



CREVENTIC

24H
SERIES



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24H
SERIES



12 HOURS OF MUGELLO

20 - 22 MARCH 2026



ENTRY LIST
27 cars on
the grid

BEHIND GARAGE DOORS
The 2026 24H SERIES
European season begins

WALL OF FAME
Overall Top 3
2014 - 2025

SUPPORT SERIES



TIME SCHEDULE

FRIDAY, 20 MARCH 2026

08:45 - 09:45	Radical Cup Europe	Free Practice
09:55 - 10:55	Prototype Cup Europe	Free Practice
11:05 - 11:35	TCR Europe	Free Practice 1
11:45 - 13:45	Michelin 24H SERIES	Free Practice
13:55 - 14:40	Radical Cup Europe	Qualifying 1+2 (20-5-20)
04:50 - 15:25	Prototype Cup Europe	Qualifying 1+2 (15-5-15)
15:35 - 16:05	TCR Europe	Free Practice 2
16:15 - 16:30	Michelin 24H SERIES	Qualifying Session 1 - Classes TCE, GT4, GTX, 992
16:37 - 16:52	Michelin 24H SERIES	Qualifying Session 2 - Classes TCE, GT4, GTX, 992
16:59 - 17:14	Michelin 24H SERIES	Qualifying Session 3 - Classes TCE, GT4, GTX, 992
17:25 - 17:40	Michelin 24H SERIES	Qualifying Session 1 - Class GT3
17:45 - 18:00	Michelin 24H SERIES	Qualifying Session 2 - Class GT3
18:05 - 18:20	Michelin 24H SERIES	Qualifying Session 3 - Class GT3

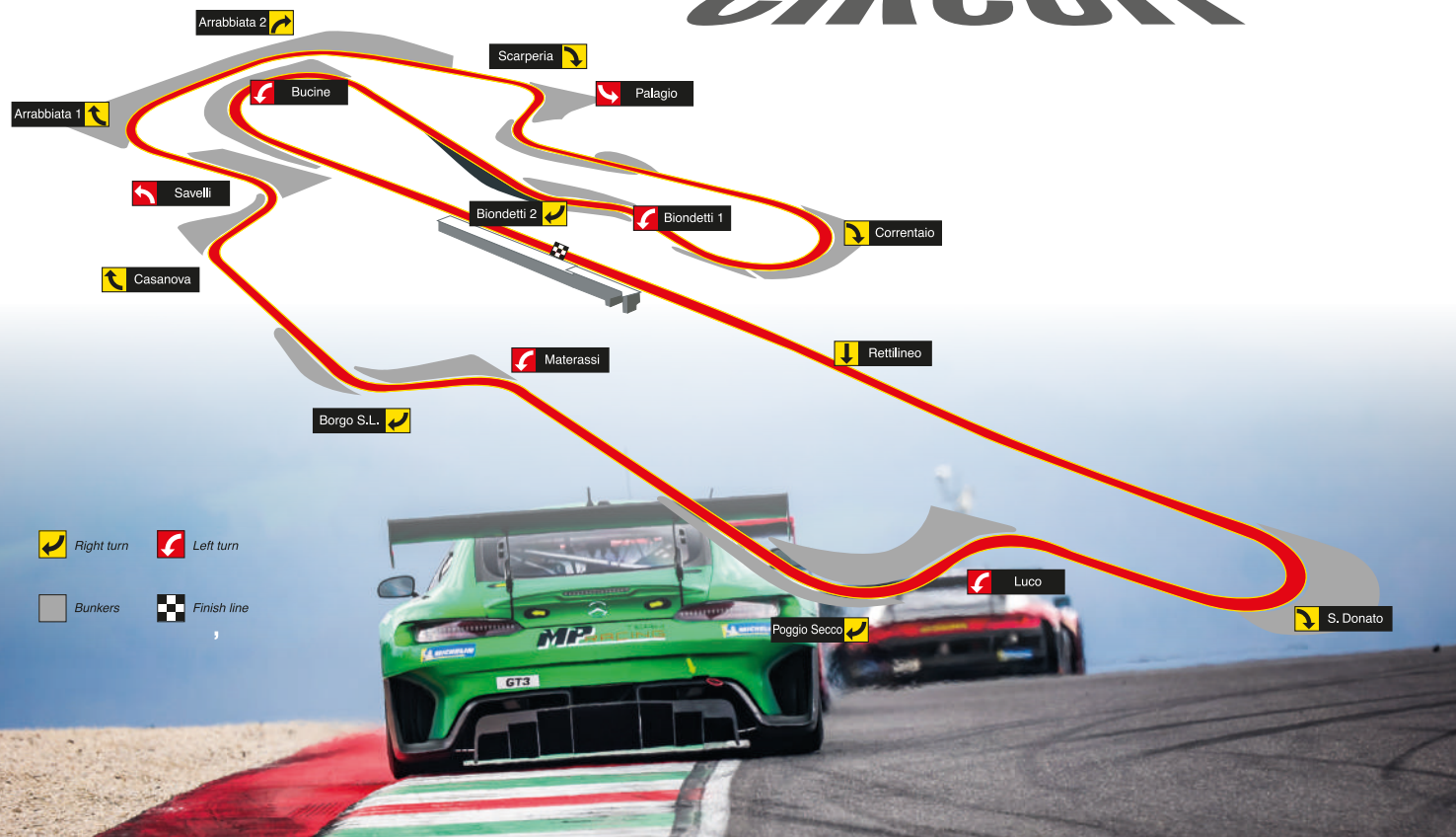
SATURDAY, 21 MARCH 2026

08:40 - 09:30	Radical Cup Europe	Race 1
09:50 - 10:45	Prototype Cup Europe	Race 1
10:55 - 11:30	TCR Europe	Qualifying
11:35	Michelin 24H SERIES	Start grid
12:10 - 17:40	Michelin 24H SERIES	Race part 1 - Michelin 12H MUGELLO 2026
18:00 - 18:30	TCR Europe	Race 1 (25 min + 1 lap)

SUNDAY, 22 MARCH 2026

08:40 - 09:35	Prototype Cup Europe	Race 2
09:50 - 10:40	Radical Cup Europe	Race 2
11:00 - 11:30	TCR Europe	Race 2 (25 min + 1 lap)
11:35	Michelin 24H SERIES	Start grid
12:00 - 18:30	Michelin 24H SERIES	Race part 2 - Michelin 12H MUGELLO 2026

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12H MUGELLO

BENVENUTO!

Michelin 24H SERIES racing is back this weekend at the wonderful L'autodromo del Mugello, the starting point of the hotly anticipated 2026 European Series – the always spectacular Michelin 12H MUGELLO. Those of you who attended last year's two-part race, or perhaps watched online through Creventic Motorsports TV, will remember the very dramatic conclusion when the largely dominant CCC Kessel Racing Ferrari 296 GT3 was handed a four-lap penalty during the closing minutes.

Victory was all-but assured after a star performance but, as a result of an unfortunate mix-up of not fulfilling the minimum driving time by the squad's AM/AM Spirit graded drivers, Kessel watched its hopes slip away. Instead, the MANAMAURI ENERGY BY EBIMOTORS Porsche 911 GT3 R (992) took a thrilling home success.

This year's championship curtain-raiser here in Tuscany is once again expected to deliver the usual blend of high drama, terrific speed and intriguing strategy from an excellent grid of cars across five major classes – GT3, GTX, GT4, TCE-TCX and the Porsche 911 GT3 Cup (992) exclusive 992 division.

In among those classes, of course, will be a potent mixture of driver gradings from factory-backed professionals through to true amateur 'gentleman' racers. All of this goes into making the Michelin 24H SERIES one of the most enjoyable and exciting endurance championships in the world.



Few motorsport venues are as eye-catching or dramatic as Mugello, one of the most beautiful backdrops for a motor race anywhere in the world and a location where the weather can certainly intervene.

Indeed, the encounter last March is a case in point with the opening seven hours on day one taking place in challenging wet conditions before the concluding five hours on day two began wet, but dried up towards the conclusion. It was a fantastic race, but we won't complain if this year's event is blessed with some of that famous Italian sunshine!

This weekend marks the 12th instalment of the Michelin 12H MUGELLO being part of the Michelin 24H SERIES European Series calendar, and we expect a truly magnificent race. From the 1.1-kilometre long start-finish straight through to the 15 turns, highlights including Arrabbiata 1&2 and the uphill Casanova-Savelli, there is so much to enjoy for both drivers and fans.

Once again this year the race will be split across Saturday, 21 March, and Sunday, 22 March – cars being placed into Parc Ferme conditions overnight between the two components. Qualifying, of course, will take place on Friday, 20 March. Porsche, Ferrari and Mercedes-AMG were all in the battle at the front in 2025, will we see another manufacturer make an impact this time around? There isn't long to wait!

Don't forget either, all of the action will be streamed live through Creventic Motorsports TV on YouTube with links available to the coverage, and live timing screens, at www.24hseries.com

Team CREVENTIC



facebook.com/24hseries



instagram.com/24hseries



youtube.com/@creventicmotorsportstv

12H MUGELLO

LIVE BROADCAST

with commentary from Radio Le Mans

Friday March 20	13:55 Radical Cup Europe	Qualifying
	14:50 Prototype Cup europe	Qualifying
	16:15 Michelin 24H SERIES	12H Mugello Qualifying
Saturday March 21	08:40 Radical Cup Europe	Race 1
	09:50 Prototype Cup Europe	Race 1
	11:35 Michelin 24H SERIES	12H Mugello Startgrid
	12:10 Michelin 24H SERIES	12H Mugello race part 1
Sunday March 22	18:00 TCR Europe	Race 1
	08:40 Prototype Cup Europe	Race 2
	09:50 Radical Cup Europe	Race 2
	11:00 TCR Europe	Race 2
	11:35 Michelin 24H SERIES	12H Mugello Startgrid
	12:00 Michelin 24H SERIES	12H Mugello race part 2



Behind garage doors

with Joe Bradley



Here we are at the start of the 2026 24H SERIES European Championship.

Mugello is a high-speed, flowing circuit with long radius corners and massive elevation changes.

A great lap time here is all about momentum through the medium and high-speed corners, minimising steering input and getting on that all important throttle pedal without disturbing the mood of the car.

The final turn, Bucine, is unarguably the most important corner on the track. Get this one wrong and you bleed lap time for 1.1 km.

Another critical area of the Mugello Circuit is turn 8 and turn 9, Arrabbiata 1 and Arrabbiata 2. Some say this is where you will find the very soul of Mugello. You must put all of your trust in the science of aerodynamics, or for non-aero cars, in your mechanics who have just bolted it all together. Hesitating here will cost you chunks of lap time. Overthinking and overdriving will be punished, while the fastest laps appear almost calm.

Mugello's corners are mostly named after nearby villages, local geographical features, or historic Italian racing figures.

- » **Turn 1**, San Donato is named after the nearby San Donato church and local area.
- » **Turn 2**, Luco comes from the village of Luco di Mugello.
- » **Turn 3**, Poggio Secco literally means "Dry Hill" (poggio = hill, secco = dry).
- » **Turn 4**, Materassi is named after Emilio Materassi, an Italian racing driver who died in 1928 at Monza.
- » **Turn 5**, Borgo San Lorenzo is named after the nearby town of Borgo San Lorenzo.
- » **Turn 6**, Casanova and Turn 7, Savelli, are named after two local farms and areas in the countryside surrounding the track.
- » **Turn 8 and Turn 9**, Arrabbiata 1 and Arrabbiata 2. The name Arrabbiata literally means "angry" in Italian, aptly reflecting the corners' aggressive and intimidating nature on the old road course.
- » **Turn 10**, Scarperia is named after the town of Scarperia, just north of the circuit.
- » **Turn 11**, Palagio comes from a nearby estate called Il Palagio.
- » **Turn 12**, Correntaio refers to a local area historically associated with a mill or water current (corrente) and is one of the slowest corners on the track.
- » **Turn 13 and Turn 14**, Biondetti 1 and Biondetti 2, are named after Clemente Biondetti, a four-time Mille Miglia winner from nearby Florence. This was a fast chicane section added to slow the cars for safety reasons. The fact that it is almost flat out in most modern race cars is an interesting one.
- » **Turn 15**, Bucine is named after the Tuscan town of Bucine in the Valdichiana region.

Mugello's naming reflects its deep connection to the Tuscan countryside and Italian racing heritage. Mugello has become the home of round one of the European Championship and is a firm favourite of fans and competitors.

There is something about Tuscany in spring. With the whole season ahead of us, like the first buds of life pushing through the ground, the 2026 24H SERIES European season begins.

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RENGER VAN DER ZANDE
FOUNDER X RACING DRIVER



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

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

RACE FORMAT



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.



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)



RACE FORMAT

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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).

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.



CLASSES

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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

24H
SERIES



2026 CALENDAR

R1  **12H MUGELLO** 20-22 MAR

R2  **12H SPA-FRANCORCHAMPS** 17-19 APR

R3  **12H PAUL RICARD** 5-7 JUN

R4  **12H NURBURGRING** 3-5 JUL

R5  **24H BARCELONA** 18-20 SEP



BOMBERG

OFFICIAL TIMING PARTNER OF THE 24H SERIES EUROPE

At BOMBERG, we have always viewed the traditional Swiss watch landscape with a mix of respect and restless energy. Switzerland is the global benchmark for heritage and meticulous craft, values we hold at our core, but we never intended to follow the predictable aesthetic tropes that have defined the industry for decades. We chose a different path: one built on creativity, expression, and the quiet confidence of doing things our own way.

Our partnership with the 24H SERIES is not a marketing coincidence; it is a collision of shared values. Endurance racing is a raw, demanding universe of long nights, split-second technical decisions, and absolute commitment. We find a deep kinship in that honesty. Just as a racing team builds a car to withstand the brutal reality of the track, we build watches that are rooted in solid Swiss construction but designed with a provocative, independent spirit.

What binds BOMBERG to the racing world is a shared obsession with technical detailing and engineered character. We don't just make chronographs; we



create instruments for those who forge their own perspective. Our Racing and Apex collections house this motorsport DNA most clearly. From the patented bayonet system that transforms a wristwatch into a track timer to the tactile "bullhead" pusher configuration, these pieces are built for those who appreciate the theater of mechanics.

As we move into a new era, the Edge collection represents our more architectural side. With complex, multi-component case constructions and high-end Swiss automatic movements, it reflects the level of finish demanded by the modern racing elite. It is sophisticated, technical, and unapologetic: a true engine of precision and durability.

The 24H SERIES stands for endurance, resilience, and the pursuit of the extraordinary. It brings together a community that doesn't seek the safety of tradition but rather the thrill of individuality. We are an independent team based in Neuchâtel, and that independence allows us to trust our instincts. Whether it's the vibrant culture of Latin America, the sculptural appreciation of the Middle East, or the technical rigor of the European circuits, we see the same thread: people who want an antidote to predictability.

Being defiant isn't about being the loudest in the room; it's about the strength to remain unique in a world of copies. At the intersection of Swiss precision and racing grit, you'll find BOMBURG waiting for those who choose their own lane.



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24H
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RADICAL
CUP
EUROPE



Radical Motorsport has a long and successful history in Europe. From 2008 to 2018, the Radical European Masters brought prototype racing to some of the continent's most iconic circuits, thrilling drivers and fans alike. Over the years, Radical has grown its network of single-make championships worldwide, combining lightweight, aerodynamic cars with sprint races that reward skill, precision and confidence.

Now, in 2026, Radical returns with the Radical Cup Europe. The championship welcomes both new and experienced drivers, competing in the lightweight SR3 or the turbocharged SR10 in a separate class. Both cars are built for fast, flowing corners and precise handling. The SR3 features a 260hp engine, weighs just over 1,000 kg, and combines high downforce with nimble agility, making it ideal for momentum-based racing. The SR10 adds a turbocharged 400hp power unit, allowing for higher top speeds and intense battles at the front of the grid. Both models use slick racing tyres, advanced braking systems, and aerodynamic wings to keep the cars planted through every corner.

SUPPORT SERIES



A typical race weekend includes one free practice session and two 20-minute qualifying sessions, followed by two 50-minute sprint races. Optional track days before the events give drivers a chance to familiarise themselves with the cars and fine-tune their set-ups. Every session counts, with lap times, tyre management, and consistent driving making the difference between winning and losing.

The Radical Cup Europe runs alongside the Michelin 24H SERIES European Season, giving fans a full weekend of racing action. Across multiple rounds, with new driver line-ups and fresh team dynamics, the championship promises thrilling battles, close overtakes, and plenty of on-track drama at every event.

Go to radical-cup-europe.com or scan the QR code to read more.



RADICAL
MOTORSPORT

25

7 PROTOTYPE CUP EUROPE

After several successful seasons in Germany, the Prototype Cup steps onto the European stage with the launch of Prototype Cup Europe. Bringing modern Gen3 LMP3 prototypes to some of the continent's most exciting circuits, the championship promises fast, close, and thrilling racing.

The 2026 grid features the latest LMP3 machinery – Ligier JS P325, Duqueine D09, Ginetta G61-LT-P3 Evo, and ADESS AD25 – all powered by Toyota twin-turbo V6 engines and running on Michelin tyres. Lightweight, aerodynamic, and packed with performance, these cars are built for action-packed racing.

The season spans four rounds, kicking off at Mugello in Italy, before heading to the Nürburgring GP Circuit, Monza, and finishing at Spa-Francorchamps in Belgium. Mugello and Nürburgring run alongside the Michelin 24H SERIES



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European Season, while Monza and Spa share weekends with Eurocup-3 and the Michelin 992 Endurance Cup.

Race weekends are tightly packed with two 45-minute practice sessions, two 15-minute qualifying sessions, and two 55-minute races featuring a mandatory pit stop and driver change. This mix keeps the competition close and ensures plenty of on-track action.

A standout prize from Michelin adds extra spice: the 2026 champion earns a reserved spot in the 2027 Michelin Le Mans Cup, including the prestigious Road to Le Mans during the 24 Hours of Le Mans week.

With its compact four-round calendar, a grid of cutting-edge LMP3 prototypes, and plenty of action on track, the Prototype Cup Europe delivers high-speed, competitive racing and adds a fresh, exciting element to European race weekends.

Go to
prototype-cup-europe.com
 or scan the QR code
 to read more.



TCR Europe season starts for the first time at Mugello

The TCR Europe series' 2026 season gets underway this weekend at Mugello, with the leading European touring car category heading into its 11th season with perhaps its strongest entry to-date.

With nearly 30 cars competing in the series' thrilling race format, which features two 25-minute heats with cars from Audi, CUPRA, Honda, and Hyundai will all battle to take the spoils and leave the first event leading the championship.

The simple but exciting race format involves two races – qualifying sets the grid for the first race, while the top ten of qualifying are reversed for the second, which often delivers a more frantic and action-packed second heat as the fastest drivers of the weekend are encouraged to overtake and work their way towards the podium.

Last season saw the closest title battle in the series' history, if not in all of touring car racing, with 12 drivers going to the season finale with a chance to be a first-time champion, and with Jenson Brickley coming out as the new champion in a tie break with Teddy Claret, with the number of second places actually deciding the winner.

This year, CUPRA will be represented with its Leon VZ TCR, while Honda has its Civic Type R on the grid. Audi's competitive RS 3 LMS will also be racing alongside the Hyundai Motorsport built Elantra N TCRs, which are built alongside the South Korean's marque's FIA World Rally Championship challenging i20 N WRC.

TCR's cost effective formula involves a carefully calculated Balance of Performance which is administered by the concept owner WSC, with cars sold to competitors with a price cap of no more than 150K EUR for each car – ensuring high-value, low-cost racing.

Top drivers this year include Marco Butti, who just missed out on the title last year after a competitive season, Nicolas Taylor, the 20-year-old Canadian driver who has already won the TCR Italy title for the last two years with PMA Motorsport, and he is joined by the experienced Nicola Baldan at the team, himself a former champion.

Adam Shepherd, the TCR UK champion, has made the move up to Europe and joins the championship winning Monlau Motorsport team this year for CUPRA, and his benchmark at the team will be the talented Viktor Andersson, the only Swedish driver on the grid.

Tiago Pernía, the son of the Argentinian touring car star Leonel Pernía, also makes his European racing debut with Honda, while South Korean pair Junesung and Junui Park compete in Hyundais after an incredible year in which Junesung took a lights-to-flag victory at the finale, becoming the first Asian driver to win a TCR Europe race.

Victor Chan also joins the grid, becoming the first driver from Hong Kong and China to compete full-time in TCR Europe, competing with the RC2 Racing Team Honda squad.

After Mugello, the series races at other iconic circuits across Europe, including Spa-Francorchamps, Circuit Paul Ricard, Hungaroring, Autodromo Nazionale Monza, and the Circuit de Barcelona-Catalunya.

Go to
europe.tcr-series.com
or scan the QR code
to read more.



CR TRACK DAYS SCHEDULE

MORE INFORMATION ON CR-TRACKDAYS.COM

SPA-FRANCORCHAMPS	15-16 APRIL	DAY 1: 8H DAY 2: 5H	€ 4.250 € 3.325
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CIRCUIT PAUL RICARD	3-4 JUNE	8 HOURS PER DAY	€ 3.950 PER DAY
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NÜRBURGRING (GP)	1-2 JULY	8 HOURS PER DAY	€ 3.950 PER DAY
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SPA-FRANCORCHAMPS	2-3 SEPT.	DAY 1: 8H DAY 2: 4,5H	€ 4.250 € 3.000
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CIRCUIT BARCELONA	16-17 SEPT.	8 HOURS PER DAY	€ 3.950 PER DAY
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CIRCUIT BARCELONA	21-22 SEPT.	8 HOURS PER DAY	€ 3.000 PER DAY
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QATAR CIRCUIT	8-10 DEC.	8 HOURS PER DAY	€ TBA PER DAY
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12H MUGELLO

WALL OF FAME

2025

Rnk	Team	Car	Drivers
1	MANAMAURI ENERGY	Porsche 911 GT3 R	Broggi/de Castro/Nicolae
2	Heart of Racing by SPS	Mercedes-AMG GT3 EVO	James/Newell/Grisham
3	Era Motorsport	Ferrari 296 GT3	Merriman/Tilley/Hill/Dalziel

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2024

Rnk	Team	Car	Drivers
1	Team GP Elite	Porsche 911 GT3 R	Groeneveld/van Kuijk/van Kuijk/van Splunteren
2	Herbert Motorsport	Porsche 911 GT3 R	Noble/Bohn/Hart
3	CP Racing	Mercedes-AMG GT3 EVO	Putman/Espenlaub/Lewis/Foster

2023

Rnk	Team	Car	Drivers
1	Haas RT	Audi R8 LMS GT3 EVOII	Detry/Perrin/Vervisch
2	Saintéloc Junior Team	Audi R8 LMS GT3 EVOII	Bastard/Evrard
3	Heart of Racing by SPS	Mercedes-AMG GT3	James/Newell/De Angelis

2022

Rnk	Team	Car	Drivers
1	ST Racing	BMW M4 GT3	Tan/Morris/Wittmer
2	Phoenix Racing	Audi R8 LMS GT3 EVOII	Doppelmayr/Kaffer/Erhart/Herberger
3	MANN-FILTER Team LANDGRAF	Mercedes-AMG GT3	Hrachowina/Konrad/Schneider

2021

Rnk	Team	Car	Drivers
1	Herbert Motorsport	Porsche 911 GT3 R	Allemann/Bohn/Renauer/Renauer
2	MiddleCap Racing	Ferrari 488 GT3	Vyboh/Vyboh/Král
3	Dinamic Motorsport	Porsche 911 GT3 R	Pampanini/Calamia/Jacoma

2020

Rnk	Team	Car	Drivers
1	Herbert Motorsport	Porsche 911 GT3 R	Renauer/Bohn/Allemann
2	CP Racing	Mercedes-AMG GT3	Putman/Espenlaub/Lewis
3	MP Racing	Mercedes-AMG GT3	Gostner/Gostner/Gostner/Gostner

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2019

Rnk	Team	Car	Drivers
1	Scuderia Praha	Ferrari 488 GT3	Pisarik/Král/Malucelli
2	Barwell Motorsport	Lamborghini Huracán GT3	Amstutz/Kujala/Keen
3	Herberth Motorsport	Porsche 911 GT3 R	Allemann/Bohn/Renauer/Renauer

2017

Rnk	Team	Car	Drivers
1	Scuderia Praha	Ferrari 488 GT3	Pisarik/Král/Malucelli
2	IDEC SPORT RACING	Mercedes-AMG GT3	Lafargue/Lafargue/Enjalbert
3	Konrad Motorsport	Lamborghini Huracán GT3	Konrad/Mapelli/Maggi/Zöchling

2016

Rnk	Team	Car	Drivers
1	V8 Racing	Renault RS01 FGT3	Braams/Braams/Pastorelli/Ramos
2	Hofer-Racing	Mercedes SLS AMG GT3	Kroll/Kroll/Eggmann/Heyer/Frankenhout
3	GRT Grasser Racing Team	Lamborghini Huracán GT3	Ineichen/Ineichen/Amstutz/Engelhart

2015

Rnk	Team	Car	Drivers
1	HB Racing Team Herberth	Porsche 997 GT3 R	Allemann/Renauer/Bohn/Renauer
2	Ram Racing	Mercedes SLS AMG GT3	Onslow/Cole/Christodoulou
3	Hofer-Racing	Mercedes SLS AMG GT3	Kroll/Kroll/Eggmann/Heyer/Frankenhout

2014

Rnk	Team	Car	Drivers
1	AF Corse	Ferrari 458 Italia GT3	Talkanista/Talkanista/Barreiros/Melnkov
2	Stadler Motorsport	Porsche 997 GT3 R	Matter/Amstutz/Ineichen
3	Hofer-Racing	Mercedes SLS AMG GT3	Kroll/Eggmann/Frankenhout/Heyer



11

GT3

+

HOFFER RACING

MERCEDES-AMG GT3 EVO

+

 Michael Kroll

+

 Chantal Prinz

+

 Alexander Prinz

+

 Torsten Kratz

18

GT3

+

SAINTELOC JUNIOR TEAM

AUDI R8 LMS GT3 EVO II

+

 Michael Doppelmayr

+

 Pierre Kaffer

21

GT3



HAAS RT

AUDI R8 LMS GT3 EVO II

Peter Guelinckx Nicolas Guelinckx

28

GT3



GETSPEED

MERCEDES-AMG GT3 EVO

Patrick Charlaix Jordan Boisson Benjamin Paque Maro Engel

44

GT3



ARC BRATISLAVA

LAMBORGHINI HURACÁN GT3 EVO

Miroslav Konopka Matej Konopka Adam Konopka

58

GT3



MP RACING

MERCEDES-AMG GT3 EVO

Thomas Gostner Manuela Gostner Corinna Gostner David Gostner

65

GT3



VIPER NIZA RACING

MERCEDES-AMG GT3 EVO

Douglas Khoo Melvin Moh Dominic Ang

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Information correct at date of publication - 12/2024
MPT Michelin 655 200 507 RCS CLERMONT-FERRAND. Share capital: 504 000 004E.
Nouveaux Mondes 387 471 485 R.C.S. Lyon - SEPPA 982 425 425 R.C.S. Bordeaux - Photo credit: © Michelin



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GT3



CONTINENTAL RACING BY SIMPSON MOTORSPORT

AUDI R8 LMS GT3 EVO II



Vasily Vladikin



Sacha Kakad

73

GT3



PROTON COMPETITION

PORSCHE 911 GT3 R (992)



Jörg Dreisow



Manuel Lauck



Constantin Dressler



Dennis Marshall

81

GT3



ERA MOTORSPORT

FERRARI 296 GT3



Dwight Merriman



Kyle Tilley



Ryan Dalziel



Jake Hill

90

GT3



E2P RACING

ASTON MARTIN VANTAGE AMR GT3 EVO



Pablo Burguera



Antonio Sainero



Oliver Campos

91

GT3



HERBERTH MOTORSPORT

PORSCHE 911 GT3 R (992)



Ralf Bohn

93

GT3



AJITH REDANT RACING

MERCEDES-AMG GT3 EVO



Ajith Kumar



Kobe de Brucker



Ayrton Redant



Yannick Redant

269

GT3



HERBERTH MOTORSPORT

PORSCHE 911 GT3 R (992) EVO



Max Moritz



Vincent Kolb



Robert Renauer

286

GT3



GETSPEED

MERCEDES-AMG GT3 EVO



Jonathan Hirshberg



Patrick Liddy

701

GTX



VORTEX V8

VORTEX 2.0



Philippe Bonnel



Arnaud Gomez



Olivier Gomez

712

GTX



DINAMIC MOTORSPORT

MASERATI MC20 GT2



Roberto Pampanini



Mauro Calamia



Amedeo Pampanini

888

992



SEBLAJOUX RACING

PORSCHE 911 GT3 CUP (992 I)

🇫🇷 Stéphane Perrin 🇬🇧 Anthony Vince 🇫🇷 Sébastien Lajoux 🇫🇷 Louis Perrot

907

992



RPM RACING

PORSCHE 911 GT3 CUP (992 I)

🇪🇸 Tracy Krohn 🇸🇪 Niclas Jönsson 🇩🇪 Philip Hamprecht

909

992



RED CAMEL-JORDANS.NL

PORSCHE 911 GT3 CUP (992 I)

🇳🇱 Ivo Breukers 🇳🇱 Luc Breukers 🇳🇱 Rik Breukers 🇨🇭 Fabian Danz

911

992



THE DRIVING EXPERIENCES

PORSCHE 911 GT3 CUP (992 I)

🇨🇭 Valerio Presezzì 🇮🇹 Francesco Fenici 🇨🇭 Ivan Jacoma

920

992



CHAZEL TECHNOLOGIE COURSE

PORSCHE 911 GT3 CUP (992 I)

🇫🇷 Jean-Paul Dominici 🇫🇷 Jean-Mathieu Leandri 🇮🇹 Antoni de Barn

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MÜHLNER MOTORSPORT

PORSCHE 911 GT3 CUP (992 I)



Conrad Tox Leveau



Martin Rump

928

992



HRT PERFORMANCE

PORSCHE 911 GT3 CUP (992 I)

Stevie Gambrelli



Igor Sorokin



Jonathan Kearney

974

992



QMMF BY HRT PERFORMANCE

PORSCHE 911 GT3 CUP (992 I)



Ahmed Al-Emadi



Jassim Al-Thani



Faesal Al Yafei

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TCE-TCX



ASBEST RACING

SEAT LEON CUP RACER



Pia Ohlsson

114

TCE-TCX



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Filippo Tornaghi

Gino Rocchio

