GENESIS MAGMA RACING

PRESS RELEASE

GENESIS MAGMA RACING ENDS DEBUT FIA WEC SEASON OPTIMISTIC AND WITH CLEAR TARGETS

- Genesis Magma Racing showed strong pace at 6 Hours of Monza, but left last round of FIA World Endurance Championship (WEC) season empty-handed
- Dani Juncadella led race early on after starting from second place in #19 GMR-001 Hypercar before the car was forced to retire following a technical issue
- From 13th on grid, the #17 car climbed as high as eighth, but stop-and-go penalty and late drive-through penalty cost team a place in the points
- Despite a frustrating finish, Genesis Magma Racing heads into off-season optimistic, with clear targets for improvement before first race of 2027.

MONZA, Italy, Nov. 8, 2026 — Genesis Magma Racing once more showed the excellent potential of the GMR-001 Hypercar at the 6 Hours of Monza but could not turn it into a result worthy of the car. The team closes its debut season confident in its potential, yet keenly aware of the work required before the start of the 2027 FIA WEC season.

Race Leading Pace Shows Future Potential

Mathieu Jaminet qualified the #19 GMR-001 Hypercar second — the third consecutive top four start earned by the Frenchman to end the season. The result completed a season of strong qualifying results, with the #19 car having participated in six of the eight Hyperpole sessions, and the #17 reaching the final session four times. After wet-dominated Free Practice and Qualifying sessions on a circuit that Genesis Magma Racing had not visited before, the race day was dry. Dani Juncadella started the race from the front row and led early on. The Spanish driver held a top three position throughout his double stint to start the race, before handing the car to Paul-Loup Chatin, who resumed the race behind the Safety Car in second.

After holding his position through the restart, Chatin's stint came to a sudden end when the car unexpectedly shut off completely. Despite the efforts of the driver and team, they were unable to restart the car. The retirement was the #19 car's first of the season, and only the team's second all season — proof of the GMR-001 Hypercar's excellent reliability in its debut season.

André Lotterer started the #17 sister car from 13th but broke into the top 10 before handing over to Mathys Jaubert during the same Virtual Safety Car in which Juncadella handed over to Chatin. Jaubert reached as high as eighth before having to serve a stop-and-go penalty.

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pr@genesis.com

newsroom.genesis.com

The team was able to remain on the lead lap until Pipo Derani was awarded a drive-through penalty in the final hour, which limited him to a 13th place finish to complete the season.

The team took the opportunity in the final stint of the race to add to the data they had gathered throughout the weekend to aid the development of the GMR-001 Hypercar during the off-season, with clear targets for improvement already identified.

Genesis Magma Racing Team Management Quotes

Gabriele Tarquini, Genesis Magma Racing Sporting Director said: “The 6 Hours of Monza weekend was mixed. Saturday was fantastic. First two hours of the race, fantastic because the GMR-001 Hypercar showed the pace that everybody knows by now the car has. Now we need to work harder to prepare for next season. We have space in front of us to improve in different areas which we discovered over the last few races. It's up to us to improve these areas and to be back stronger for 2027. We had a fantastic journey coming from Imola to Monza. I remember the target was just to put two cars on the grid for the first race. The work we've done is unbelievable in terms of developing the car. Now we are conscious of having a very good car. Now, we need to work to solve the small problems and starting the season next year on the high because, I'm sure, and we will come back stronger.”

Justin Taylor, Genesis Magma Racing Chief Engineer said: “The 6 Hours of Monza was a character-building race for sure. We saw some amazing pace out of both GMR-001 Hypercars at different periods of the race. We took the lead at turn one. Unfortunately, we went over the grass a little bit, so we were given a slight penalty for that, but the pace was great. We were leading for a little while and we were battling with the car that eventually won the race. So I think we can take away that the car is good, the car is fast, but obviously we have some issues that we need to work on. We need to understand some things better, so that we can come back stronger for next year. In qualifying we were all devastated with a P2. We knew we had a car for P1. And that was a long way off when we started in Imola.”

Driver Quotes - #17 GMR-001 Hypercar

André Lotterer said: “I managed to get some places at the start, but everyone was going at the same speed so it was difficult to move forward. The race had a good rhythm and the conditions and GMR-001 Hypercar were good, so we were trying to move forward bit by bit. We had the speed in the race, but we had issues on both cars, which overshadowed the good performance, unfortunately. Still, we can be positive [about the] performance if you look at the speed and I would say we have a reliable car, but there's sometimes some little things that need a bit more attention that we hopefully can polish in over the winter.”

Mathys Jaubert said: “I enjoyed my stint a lot. Doing so many laps in the dry in Monza is very nice in the GMR-001 Hypercar. There is a lot of grip, a lot of braking, so it helps us to improve

the car more and more ahead of next year. We will have many things to learn from this weekend. We had a good car, and I overtook some cars after the restart to get to eighth. Then we took the stop-and-go, unfortunately. After that it was about managing, especially for Pipo at the end. We learned many things this weekend. It was a track where all the performance was about braking, traction and power control. We had some issues in the race that we still have to investigate. Overall, we learnt many things that will help us next year."

Pipo Derani said: "It was a really frustrating day at the office because the car had a lot of pace. Chassis-wise, it was fantastic. Unfortunately, on the powertrain side, we encountered issues in the second half of the race that were difficult to solve while we were running. We had to manage our way around the issues, so there's a lot of pace that was thrown away because of that. So frustrating today, but lots to look forward to. The team improved all season, and we gathered a lot of information that we can use next season. I know that we can improve as a team to come back stronger in 2027."

Driver Quotes - #19 GMR-001 Hypercar

Dani Juncadella said: "My stint to start the race was good fun. I had a very good launch and then I thought I was in the right position for turn one. Obviously, the Ferrari braked a bit later. We were side by side and he didn't leave me enough room into turn two, so I had to cut to the inside and avoid him. I would have let him by at some point, but I think he dropped back to third, so it's always a tricky one to understand. Other than that, everything was very good. In the first stint, I struggled a bit with temperatures and brakes, but during the second stint, the car was a lot better. We obviously have some decent pace, but Paul-Loup had an issue while we were comfortably in P2."

Paul-Loup Chatin said: "The #19 GMR-001 Hypercar was super good at the start of my stint. We were executing perfectly and everything was in the window, everything was right. And then unfortunately, something switched off and we don't know what, so we don't know why. So we're just going to check everything to make sure it will not happen again in the future. Everything switched off suddenly — no power steering, nothing. I lost everything but tried everything to switch the car back on but it never came back. It's the story of our season unfortunately. I think we did super well many times but were never able to show it on Sunday, even if it looked like we were on the way to do it today. It's racing, we just have to face it and to learn and come back better, but what is sure is we have the car and we have the team for it."

Mathieu Jaminet said: "It was a tough weekend in the end. It was difficult in the wet conditions of Free Practice. We ended all the sessions in the top 10, but eventually our pace in the wet didn't look as strong as in the dry. Then, Qualifying was a really good surprise, being P2 and having a shot at pole at the end. The race didn't pay off for the efforts of the team and drivers We were running at the front and had a car to win and bad luck struck again. It's a good

summary of our season. There's these little green lights that we have, like the lap in Qualifying, then, in the key moments, the little things you need to go right are just not happening. The speed is very positive, but you also have to face reality. There are some things missing and we're going to end up with zero points on the board with car #19. We'll come back next year with all these learnings to cross the finish-line within the top 10."

2026 6 Hours of Monza – Hypercar Class

1	#38	Aitken/Bamber/Bourdais	Cadillac Hertz Team Jota	Cadillac V-Series.R	191 laps
2	#36	Gounon/Martins	Alpine Endurance Team	Alpine A424	+5.607
3	#51	Calado/Giovinazzi/Pier Guidi	Ferrari AF Corse	Ferrari 499P	+35.767
4	#94	Duval/Jakobsen/Pourchaire	Peugeot Totalenergies	Peugeot 9X8	+54.890
5	#15	Magnussen/Marciello/Vanthoor	BMW M Team WRT	BMW M Hybrid V8	+1:03.128
6	#83	Hanson/Kubica/Ye	AF Corse	Ferrari 499P	+1:26.952
7	#20	Frijns/Rast/van der Linde	BMW M Team WRT	BMW M Hybrid V8	+1:29.925
8	#93	Cassidy/Di Resta/Quinn	Peugeot Totalenergies	Peugeot 9X8	+1:31.878
9	#50	Fuoco/Molina/Nielsen	Ferrari AF Corse	Ferrari 499P	+1:32.899
10	#8	Buemi/Hartley/Hirakawa	Toyota Racing	Toyota TR010 Hybrid	+1 lap
13	**#17**	**Derani/Jaubert/Lotterer**	**Genesis Magma Racing**	**GMR-001 Hypercar**	**+2 laps**
DNF	**#19**	**Chatin/Jaminet/Juncadella**	**Genesis Magma Racing**	**GMR-001 Hypercar**	**62 laps**

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pr@genesis.com

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