

PRESS RELEASE

GENESIS MAGMA RACING TAKE ON FINAL FLY-AWAY, AIMING HIGHER AFTER BEST RESULT

- Genesis Magma Racing completes fly-away segment of 2026 FIA World Endurance Championship at 6 Hours of Fuji
- Team arrives in Japan after scoring best result of its debut season at previous round, searching for further improvement to continue progress
- With only three weeks between races, team have little time to analyze Lone Star Le Mans findings to put into action at a new circuit
- Alongside race, Genesis will hold first large-scale motorsport festival in Korea with live race screening for fans in marque's home country

FUJI, Japan, Sept. 18, 2026 — Genesis Magma Racing arrives at the 6 Hours of Fuji for the final fly-away race of the FIA World Endurance Championship (WEC) in high spirits following its best result of the season but facing fresh challenges and unknowns at the Japanese track.

Seeking Improvement After Setting New Benchmark

After scoring its best result of the season at Lone Star Le Mans, Genesis Magma Racing will arrive at Fuji Speedway aiming to ride the momentum from the seventh-place finish. To do so, the team will need to overcome the challenges that come with a first visit to the Japanese track. The team has worked quickly in the three weeks between the races, using the time to analyze their performance in Austin, identifying several operational improvements to make in both qualifying and the race that can be put into action at the coming rounds.

The team's operations for the 6 Hours of Fuji will be further stressed, with the team arriving at the circuit with no physical data from a previous race or test to rely on. However, the weekend in Japan takes two of Genesis Magma Racing's drivers back to ground with happy memories.

Racing with another manufacturer, Paul-Loup Chatin is one of the defending winners of the race — his single WEC race win to date, after strategy helped his team take victory. Genesis Magma Racing has shown itself capable of aggressive calls at key moments this season, and though the team is pragmatic about its chances of victory, Chatin and the rest of the #19 crew have their sights set on a first points finish of the season.

André Lotterer regards Japan as a second home, having raced there for 15 years earlier in his career. A past champion in the country's premier GT and single-seater series, the German is

PRESS RELEASE

also a past winner at Fuji Speedway in the WEC, taking victory in 2024, and has five other podium finishes at the circuit in the series.

The lone race in Asia is as close as the Korean team has to a home race. Taking advantage of the relative proximity, Genesis Magma Racing will welcome a number of VIPs from South Korea, and a group of Genesis customers, getting to experience the thrill of a lifetime in the WEC paddock. Meanwhile, in Korea, fans will be able to follow the race as part of the Genesis Magma Racing Live Festival at Starfield Hanam, near Seoul.

Genesis' first large-scale motorsport festival in Korea will also include fan engagement activities, and the display of the #19 GMR-001 Hypercar that completed the 24 Hours of Le Mans in addition to the Magma GT3 Concept that was unveiled at the race in June.

Genesis Magma Racing Team Management Quotes

Justin Taylor, Genesis Magma Racing Chief Engineer said: "Austin gave us our best result of the season, and that genuinely means something for us — it shows what this team is capable of when everything aligns. At the same time, the #19's race unraveled due to a strategic error and we finished last. That's painful and it's something we've addressed openly and honestly as a team. Both outcomes matter, and understanding the gap between them is as important as anything. In Fuji, we're going in without the benefit of a pre-race test, which adds a layer of complexity. We'll lean heavily on simulation and the setup knowledge we've accumulated across the season. To perform well, the cars must be fast on the long straight, stable in the high-speed 100R corner and able to manage rear tire temps in the twisty and cresting Sector 3. Add to that the almost constant threat of rain and we can be sure that Fuji will offer another big challenge."

Gabriele Tarquini, Genesis Magma Racing Sporting Director said: "The target is simple: take what we learned from Austin, improve where we can, and make sure we operate at the level needed to fight for the best possible result in qualifying and the race. However, Fuji is a very different challenge from Austin, and the short time between the races makes preparation even more important. Since Austin, we have looked at operational points where we can improve. When you are fighting at the highest level, small details make a big difference, so our focus is on making processes smoother and making sure we are better prepared for every situation. We can be positive about the progress of the GMR-001 Hypercar. In terms of both reliability and pace, we have made clear steps forward."

Driver Quote - #17 GMR-001 Hypercar

Andre Lotterer said: "After our best result of the season in Austin, we're coming to Fuji with

PRESS RELEASE

good momentum and the aim is clearly to keep progressing and fight even closer to the front. Fuji is a track I really enjoy and I have a lot of great memories there. It's quite unique with the very long straight and the technical final sector, so finding the right compromise with the car is always a challenge. I especially enjoy the fast first sector. I'm really excited to be coming back to Japan. It's always a special place for me to race, and the Japanese fans are incredible; you can really feel their passion and support throughout the whole weekend. Hopefully, we can give them something to celebrate and fight for another strong result. I've been lucky enough to stand on the podium many times in Fuji throughout my career, so I really hope we can fight for a podium – this time with Genesis. It would be a very special result.”

Driver Quote - #19 GMR-001 Hypercar

Paul-Loup Chatin said: “Fuji is a track I have very good memories of, especially after winning there last year, so I'm really looking forward to coming back to Japan and to see the potential of our GMR-001 Hypercar at the track. Fuji is challenging because you need a good compromise between straight-line speed and performance in the corners. Managing the tires will also be important, particularly over a long stint. My favorite part of the lap is probably the final sector, especially the last corner and the long run onto the main straight. It's a great feeling when you get that section right. Our target is clear: we want to score our first points with car #19. We know the potential is there, and we have made good progress since the beginning of the season. The key will be to put everything together over the whole weekend and have a clean, consistent race.”

- END -