GENESIS MAGMA RACING

PRESS RELEASE

GENESIS MAGMA RACING AIMS TO FINISH DEBUT FIA WEC SEASON ON A HIGH

- Genesis Magma Racing looks to end first FIA World Endurance Championship season on a high at 6 Hours of Monza
- On a new circuit for the team and GMR-001 Hypercar, team will take pragmatic approach to gain the most information from pre-race sessions
- During race, team will focus on proper execution of strategy to deliver on potential pace of GMR-001 Hypercar shown in recent races

MONZA, Italy, Oct. 30, 2026 — Genesis Magma Racing will aim to end their first FIA World Endurance Championship (WEC) season on a high at the 6 Hours of Monza. The event is the final opportunity this year for the team to deliver on the pace of the GMR-001 Hypercar shown in recent events before the end of their maiden season in the series.

Pragmatic Approach Meets Challenge of New Circuit

The race brings the WEC to the historic Autodromo Nazionale di Monza for the first time since 2023, presenting another fresh challenge for the team as well as many of their rivals. Of Genesis Magma Racing's six drivers, only André Lotterer and Pipo Derani — co-drivers in the #17 GMR-001 Hypercar — have Hypercar experience at the circuit, competing in the 2023 and 2022 races, respectively, while #19 driver Paul-Loup Chatin contested the LMP2 class in the 2022 event.

At a new circuit for the team, Genesis Magma Racing intends to take a "back to basics" approach. Recognizing from previous races that achieving consistent performance at unfamiliar circuits can be challenging, the team's engineers will adopt a more pragmatic approach, establishing a solid baseline before progressively exploring further performance opportunities.

To face the challenge, the team will aim for optimal execution of the race weekend strategy. The Free Practice sessions will be used to maximize the amount of data gained, helping the team learn and form a strong foundation for the Qualifying sessions and the race. On Sunday, the team's main objective will be to focus on their own race and strategy, knowing that they are capable of achieving a third points finish of the season if they can execute the plan perfectly.

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The 5.79-kilometer circuit is renowned for its long, high-speed sections and heavy braking zones in the Variante del Rettifilo and Variante della Roggia chicanes. The combination forces engineers into a compromise, optimizing straight line performance while also ensuring that the brakes can withstand the punishment of six hours of racing.

The low track and ambient temperatures expected over the weekend will add further difficulties, with drivers needing to manage their tires in a series where tire warmers are banned. The need to quickly get the rubber into its operating temperature window could prove crucial to the outcome in Qualifying and make performance in the first few laps of each stint a potentially decisive factor in the race.

Genesis Magma Racing Team Management Quotes

Genesis Magma Racing Sporting Director Gabriele Tarquini said: "Monza is another home race for me, after Imola. It's one of my favorite tracks. I have a lot of memories there as a driver. And for us as Genesis Magma Racing, I think it will be a good track. Top speed is very important, but so is aerodynamic balance through the changes of direction in the chicanes. It's quite similar to Le Mans, but it is a new track for us, so we will have to work hard during the practice sessions to make sure we are prepared for Sunday. We are aiming to complete a clean race. That's the first target. Of course, we want to get both cars in the points. It's no longer a dream, like it was at the start of the season, but we still need to execute a good race across the board as a team."

Genesis Magma Racing Chief Engineer Justin Taylor said: "Monza is one of the most demanding circuits on the calendar for a very specific set of reasons. The engineering challenge here is essentially a study in extremes. To be competitive on the long straights, you need a low drag configuration, but Monza also has some brutal braking zones where stopping power and entry stability are paramount. Getting the balance between straight-line speed and mechanical grip in the slow sections right is a genuine compromise, and one we will have to be on top of quickly, as we have never tested at Monza before. What we're focused on is simple: extracting what we know is in this car. We've seen in previous events that the pace is there. The task for this weekend is to put together a clean, disciplined race and take the strong result that we know we can achieve if we execute well."

Driver Quote - #17 GMR-001 Hypercar

André Lotterer said: "I'm looking forward to the 6 Hours of Monza. I've heard it will be a full house for the race! I remember testing an F1 car with a V10 engine at the circuit, reaching 360 kilometers per hour, as well as driving an LMP1 there to prepare for the 24 Hours of Le Mans, and racing in Hypercar in 2023. It's a fantastic circuit with a special atmosphere, and the high speeds and heavy braking zones always make it a challenge. We have shown encouraging pace recently, and our focus for the weekend is on putting everything together over a full race

distance. We've learned a lot in our first season as Genesis Magma Racing, and there's a huge effort going into every step forward we make. We want to turn that work into a strong result and finish the season on a positive note."

Driver Quote - #19 GMR-001 Hypercar

Mathieu Jaminet said: "Hopefully, we can have a strong weekend and capitalize on everything we have learned during the first seven events to finally score points with the #19 GMR-001 Hypercar. That will be our target: to get both cars into the points by executing everything correctly as a team and matching the pace we have shown so far. It would be an amazing way to end the season and a great first step towards 2027. I don't necessarily have the best memories of racing GT cars at Monza, but it's always fantastic to see the Italian fans, and I'm sure the atmosphere will be incredible. I can't wait to see what the car is capable of on a track where we haven't tested yet, but I'm confident heading into the weekend, and we'll do everything we can to finish the year on a high."

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