for the road.

The **Goodyear Eagle** range covers the full UHP and UUHP spectrum, including the award-winning Eagle F1 Asymmetric 6, which delivers premium performance for a huge variety of popular sports cars, premium SUVs, coupes, saloons and more, and the Eagle F1 SuperSport family, which boasts a track-inspired package ready for the world's most exceptional sportscars and supercars.

The technology within these tires for the road is derived by the world of motorsport, with **Goodyear** using its decades of experience to deliver both on the track and the road. Competing in WEC and ELMS provides the perfect motorsport testbed, with the characteristics of LMGT3 providing the most direct link between racing innovations and Goodyear's UHP and UUHP road tires.

Every racing tire used in these championships is precision-engineered and manufactured at **Goodyear's** state-of-the-art facility in Hanau, Germany; the same site that manufactures the entire **Goodyear SuperSport** range.



GOODYEAR WINGFOOT AWARD: FANS TAKE THE WHEEL

This season brings a fresh twist to the Goodyear Wingfoot Award, as fans will now play a crucial role in choosing the award winner at the end of each race.

Votes from both trackside attendees and viewers at home will decide the winner at each round, with the driver accumulating the most points over the season taking home the coveted title. This new 'driver of the day' format puts fans at the heart of the action, celebrating the very performances that makes endurance racing at the highest level so thrilling.

The **Goodyear Wingfoot Award** allows drivers to earn points at each event of the season. **Goodyear** will award one set of free tires to the driver's winning team at each round of the championship. The **Goodyear Wingfoot Award** will also be implemented using the same criteria for each race within the ELMS championship.



Alessio Rovera won the Goodyear Wingfoot Award in 2024

TIRE SPECIFICATION

The new **Goodyear** tire specification represents one of the highest sustainable material percentages in GT racing. **Goodyear** LMGT3 tires comprise roughly 33% sustainable materials. These include bio-based materials, natural resins, carbon black, polymers and recycled steel. In addition, wet tires include rice husk ash silica.

Goodyear manufactures every LMGT3 tire at its state-of-the-art facility in Hanau, Germany, an International Sustainability and Carbon Certification (ISCC) PLUS certified factory.

Achieving the ISCC PLUS certification demonstrates **Goodyear's** commitment to advancing circularity and traceability, two major sustainability targets. Using bio-based and recycled materials in its racing tires decreases the demand for finite resources.

Goodyear Racing EMEA has also been recognised with the highest possible score in the FIA's Environmental Accreditation programme, underlining the tire manufacturer's commitment to sustainability in both its car and truck racing activities.

Recognised for its long-term sustainability plans and clear strategies towards mitigating the impact of global motorsport operations, **Goodyear** is the first ACO tire partner to achieve the top three-star rating in the FIA Environmental Accreditation framework. The certification covers the motorsport programmes run by **Goodyear** Racing EMEA, including the brand's presence in the FIA World Endurance Championship, 24 Hours of Le Mans and European Le Mans Series.





FIA WORLD ENDURANCE
CHAMPIONSHIP



QATAR Prologue
February 21-22



QATAR 1812 KM
February 28



SAO PAULO 6 hours
July 13



IMOLA 6 hours
April 20



**LONE STAR LE MANS
(COTA)** 6 hours
September 7



SPA 6 hours
May 10



FUJI 6 hours
September 28



LE MANS 24 hours
June 14-15



BAHRAIN 8 hours
November 8



EUROPEAN **LE MANS**
SERIES



BARCELONA Prologue
March 31 - April 1



BARCELONA 4 hours
April 6



SPA 4 hours
August 24



LE CASTELLET 4 hours
May 4



SILVERSTONE 4 hours
September 14



IMOLA 4 hours
July 6



PORTIMÃO 4 hours
October 18

WEC TRACKS



LUSAIL PROLOGUE & QATAR 1812 KM

The Lusail International Circuit hosts the WEC Prologue and season-opener again this year. Its 5.4 km layout features 16 corners with minimal elevation change, demanding precision and tire management. Fast, sweeping turns generate high lateral loads, especially through Turns 3-4 and the long right-handers of Turns 9-10. Lusail's mix of asphalt, artificial grass, and gravel run-offs punishes mistakes, while its smooth surface and consistent radius corners create a unique challenge, making it a fitting venue to kick off the season.



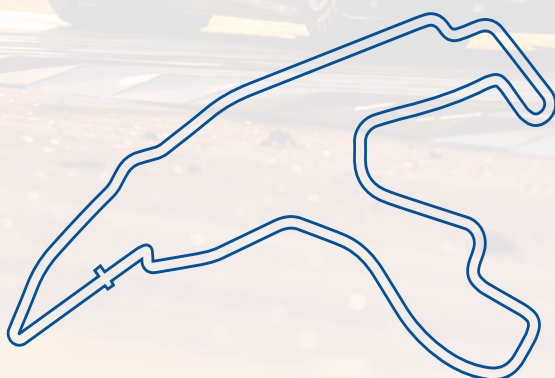
IMOLA 6 HOURS OF IMOLA

Imola returns in 2025 as WEC's sole Italian round. Its 21-turn, anti-clockwise layout demands precision and skill. Key corners include the high-speed Tamburello and Variante Villeneuve chicanes, the tight Tosa hairpin, and the fast, downhill Piratella. The double left-hander at Rivazza is crucial for a good run onto the main straight. With its mix of technical sections, elevation changes, and high-speed challenges, Imola remains one of Europe's most demanding circuits, yet one of the easiest on tire wear and degradation.



SPA-FRANCORCHAMPS TOTAL ENERGIES 6 HOURS OF SPA-FRANCORCHAMPS

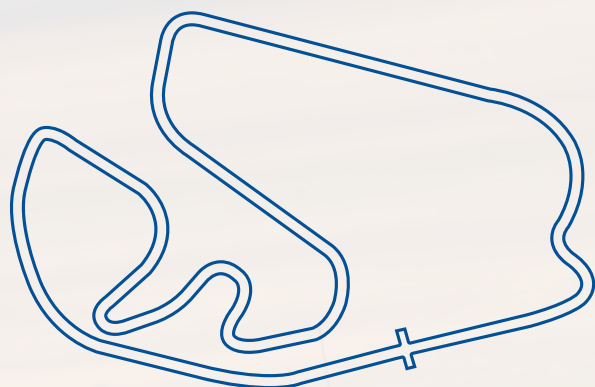
Aggressive kerbing, tight corners, and long, flowing straights add to the challenge of Spa-Francorchamps. Key corners such as Eau Rouge, Raidillon and the tight La Source demand driving precision, while the aggressive kerbs over the lap can easily disrupt a car's balance. The track's 7 km length features significant elevation changes, testing drivers' adaptability. The unpredictable weather conditions in the Ardennes forest present additional challenges, as rain frequently impacts various sections of the track. Achieving an optimal car balance is crucial for maintaining consistent performance and securing the final victory.



LE MANS 24 HOURS OF LE MANS

The legendary Le Mans, the only track on the calendar using public roads, will mark its 93rd running this year. The 13.6 km circuit features a mix of fast straights and technical sections, with the track surface being one of the least abrasive on the calendar, though it varies across the long lap. The famous Mulsanne Straight demands incredible top speed, while the challenging Porsche Curves will test the agility of both man and machine. The mix of public roads, varying surface conditions, and tight corners makes Le Mans a true endurance test, blending speed, strategy, and durability for both drivers and cars.





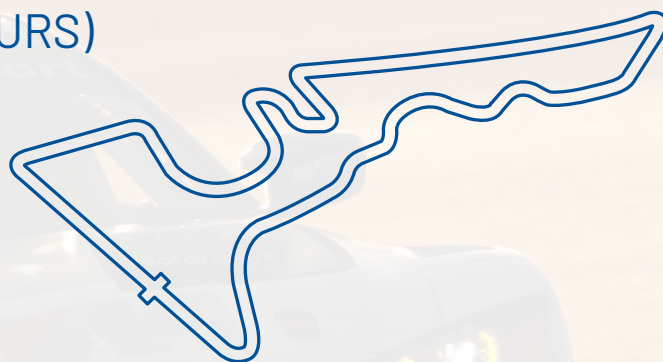
INTERLAGOS ROLEX 6 HOURS OF SAO PAULO

WEC returns to Brazil in July for the 6 Hours of Sao Paulo at the newly-refurbished Interlagos circuit. The track is known for its banked corners, a twisting infield section, and challenging camber changes. The circuit's elevation changes, with gradients up to 11%, further test braking stability and traction, and with July being Sao Paulo's coldest month, an average 20% chance of rain may add uncertainty to the race. These factors make Interlagos a demanding challenge for drivers, combining technical sections with the potential for variable weather conditions.



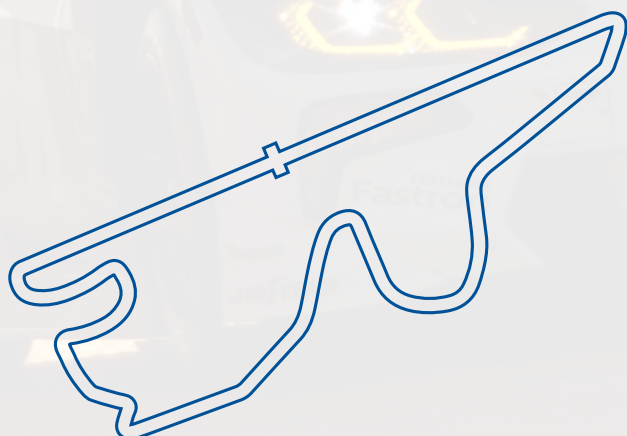
CIRCUIT OF THE AMERICAS LONE STAR LE MANS (6 HOURS)

Round six returns to the Circuit of The Americas for the Lone Star Le Mans, the sole North American race in the WEC season. At Cota, LMGT3 teams faced the most extreme heat last season. This 5.513 km track is famed for its dramatic 41-meter climb into Turn 1, demanding late braking precision. With high-speed sections blending into complex technical corners, this track demands a perfect mix of power, agility, and driving skill.



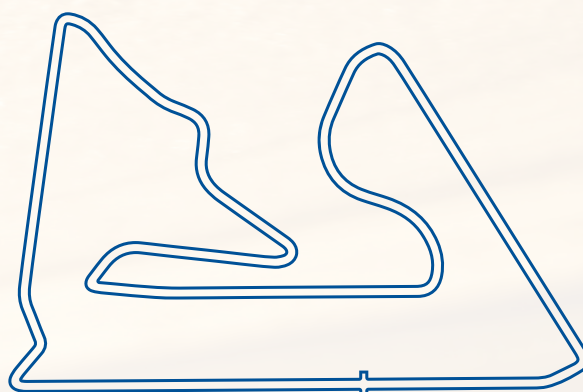
FUJI 6 HOURS OF FUJI

With the race scheduled during one of Japan's wettest months, Fuji presents a formidable challenge for both setup and strategy. The 4.563 km circuit features three distinctive sectors, blending high-speed corners, medium-speed curves, and technical low-speed turns. Its long 1.5 km straight tests engine power and aerodynamics, while the narrow, abrasive surface demands precise tire management. The ever-changing grip conditions place a premium on adaptive pit strategies and fuel consumption management, making it one of the most complex races on the calendar for strategy.



BAHRAIN BAPCO ENERGIES 8 HOURS OF BAHRAIN

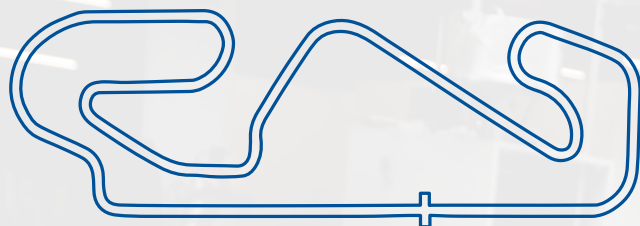
Bahrain sees the biggest difference between a 'green' and fully rubbered-in circuit of the season. Add to that the unpredictable winds which leave behind desert sand, track grip is one of the hardest to simulate of the year. Its most iconic feature is the long main straight, where cars may reach speeds in excess of 250 km/h before braking hard for the tight first corner. The circuit's layout includes a mix of slow, medium, and high-speed corners, making it a true test of a car's agility and a driver's skill.



ELMS TRACKS



BARCELONA PROLOGUE & 4 HOURS OF BARCELONA

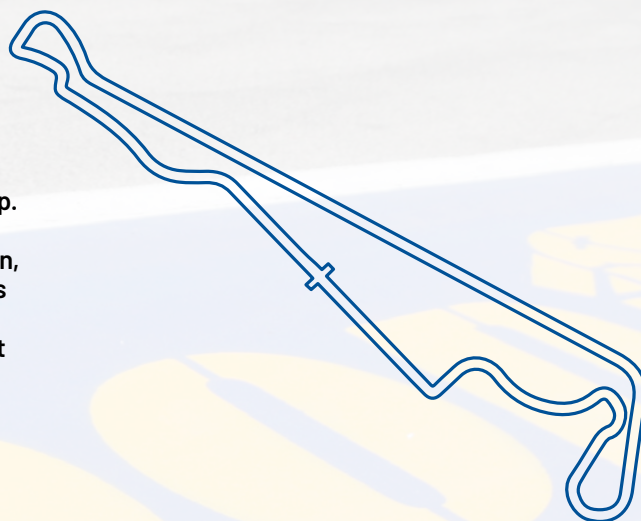


Used as the official test track for the ELMS, this circuit is one of the most familiar tracks for both teams and drivers. The 4.6 km layout features mostly medium-speed corners, with a few high-speed straights that test acceleration and top speed. Temperatures typically stay around 20°C in mid-April, but the abrasive surface presents a constant challenge, causing significant tire wear over the course of the race. Drivers must manage tire degradation carefully, especially in the more technical sections, where precision and handling are critical.



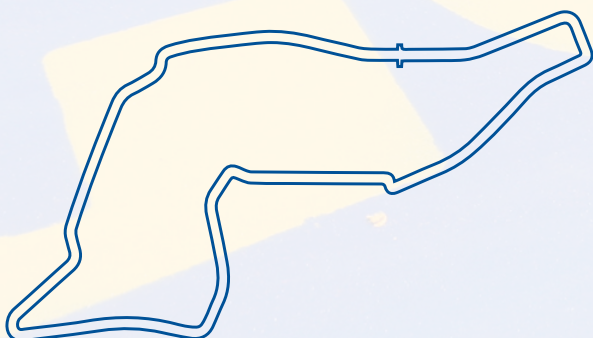
LE CASTELLET 4 HOURS OF LE CASTELLET

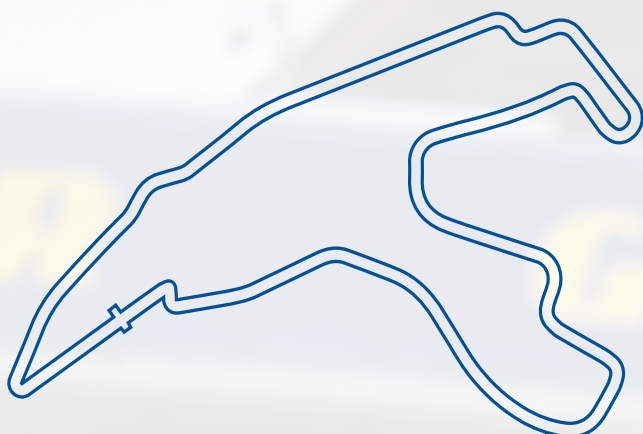
Le Castellet will host the second round of the ELMS championship. The circuit is characterised by its high speed, high load, high grip and colourful run-off areas. With the exception of the 2012 season, ELMS (and in its previous guises as the Le Mans Endurance Series and Le Mans Series) has raced or tested here every year since 2008. The track is characterised by its 1.8 km long Mistral straight and elongated track design. Unusually, it is built on a plateau so is very flat.



IMOLA 4 HOURS OF IMOLA

Known for its technical layout, Imola's 21 turns require a top level of driving, and it is one of the few European tracks where drivers circulate anti-clockwise. Ambient temperatures could be in excess of 30°C when the championship visits in July, making tire preservation a key strategic component. Key corners include the high-speed Tamburello and Variante Villeneuve chicanes, the tight Tosa hairpin, and the fast, downhill Piratella. The double left-hander at Rivazza will also be crucial for drivers to achieve a good run onto the main straight.





SPA-FRANCORCHAMPS

4 HOURS OF SPA-FRANCORCHAMPS

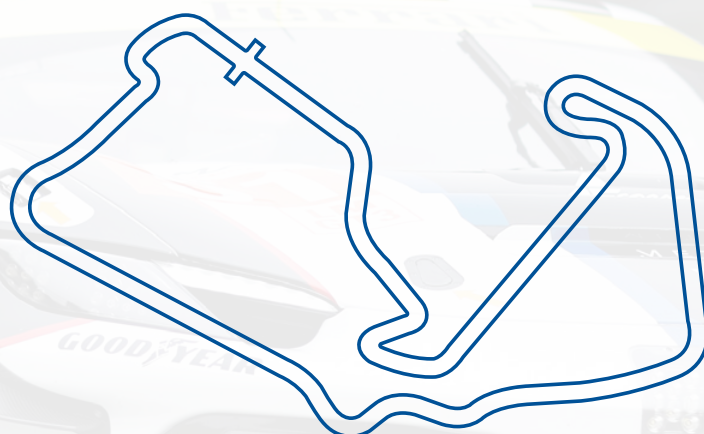
Known for its technical layout, Imola's 21 turns require a top level of driving, and it is one of the few European tracks where drivers circulate anti-clockwise. Ambient temperatures could be in excess of 30°C when the championship visits in July, making tire preservation a key strategic component. Key corners include the high-speed Tamburello and Variante Villeneuve chicanes, the tight Tosa hairpin, and the fast, downhill Piratella. The double left-hander at Rivazza will also be crucial for drivers to achieve a good run onto the main straight.



SILVERSTONE

GOODYEAR 4 HOURS OF SILVERSTONE

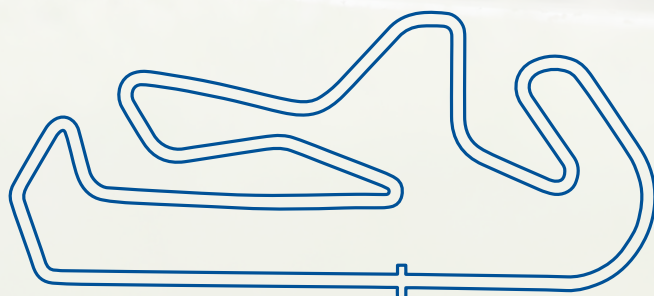
Goodyear has been named as the Official Title Sponsor of the 2025 Goodyear 4 Hours of Silverstone, which marks the return of ELMS to the United Kingdom after a six year hiatus. One of the defining features of Silverstone is its long straights, such as the Hangar Straight and the Wellington Straight, but it is also known for its high speed and technical challenges, mixed with fast corners, such as Copse, Maggots and Becketts.



PORTIMÃO

4 HOURS OF PORTIMÃO

The 16-turn Algarve circuit is fast and flowing, with as many changes in altitude as direction. It's the host of the season finale. Multiple long, high-speed right turns place particular emphasis on managing the left front tire at Portimão. Turn 4 is one of the most interesting at Circuit Algarve, as it heads up over a blind crest that can cause some oversteer. Towards the end of the lap, the fast and tricky Turn 15, an undulating high-speed right-hander, must be navigated perfectly to maximise speed onto the pit straight.



CLICK ON AN IMAGE TO DOWNLOAD IT.

This gallery will be updated as the season progresses.



OUR TEAM



Mike McGregor

Head of Sales,
Endurance Racing



Mathias Kipp

Head of Car Racing



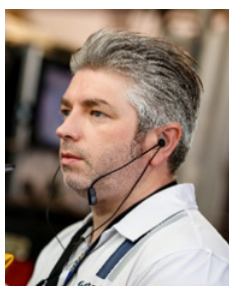
Joao Coelho

Testing & Track
Support Manager



Bernd Seehafer

Technical Project Manager



Matt Butler

Senior Engineer



PRESS CONTACTS

PRESS ENQUIRIES

Jake Kilshaw

+44 7736 551999

jake.kilshaw@pitbox91.com

TECHNICAL ENQUIRIES

Mike McGregor

+44 7880 086969

mike.mcgregor@goodyear.com

FOLLOW US



FACEBOOK

facebook.com/Goodyear



INSTAGRAM

instagram.com/GoodyearEurope



TWITTER

twitter.com/GoodyearPress



NEWSROOM

news.goodyear.eu



WEBSITE

goodyear.eu

GOODYEAR
Racing

To be added to our press release distribution list, contact the PitBox91 team above.

MEDIA GUIDE

2025

GOODYEAR
Racing

