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SERIES



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CUP GERMANY



992 ENDURANCE CUP

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CR TRACK  
DAYS

RADICAL  
CUP  
EUROPE

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24H  
SERIES



# TIME SCHEDULE

## FRIDAY, 26 SEPTEMBER 2025

10:00 - 10:35	TCR Europe	Qualifying
10:50 - 12:20	Michelin 24H SERIES	Private Test
13:30 - 15:00	Michelin 24H SERIES	Free Practice
15:30 - 16:00	TCR Europe	Race 1
16:30 - 16:45	Michelin 24H SERIES	Qualifying Session 1 - Classes TCE, GT4, GTX and 992
16:50 - 17:05	Michelin 24H SERIES	Qualifying Session 2 - Classes TCE, GT4, GTX and 992
17:10 - 17:25	Michelin 24H SERIES	Qualifying Session 2 - Classes TCE, GT4, GTX and 992
17:35 - 17:50	Michelin 24H SERIES	Qualifying Session 1 - Class GT3
17:55 - 18:10	Michelin 24H SERIES	Qualifying Session 2 - Class GT3
18:15 - 18:30	Michelin 24H SERIES	Qualifying Session 3 - Class GT3
20:00 - 21:30	Michelin 24H SERIES	Night Practice

## SATURDAY, 27 SEPTEMBER 2025

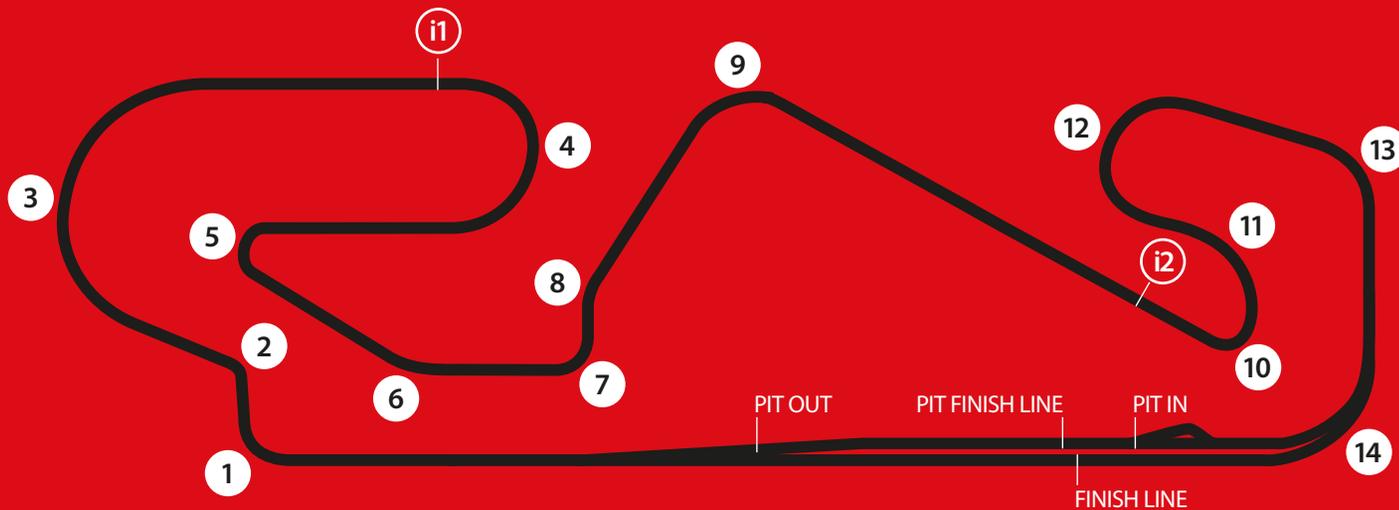
10:00 - 10:30	TCR Europe	Race 2
11:00	Michelin 24H SERIES	Start Grid
12:00	Michelin 24H SERIES	Start Race - Michelin 24H BARCELONA 2025

## SUNDAY, 28 SEPTEMBER 2025

12:00	Michelin 24H SERIES	Finish Race - Michelin 24H BARCELONA 2025
19:00	Michelin 24H SERIES	Paddock must be clear



# Circuit de Barcelona CATALUNYA



## Grand Prix Circuit

Centerline 4.657m Start Line Offset 142,7m Lap by Pits 4.636m  
 Pit In - Pit Out 387,2m Pit in - Pit FL 40,2m Pit FL - Pit Out 347,2m  
 i1 at 1.643m i2 at 3.411m Pit in at 4.596m

## 2022

Rnk	Team	Drivers
1.	WTM Racing	Weiss-Weiss-Varrone-Keilwitz-Dontje
2.	Phoenix Racing	Doppelmayr-Kaffer-Erhart-Herberger
3.	CP Racing	Putman-Espenlaub-Foster-Lewis

## 2021

Rnk	Team	Drivers
1.	Herberth Motorsport	Allemann-Bohn-Renauer-Renauer
2.	Herberth Motorsport	Häring-Gonzales-Triller-Seefried-Müller
3.	Rutronik Racing by TECE	Doppelmayr-Kaffer-Erhart-Herberger

## 2019

Rnk	Team	Drivers
1.	Barwell Motorsport	Amstutz-mr Machitski-Kujala-Lind
2.	Herberth Motorsport	Allemann-Bohn-Renauer-Müller
3.	GPX Racing	Valentini-Goethe-Hall-Grogor-Pastorelli

## 2018

Rnk	Team	Drivers
1.	Herberth Motorsport	Allemann-Bohn-Campbell-Renauer
2.	Scuderia Praha	Pisářík-Kral-Malucelli
3.	IDEC SPORT RACING	Lafargue-Klein-Enjalbert

# THE PADDOCK



03

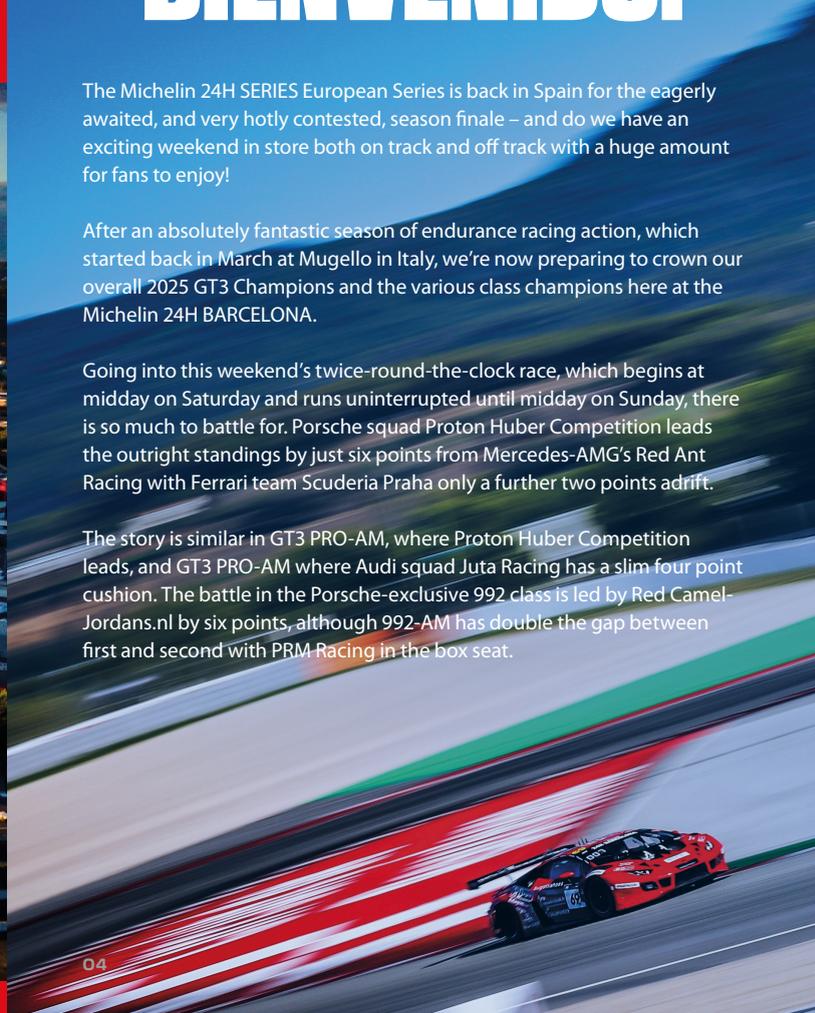
# BIENVENIDO!

The Michelin 24H SERIES European Series is back in Spain for the eagerly awaited, and very hotly contested, season finale – and do we have an exciting weekend in store both on track and off track with a huge amount for fans to enjoy!

After an absolutely fantastic season of endurance racing action, which started back in March at Mugello in Italy, we're now preparing to crown our overall 2025 GT3 Champions and the various class champions here at the Michelin 24H BARCELONA.

Going into this weekend's twice-round-the-clock race, which begins at midday on Saturday and runs uninterrupted until midday on Sunday, there is so much to battle for. Porsche squad Proton Huber Competition leads the outright standings by just six points from Mercedes-AMG's Red Ant Racing with Ferrari team Scuderia Praha only a further two points adrift.

The story is similar in GT3 PRO-AM, where Proton Huber Competition leads, and GT3 PRO-AM where Audi squad Jutta Racing has a slim four point cushion. The battle in the Porsche-exclusive 992 class is led by Red Camel-Jordans.nl by six points, although 992-AM has double the gap between first and second with PRM Racing in the box seat.



04

GTX and GT4 are foregone conclusions for the No.701 Vortex V8 entry and Venture's Mercedes-AMG respectively, but the bid for class race victory in the Michelin 24H BARCELONA will be just as intense as any other.

Last year's visit to Barcelona was won outright by Herberth Motorsport's Porsche 911 GT3 R (992), with Sainteloc Junior Team second with its Audi R8 LMS GT3 EVO II and Poulsen Motorsport third with its BMW M4 GT3.

The 4.6 kilometre, 16 turn track is one of the most famed in world motorsport, a host venue of the FIA Formula One World Championship, MotoGP and a variety of other global categories – including, of course, the Michelin 24H SERIES!

From the long start/finish straight, the circuit twists right, left and right again through one of the highlights – the uphill right-hander at turn three. This is a quick and challenging corner which can have a big impact on whether it's a good lap, or a mediocre one. Turn 10 is another important one, and a good run out of the final sequence is vital to propel the car onto that long straight,

As well as the racing, organiser Creventic is delighted to be partnering with KISS FM to bring a fantastic festival with live DJ sets and bands. Confirmed to be performing will be Dream3Team, Orquesta Mondragon, Victor Alvarez and Sinner DJs. The music festival gets underway at 14.00 on Saturday and runs to 01.00 on Sunday.

As always with the Michelin 24H SERIES, every second of qualifying and racing can also be watched live through the official Creventic Motorsports TV channel on YouTube. You can also follow the link at our website [www.24hseries.com](http://www.24hseries.com)

Hola, Circuit de Barcelona-Catalunya, it's amazing to be back!

Team CREVENTIC



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**Sponsors4Racing** — our athlete development program, guiding drivers with sponsorship, branding, and career support.

**Sinners DJs** — our entertainment arm, bringing motorsport hospitality to life with music and energy.



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**KISS FM**

**PARTY**

**27 SEPTEMBER**

CIRCUIT DE BARCELONA  
Paddock

**DREAM3TEAM**  
**ORQUESTA MONDRAGÓN**  
**VICTOR ALVAREZ**

**PROGRAM**

12:00 VICTOR ALVAREZ & DREAM3TEAM

17:30 SINNERS DJS - HABS & B2B ANDY/MATT

21:00 LA ORQUESTA MONDRAGÓN

23:00 KISS & VICTOR ALVAREZ

00:00 SINNERS DJS - ANDY & MATH

07

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24H SERIES**



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[youtube.com/@creventicmotorsportstv](https://youtube.com/@creventicmotorsportstv)

**24H BARCELONA**  
**LIVE BROADCAST**

*with commentary from Radio Le Mans*

**Friday September 26 16:30 - 18:30**  
Qualifying TCE, GT4, GTX, 992 and GT3

**Saturday September 27 11:00 - 24:00**  
Startgrid and Race

**Sunday September 28 00:00 - 13:00**  
Race, Finish and podium

08



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## BUILD-UP

Track action begins on the Wednesday before the race weekend with a pair of four-hour Creventic Track Days Sessions, and there are then two more such sessions on Thursday. The additional track time offers vital experience for the drivers as well as the teams.

## QUALIFYING DAY

Friday is when the serious stuff begins, first with a private test session and then a 90-minute free practice. After that, qualifying! Three 15-minute sessions are run featuring the 992, GTX, GT4 and TCE class cars and these are then followed by three separate 15-minute sessions for the GT3 cars. The format is the same in all qualifying periods – a different driver from each line-up has to contest each 15-minute period and a Bronze graded driver must contest the first session. Additionally, the same set of Michelin tyres remain on the car across all sessions. Final times, and grid order, are then determined by each team's average from the three sessions.

# RACE FORMAT

## RACE

Cars arrive on the grid an hour before the race start, where VIPs and spectators with a start grid access ticket can mingle with the drivers and teams as final preparations are made.

The cars are unleashed from the grid a few minutes before the scheduled start, led by the Safety Car, and as the formation lap nears its conclusion the cars are expected to run in a tightly packed two-by-two formation before the Safety Car peels off into the pitlane.

When the lights above the start-line gantry are extinguished the cars roar into action from the rolling start for 24-hours of uninterrupted action – save for any required Full Course Yellow cautionary periods or, in rare circumstances, a red flag race stoppage. The chequered flag falls at midday on Sunday.



# RACE FORMAT

11



## CODE 60

In the world of Michelin 24H SERIES racing, when a cautionary period is required to remove a stricken car from the race track or a gravel trap, or marshals need to safely clear debris from the circuit, a Code 60 period is introduced.

This procedure requires all cars to reduce speed to a maximum of 60 km/h with no overtaking permitted. Trackside marshals illuminate purple lights to signify a Code 60 period, and drivers also see a readout on the steering wheels.

The use of Code 60, rather than Safety Car interventions, avoids longer delays to the race action.

# RACE FORMAT

12



# GT3

The pinnacle of GT endurance racing, GT3 is the gold standard with premium marques such as Porsche, Ferrari, Mercedes-AMG, Audi, Lamborghini and Aston Martin. High-performance sports cars which adhere to FIA GT3 homologation are permitted to race in this class, road-going models which are significantly modified for motorsport. GT3 cars have enhanced electronics, aerodynamics, safety and overall performance from their showroom cousins. Within GT3 there are two other classes, GT3 PRO-AM and GT3 AM. Performance is equalised through Balance of Performance (BOP).

EACH CLASS HAS ITS OWN DISPLAY COLOR



## WHAT DO YOU SEE ON THE DISPLAY

DURING PRACTICE AND QUALIFYING  
the overall class ranking

DURING THE RACE  
the overall class position



and every 3 seconds the driver ID will be shown



In the outlap the car number and driver name or text bij fading



In the race the overall class leader by flashing LED



No timed lap (all sessions)



# 992

This category is exclusively for the Porsche 911 GT3 Cup (992), the same car which runs worldwide in a variety of Porsche Motorsport championships. The cars within the Michelin 24H SERIES run to the same regulations as Porsche Carrera Cup Germany, a purpose built racer with a 4.0-litre, flat-six cylinder engine which delivers more than 500bhp. The racing in 992, which also has a 992-AM class, is particularly close as the only one-make class within the Michelin 24H SERIES.



# THE LUMIRANK

# CLASSES

## GTX

Cars in GTX are something of a middle ground between GT3 and GT4. Faster and more high performing than GT4 cars, but less rapid than GT3, entries in the Michelin 24H SERIES this year have included the likes of the prototype Vortex 2.0, IRC GT and Nova NP02 – a car similar to an LMP3 prototype from the Le Mans 24 Hours. The GTX class also provides a home for cars such as the Lamborghini Super Trofeo and KTM X-BOW and accepts all cars with performance around GT2.

## GT4

This is the entry level of fully fledged GT endurance racing, more affordable than the sister GT3 class and in turn more accessible for emerging drivers who are perhaps earlier in their racing careers. Like GT3, cars within GT4 are based on production road cars. However, modifications are more restricted and so aero developments are less and there are more stock parts are used – for example, the powertrains are the same as in the road-going counterparts. Marques involved include the likes of Mercedes-AMG, Porsche, BMW, Alpine and Lotus. As in GT3, BOP is used to equalise performance.

## TCE

Designed and created for cars which have a performance ceiling of GT4, TCE-TCX mostly features cars which are more traditionally found in sprint racing in the realms of touring cars – four or five door production cars with 1.75 litre to 2.0-litre engines. Within the Michelin 24H SERIES recent marques have included Cupra, SEAT, BMW and Porsche. This class has tended to be the true entry-level for teams and drivers, those perhaps starting out on a journey into endurance racing.



## PRO

Fully professional racing drivers with experience and ability which in FIA rankings grades them as Platinum or Gold, and in some cases Silver, compete in the PRO class in Michelin 24H SERIES. The levels of performance can differ, but the class is the highest level and is where the most likely contenders for outright race victory in GT3 are to be found. Platinum is the highest grading from the FIA, the crème de la crème, while Gold drivers are also world class in their field.

## PRO-AM

Line-ups in PRO-AM normally feature a professional driver, mostly Gold or Silver graded, with 'amateur' team-mates who in FIA terms would be considered a Bronze level driver. Ordinarily AM racers are those who are either early in their careers and haven't yet attained the level of ability of a Silver graded driver, or perhaps more seasoned campaigners who enjoy going racing through a passion for the sport but are not full-time competitive racers.

## AM

Within GT3 and the 992 class in the Michelin 24H SERIES, there are designated AM sub-classes for purely amateur level drivers. Not only can such competitors compete as a full part of the overall competition, the specified AM class means entrants have a chance to battle for the class win or podium on a level playing field in terms of the ability and performance level of the drivers.

## CLASSES

## DRIVER CLASSES

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## Behind garage doors

with Joe Bradley

In 1998, the Circuit de Catalunya hosted the first running of the 24 Hours race. It started as a modest event for production-based touring cars. Since then, it has grown into a major fixture on the international endurance racing calendar. Today, the event draws teams from across the globe and features a wide variety of touring cars and GT sports cars.

This year's lineup will mostly feature rear-wheel-drive cars, although a few front-wheel-drive TCR class entries are likely to appear as well.

Running a front-wheel-drive car versus a rear-wheel-drive car presents very different technical challenges. Of course, drivetrain layout is only part of the equation. There are also big differences between a rear-engined Porsche, a mid-engined Ferrari or Audi, and a front-engined Mercedes-AMG GT. For now, let's focus on the contrast between front and rear-wheel drive.

Weight balance plays a major role in performance. Mid-engined cars naturally move closer to an ideal 50/50 front-to-rear distribution, which improves stability and predictability. Front-wheel-drive cars, by contrast, tend to have the engine and transmission mounted at the front. This creates a forward weight bias and places extra stress on the front suspension, especially during cornering.

Rear-wheel-drive cars often feel more stable and agile. When cornering, power sent to the rear wheels helps rotate the car and maintain grip, especially when pushing the limits.

Front-wheel-drive cars are more prone to understeer, where the front tyres lose grip before the rear. To counter this, teams often stiffen the front suspension and soften the rear to create more even traction. Adjustments to alignment, like toe and camber settings, also improve steering accuracy.

Rear-wheel-drive cars are more likely to oversteer, particularly under heavy throttle or at high speeds. Their suspension setups usually focus on keeping the rear end planted. Teams will often use stiffer springs or dampers at the rear and adjust anti-roll bars to reduce body roll and maintain stability during acceleration and cornering.

Tyre management is a key concern, especially for front-wheel-drive cars. The front tyres have to do most of the work by delivering power and handling the steering. This increases wear and heat. Tyre pressure needs to be monitored carefully to avoid performance drop-offs. While the rear tyres may seem less critical in a front-wheel-drive car, poor rear-end setup can lead to unpredictable handling and risk the car becoming unstable.

In a rear-wheel-drive car, the rear tyres deal with power delivery. If they wear out or underperform, drivers will struggle to maintain control. The front tyres carry less load and are mainly focused on steering, so preserving their grip is crucial for clean cornering and consistent lap times.

Then there's everything else. Differential settings, aerodynamic balance, gear ratios, brake bias, and countless other factors all come into play. It's no wonder that these days I prefer the calm and clarity of the commentary booth over the chaos of the pit wall.

Every one of these variables will matter during the Barcelona 24 Hours. But a mechanical setup is just part of the picture. The people behind the wheel and in the garage are just as important. Drivers must stay sharp and hit their marks every lap. The crew has to nail each pit stop and be ready to solve problems under pressure.

This is what makes endurance racing so compelling. It's about more than speed. It's about resilience, teamwork, and smart decisions under pressure. When the race ends on Sunday afternoon, the team that handled all these layers the best will be the one celebrating on the podium.

**#thisisendurance**



# 11

GT3



+
**HOFOR RACING**
MERCEDES-AMG GT3 EVO

+ Michael Kroll
+ Chantal Prinz
▬ Alexander Prinz
▬ Maximilian Partl

# 18

GT3



F
**SAINTELOC JUNIOR TEAM**
AUDI R8 LMS GT3 EVO II

▬ Michael Doppelmayr
▬ Pierre Kaffer
▬ Elia Erhart
+ Ernst Inderbitzin

21

GT3



HAAS RT

AUDI R8 LMS GT3 EVO II

Peter Guelinckx Nicolas Guelinckx Matisse Lismont

28

GT3



TFT RACING

MERCEDES-AMG GT3 EVO

Patrick Charlaix Benjamin Paque Jordan Boisson Maro Engel

56

GT3



SCUDERIA PRAHA

FERRARI 296 GT3

Miroslav Výboh Matuš Výboh Josef Král Dennis Waszek

65

GT3



VIPER NIZA RACING

MERCEDES-AMG GT3 EVO

Douglas Khoo Dominic Ang Melvin Moh Afiq Yazid



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69

GT3



**CONTINENTAL RACING BY SIMPSON MOTORSPORT**

AUDI R8 LMS GT3 EVO II

Vasily Vladykin Andrey Solukovtsev David Pogosian Sacha Kakad

71

GT3



**JUTA RACING**

AUDI R8 LMS GT3 EVO II

Lars Viljoen Gavin Pickering Arunas Gečiauskas Nicola Michelon

73

GT3



**PROTON HUBER COMPETITION**

PORSCHE 911 GT3 R (992)

Jörg Dreisow Manuel Lauck Klaus Bachler Constantin Dressler

81

GT3



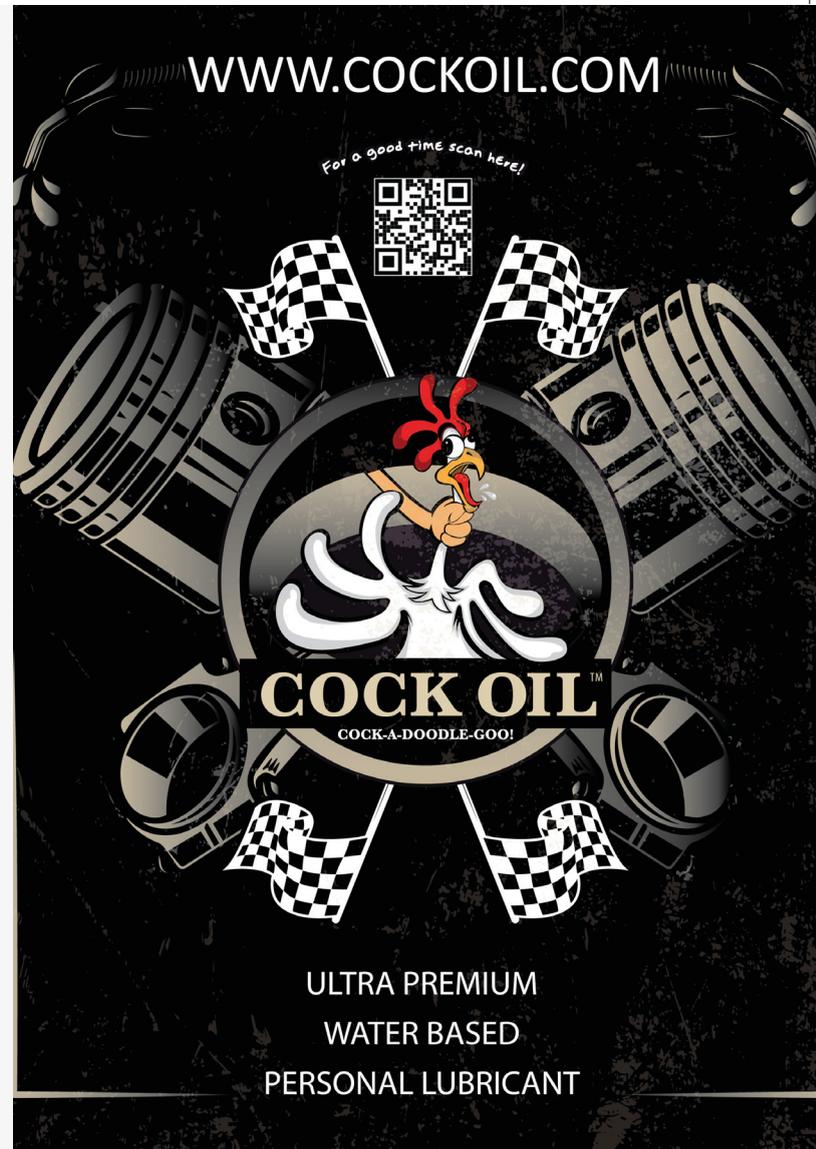
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FERRARI 296 GT3

Dwight Merriman Kyle Tilley Ryan Dalziel Jake Hill

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GT3



**E2P RACING**

ASTON MARTIN VANTAGE AMR GT3 EVO

Pablo Burguera Antonio Sainero Oliver Campos Javier Morcillo

# 93

GT3



**RED ANT RACING**

MERCEDES-AMG GT3 EVO

Yannick Redant Ayrton Redant Kobe de Breucker Kenneth Heyer

# 98

GT3



**INTO AFRICA RACING BY DRAGON**

FERRARI 296 GT3

Xollie Lettaka Axcil Jefferies Stuart White Arnold Neveling

# 286

GT3



**GETSPEED PERFORMANCE**

MERCEDES-AMG GT3 EVO

Jon Hirshberg Patrick Liddy

# 701

GT3



**VORTEX V8**

VORTEX 2.0

Lionel Amrouche Philippe Bonnel Cyril Calmon

# 974

GT3



**VORTEX V8**

VORTEX 2.0

Arnaud Tsamere

# 14

992



**RAZON - MORE THAN RACING**

PORSCHE 911 GT3 CUP (992)

# 888

992



**SEBLAJOUX RACING**

PORSCHE 911 GT3 CUP (992)

Sebastien Lajoux Stephane Perrin

# 901

992



**AJITH KUMAR RACING BY RED ANT**

PORSCHE 911 GT3 CUP (992)

Ajith Kumar Ralph Poppelaars Cameron Mcleod

# 902

992



**HOLMGAARD MOTORSPORT**

PORSCHE 911 GT3 CUP (992)

Magnus Holmgaard Jonas Holmgaard Martin Vedel Mortensen Patrick Steen Rasmussen

# 907

992



**RPM RACING**

PORSCHE 911 GT3 CUP (992)

Tracy Krohn Niclas Jönsson Philip Hamprecht Patrick Huisman

# 909

992



**RED CAMEL-JORDANS.NL**

PORSCHE 911 GT3 CUP (992)

Ivo Breukers Luc Breukers Rik Breukers Fabian Danz

# CR TRACK DAYS



**MUGELLO  
CIRCUIT**

14 hrs | 6-7 MAR

24H  
SERIES



**MUGELLO  
CIRCUIT**

16 hrs | 19-20 MAR



**RED BULL  
RING**

15 hrs | 1-2 APR

24H  
SERIES



**CIRCUIT  
SPA-FRANCORCHAMPS**

8 hrs | 16 APR

24H  
SERIES



**MISANO  
WORLD CIRCUIT**

16 hrs | 21-22 MAY



**CIRCUIT  
PAUL RICARD**

14 hrs | 31 MAY - 1 JUN

24H  
SERIES



**CIRCUIT  
PAUL RICARD**

8 hrs | 3 JUL



**MONZA  
CIRCUIT**

14 hrs | 10-11 JUL

24H  
SERIES



**CIRCUIT  
DE BARCELONA**

16 hrs | 24-25 SEP



**PORTIMAO  
CIRCUIT**

14 hrs | 8-9 OCT



**CIRCUIT  
DE BARCELONA**

21 hrs | 17-18-19 NOV

**MORE  
INFORMATION  
ON  
CR-TRACKDAYS.COM**

# 910

992



SEBLAJOUX RACING

PORSCHE 911 GT3 CUP (992)

# 949

992



ESCUDERIA FARAON

PORSCHE 911 GT3 CUP (992)

Pablo Bras Silvero Pedro Miguel Lourinho Bras Fernando Gonzalez Gonzalez

# 921

992



MÜHLNER MOTORSPORT

PORSCHE 911 GT3 CUP (992)

Martin Rump Valters Zviedris Julian Hanses

# 978

992



SPEED LOVER

PORSCHE 911 GT3 CUP (992)

# 928

992



HRT PERFORMANCE

PORSCHE 911 GT3 CUP (992)

Steven Gambrell Jonathan Kearney Rolando Saca Igor Sorokin

# 421

GT4



VENTURE

MERCEDES-AMG GT4

Neville Jones Christopher Jones Matthew George Andrew Howard

# 938

992



GP RACING TEAM

PORSCHE 911 GT3 CUP (992)

Loïc Teire Cyril Saleilles Michael Blanchemain Jérôme Da Costa

# 427

GT4



TEAM SORG RENNSPORT

PORSCHE 718 CAYMAN GT4 RS CLUBSPORT

Thierry Chkondali Marc Girard Michel Sallenbach Damon Surzyszyn

**480**

GT4



**APO SPORT**



GINETTA G56 GT4

**123**

TCE-TCX



**THRW HONDA RACING**



HONDA CIVIC TYPE R (FLS)

Weston Walter Derek Ferretti Corey Taguchi Christian Hernandez

**488**

GT4



**NM RACING**



MERCEDÉS-AMG GT4

Keith Gatehouse Jorge Belloc Ruiz

**124**

TCE-TCX



**THRW HONDA RACING**



HONDA CIVIC TYPE R (FLS)

Lawrence Hwang Todd Chiappino Jeremy Lucas Scott Nicol

**101**

TCE-TCX



**ASBEST RACING**



SEAT LEON CUP RACER

Junichi Umemoto Pia Ohlsson

**133**

TCE-TCX



**J-MEC ENGINEERING**



BMW M3 (E46)

James Collins Kevin Clarke Oliver Smith Steve Cheetham

**102**

TCE-TCX



**ASBEST RACING**



CUPRA TCR DSG



[24Hseries.com/races/michelin-24h-barcelona-2025](https://24Hseries.com/races/michelin-24h-barcelona-2025)

# 2025/2026 CALENDAR

MICHELIN 24H SERIES MIDDLE EAST TROPHY

R1	 <b>12H MALAYSIA 2025</b>	<b>5-6 DEC</b>
R2	 <b>6H ABU DHABI 2026</b>	<b>9-10 JAN</b>
R3	 <b>24H DUBAI 2026</b>	<b>16-18 JAN</b>



## 2024

Rnk	Team	Drivers
1.	Herberth Motorsport	Noble-Bohn-Hart-Blattner
2.	Sainteloc Junior T eam	Doppelmayr-Kaffer-Erhart-Tribaudini-Jöns
3.	Poulsen Motorsport	Poulsen-Poulsen-Nilsson-Klingmann

## 2023

Rnk	Team	Drivers
1.	IMSA LS GROUP PERFORMANCE	Andlauer-Guilvert-Tirman-Hurgon
2.	HAAS RT	Panu-Detry-Hofer-Pickering-Cools
3.	Herberth Motorsport	Bohn-Allemann-Renauer-Renauer-Kolb