



CREVENTIC

24H
SERIES



1
PROTOTYPE CUP
EUROPE



992 ENDURANCE CUP

CR **TRACK**
DAYS

RADICAL
CUP
EUROPE

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24H
SERIES



12 HOURS OF
NÜRBURGRING

03 - 05 JULY 2026



SUPPORT SERIES

RADICAL
CUP
EUROPE

1
PROTOTYPE CUP
EUROPE

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GRAND PRIX TRACK



Length 5.148 km including AMG Arena and chicane
Corners 17 (7 left, 10 right) including AMG Arena
Pit lane 16 m wide and 381.40 m long
Width 10 - 25 m



OFFICIAL TIMING PARTNER
bombergwatches.com

24H
SERIES



04WELCOME
CREVENTIC**09**TIME
SCHEDULE**11**NÜRBURGRING
MORE THAN...**16**BEHIND
GARAGE DOORS**20**24H SERIES
CALENDAR**21**ALL ABOUT
24H SERIES**30**ENTRY LIST
12H NÜRBURGRING**38**SUPPORT
SERIES**WILLKO**

We're making history together here this weekend at the world-renowned Nürburgring.

Four years since the Michelin 24H SERIES European Series was last in action in Germany, championship organisers Creventic are absolutely delighted to present the first ever Michelin 12H NÜRBURGRING!

Marking round four of the 2026 season, and therefore the penultimate race meeting of the current European Series, there is so much at stake for the drivers and teams as the real business end of the championship arrives.

Thus far this season we have enjoyed three outstanding endurance events, the Michelin 12H MUGELLO in Italy, Belgium's Michelin 12H SPA-FRANCORCHAMPS and the Michelin 12H PAUL RICARD in France last month.

Isn't it poetic then, as we arrive in Germany, our outright GT3 championship leaders are Nürburgring based Mercedes-AMG customer team GetSpeed Team PCX Racing. Still seeking its first overall win of the campaign, the squad holds a six point advantage over Switzerland's fellow Mercedes-AMG outfit HOFOR Racing.

Victorious last time out at Circuit Paul Ricard, a triumph of strategy over out-and-out pace, HOFOR is also leader of the GT3-AM standings with a cushion of just six points over GetSpeed's sister car, the Team JR286 badged entry. In GT3 PRO-AM, the GetSpeed Team PCX Mercedes leads by 12 points.

In the 992 class, which is exclusively for Porsche 911 GT3 Cup (992 I) cars, Belgium's Mühlner Motorsport leads by 16 points having won in Italy and its home race at Spa. Red Camel-Jordans.nl hit back at Paul Ricard though and the Dutch squad has closed to within 16 points. There will be plenty of other competition as well in the 992-AM class as well as the GTX, GT4 and TCE-TCX divisions.

WOMMEN!

As has been the case over the first three rounds of the European Series, the very popular 'split-race' format is also employed for the Michelin 12H NÜRBURGRING. The opening six hours will take place from 12.00 local time on Saturday, 4 July, and after an overnight break – with all cars held in parc fermé conditions – the concluding six hours will begin at 12.00 on Sunday, 5 July.

As always with Creventic, action and unpredictability are guaranteed in equal measure as some of the very best drivers and teams in global endurance racing battle it out to enter the record books as the first ever winners of the Michelin 12H NÜRBURGRING.

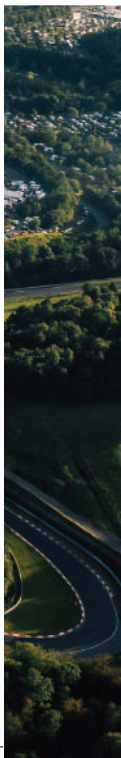
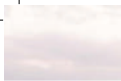
The 15-corner GP track offers a varied challenge, not least the Mercedes-Arena from the heavy-braking Turn One through Turns Two and Three. Onward to the cambered Valvoline Kurve and Ford Kurve and then, after the hairpin you head to the legendary Schumacher S – the quickest and most flowing part of the circuit. Add in Veedol Chicane and Coca Cola Kurve and you have a superb circuit.

Competitors will have the opportunity to test during two CR Track Days on Wednesday, 1 July, and Thursday, 2 July, ahead of free practice and qualifying on Friday, 3 July. Qualifying and all 12 hours of the race action will be screened live at Creventic Motorsports TV on YouTube, along with access to a wide range of onboard cameras as well.

Alongside the Michelin 12H NÜRBURGRING there is also support action this weekend from the Creventic organised Prototype Cup Europe and Radical Cup Europe – two races from each category to enjoy. We really are thrilled to be back in Germany, let's go racing!

Team CREVENTIC





The MICHELIN 12H Nürburgring will celebrate their premiere at the Nürburgring from July 3 to July 5, 2026. We are pleased to welcome the 24H SERIES to the Eifel for the first time and to host another international endurance racing event here with us.

The twelve-hour race format, combined with multiple car classes and an international entry list, promises an exciting weekend on track. The modern Nürburgring Grand Prix track, with its 5.148 kilometres, provides a fitting stage for this premiere. Beyond the on-track action, the event's international character contributes to a unique atmosphere around the Nürburgring.

For fans and participants alike, this adds a new facet to the motorsport offering in the Eifel, complementing the existing programme while setting additional highlights. We look forward to experiencing this premiere together.

 Die MICHELIN 12H Nürburgring feiern vom 03.07. bis 05.07.2026 ihre Premiere hier am Nürburgring. Wir freuen uns, die 24H SERIES erstmals in der Eifel begrüßen zu dürfen und damit eine weitere internationale Langstreckenveranstaltung bei uns willkommen zu heißen.

Das Rennformat über zwölf Stunden, kombiniert mit verschiedenen Fahrzeugklassen und einem internationalen Starterfeld, verspricht ein abwechslungsreiches Wochenende auf der Strecke. Die moderne Grand-Prix-Strecke des Nürburgrings bietet mit ihren 5,148 Kilometern dafür einen passenden Rahmen. Auch abseits des Renngeschehens trägt die internationale Ausrichtung der Veranstaltung zu einer besonderen Atmosphäre rund um den Nürburgring bei.

Für Fans und Teilnehmer gleichermaßen ergibt sich damit eine zusätzliche Facette im Motorsport-Angebot in der Eifel, die das bestehende Programm ergänzt und neue Akzente setzt. Wir freuen uns darauf, diese Premiere gemeinsam zu erleben.

07



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thanks to all-in-one
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TIME SCHEDULE

WEDNESDAY, 1 JULY 2026

09:00 - 13:00	CR Track Days	Track Day Session 1 - Morning
14:00 - 18:00	CR Track Days	Track Day Session 1 - Afternoon
18:15 - 20:00	All Series	Track Walk

THURSDAY, 2 JULY 2026

09:00 - 13:00	CR Track Days	Track Day Session 2 - Morning
14:00 - 18:00	CR Track Days	Track Day Session 2 - Afternoon
18:15 - 20:00	All Series	Track Walk

FRIDAY, 3 JULY 2026

09:00 - 09:45	Prototype Cup Europe	Free Practice 1
09:50 - 10:50	Radical Cup Europe	Free Practice
10:55 - 11:40	Prototype Cup Europe	Free Practice 2
11:45 - 13:45	Michelin 24H SERIES	Free Practice
13:55 - 14:15	Radical Cup Europe	Qualifying 1
14:20 - 14:40	Radical Cup Europe	Qualifying 2
14:55 - 15:10	Prototype Cup Europe	Qualifying 1
15:25 - 15:40	Michelin 24H SERIES	Qualifying Session 1 classes TCE, GT4, GTX, 992
15:47 - 16:02	Michelin 24H SERIES	Qualifying Session 2 classes TCE, GT4, GTX, 992
16:09 - 16:24	Michelin 24H SERIES	Qualifying Session 3 classes TCE, GT4, GTX, 992
16:35 - 16:50	Michelin 24H SERIES	Qualifying Session 1 class GT3
16:55 - 17:10	Michelin 24H SERIES	Qualifying Session 2 class GT3
17:15 - 17:30	Michelin 24H SERIES	Qualifying Session 3 class GT3
17:45 - 18:00	Prototype Cup Europe	Qualifying 2
18:15 - 19:00	Street Car VIP Laps	VIP Laps

SATURDAY, 4 JULY 2026

09:00 - 09:50	Radical Cup Europe	Race 1
10:15 - 11:10	Prototype Cup Europe	Race 1
11:20	Michelin 24H SERIES	Start grid
12:00 - 18:00	Michelin 24H SERIES	Race part 1 - 12H NÜRBURGRING 2026

SUNDAY, 5 JULY 2026

09:00 - 09:55	Prototype Cup Europe	Race 2
10:20 - 11:10	Radical Cup Europe	Race 2
11:20	Michelin 24H SERIES	Start grid
12:00 - 18:00	Michelin 24H SERIES	Race part 2 - 12H NÜRBURGRING 2026



CR TRACK DAYS SCHEDULE

MORE INFORMATION ON [CR-TRACKDAYS.COM](https://www.cr-trackdays.com)

	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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	PORTIMÃO CIRCUIT	29-30 JAN. 2027	8 HOURS PER DAY	€ 3.000 PER DAY
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NÜRBURGRING

more than just a race circuit

Is there another motorsport venue in the world as influential, awe-inspiring and steeped in history as the Nürburgring?

Whether racing on the contemporary Grand Prix Circuit, the 'Green Hell' of the 20 kilometre-plus Nordschleife or the venue's long-standing role as the ultimate test track for car manufacturers from across the globe, the legendary ribbon of asphalt and concrete truly is inimitable.

Yes, for many, motorsport does define the world famous Nürburgring. But the venue, nestled in the picturesque Eifel Mountains region, has so much to offer and is undoubtedly and provably more than just a race circuit.

Featuring an automotive museum and themed indoor roller coaster, the venue has its own driver academies and is also the home of the iconic 'Rock am Ring' heavy metal and rock concert which returns in 2027 for its 42nd staging.

Over the decades the biggest metal and hard rock bands in the world have graced Rock am Ring, think the likes of Metallica, Iron Maiden, Foo Fighters, Green Day, Linkin Park, and crossover acts such as The Prodigy.





Rewinding the clock to Nürburgring's beginnings, the story starts in 1925 when the green light was given to construction of the incredible 28-kilometre circuit. Cologne's mayor, Konrad Adenauer, and Dr Otto Creutz presented the idea of an innovative automotive testing track, the creation of which would also provide a much-needed boost to the regional economy and employment.

Officially opened on 18 June 1927 – yes, almost 100 years ago – both car and motorcycle races helped launch the Nürburgring which comprised the Nordschleife and Südschleife. Fast forward to 1951, the track became a destination for the Formula One World Championship for the first time.

Nürburgring's new era evolved in the early 1980s with the design and construction of a modern Grand Prix Circuit, and this is where the Michelin 24H SERIES European Series now races, here in 2026, with the inaugural Michelin 12H NÜRBURGRING.

As the venue nears its glorious centenary, Nürburgring's important role in safety and performance developments for race and road cars is as vital as ever. Nürburgring-Nordschleife absolutely is the ultimate test track.

Nowhere else on the planet can put a vehicle through such intense and rigorous testing, whether developing steering, handling, transmission, brakes. More than a quarter of each and every year is set-aside for private 'Industry Pool' testing where prototype cars are tested in complete secrecy.

Where outright performance is measured, fast lap times at the Nordschleife are the true global benchmark. Since 2018, no combination of driver and car has been able to better the absolute lap record of 5m19.546s which is held by Timo Bernhard in a modified Porsche 919 Hybrid EVO.

Just think of that for a moment...less than five and a half minutes to cover almost 20.832 kilometres of the most technically and physically challenging piece of road on the planet. The current record for a production car is similarly jaw-dropping, the time of 6m29.090s was set just two years ago by professional racer Maro Engel in a Mercedes-AMG ONE fitted with Michelin Pilot Sport Cup 2 tyres.

We hope you'll agree, there really is nowhere else like the Nürburgring!





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Behind the gear



I have been waiting years for the 24H SERIES to run the 12H NÜRBURGRING on the 'Grand Prix Strecke' — a track not unfamiliar with endurance sportscar racing. The tyre marks have barely faded from the running of the Nürburgring 24 Hours as we venture out in the early practice sessions for the first ever running of this event.

It is arguable that we have Niki Lauda to thank for the Grand Prix track here. I'm not necessarily referring to his infamous accident in the 1976 F1 Grand Prix, which very nearly cost him his life. The accident certainly sealed the fate of Formula One Grands Prix never running on the Nordschleife. Lauda had campaigned way before that day in August 1976.

I recall reading an interview with Lauda in Autosport magazine in the week leading up to the German Grand Prix. Lauda was quite vocal in his condemnation of the track being used for Formula 1. Rainstorms were beyond hazardous, with the prospect of one end of the 22.8 km track being in heavy rain while other parts were bone dry. The lack of marshals around the length of the circuit was a concern, and the distances for fire trucks to reach parts of the circuit were, in his opinion, unacceptable for the times.

At that point, Lauda was the only driver to have lapped the track in under seven minutes — 6:58.6 in 1975 — so his opinion did not lack credibility. Consider also that this interview had taken place a couple of weeks before the 1976 German Grand Prix; his attitude toward these concerns was scarily prophetic.

rage doors

with Joe Bradley

All of this led to the building of the current facility, which was completed in 1984. Built to modern standards, the safety of the track was groundbreaking at the time. Huge expanses of run-off area and gravel traps were the order of the day.

To celebrate its opening, an exhibition race was held on 12 May 1984: the 'Nürburgring Race of Champions'. It featured an array of high-profile drivers in identical Mercedes 190Es. The line-up was Elio de Angelis, Phil Hill, Denny Hulme, Jack Brabham, James Hunt, Alan Jones, Stirling Moss, Alain Prost, Niki Lauda, Jacques Laffite, Keke Rosberg, John Watson, John Surtees, Carlos Reutemann, Jody Scheckter — and newcomer Ayrton Senna. How many Formula 1 World Championships can you count in that list?

♥♥ **Waiting years for the 24H SERIES
to run the 12H NÜRBURGRING on
the 'Grand Prix Strecke'**

Senna won ahead of Lauda, Reutemann, Rosberg, Watson, Hulme and Scheckter. Lauda, having missed qualifying, started from the last row and overtook every other competitor — except Senna. Also of note were former Grand Prix driver Hans Herrmann (56 years old at the time) and sportscar specialists Klaus Ludwig, Manfred Schurti and Udo Schütz.

I'm confident that the competitors in the first ever 12H NÜRBURGRING will find the circuit a pleasure to drive and a challenge to race on.

#thisisendurance



After two highly successful and popular events in 2024 and 2025, Creventic has confirmed the third edition of the Michelin 992 Endurance Cup will take place in 2026, once again held at the world renowned Spa-Francorchamps in Belgium.

Exclusively featuring Porsche 911 GT3 Cup (992) cars, such as those which run in the 992 class of the Michelin 24H SERIES Middle East Trophy and European Series, the standalone race in the Ardennes has quickly become a key part of Creventic's offering each September.

Contested over an unbroken 12 hours, the on-track action is packed with excitement and with grids of up to 30 cars there is plenty to follow for fans of endurance competition and Porsche enthusiasts from across Europe.

Indeed, the offering for spectators is impressive with a range of off-track activities such as Porsche Paddock Rendezvous – which showcases a gathering of exquisite Porsche road cars – and a Grand Marquee lounge where guests can enjoy hospitality and indulge in Porsche memorabilia. Prior to the race itself, Porsche owners also have the chance to book their car(s) onto a VIP track session.



**24H
SERIES**



2026 CALENDAR

R1



12H MUGELLO

20-22 MARCH

R2



12H SPA-FRANCORCHAMPS

17-19 APRIL

R3



12H PAUL RICARD

5-7 JUNE

R4



12H NÜRBURGRING

3-5 JULY

R5



24H BARCELONA

18-20 SEPT



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.

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 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.

RACE FORMAT

23





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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).

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.

CLASSES

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WWW.COCKOIL.COM

The advertisement features a central illustration of a cartoon rooster with a red comb and wattle, wearing a white racing suit and a red helmet, holding a checkered flag. The background is dark red with a distressed, grungy texture. In the top right corner, there is a QR code. Below the rooster, the brand name 'COCK OIL' is prominently displayed in a bold, serif font, followed by the slogan 'Cock-A-Doodle-Goo!' and the product description 'ULTRA PREMIUM WATER BASED PERSONAL LUBRICANT'. At the bottom, several product containers are shown: a red canister, a black tube, a silver canister, and a red jug, all featuring the Cock Oil logo. The website 'WWW.COCKOIL.COM' is printed in red at the bottom.

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.

DRIVER CLASSES

11

GT3



HOFOR RACING



MERCEDES-AMG GT3 EVO

18

GT3



SAINTELOC JUNIOR TEAM



AUDI R8 LMS GT3 EVO II

21

GT3

 HAAS RT



28

GT3

 GETSPEED TEAM PCX RACING



MERCEDES-AMG GT3 EVO

29

GT3

 PELLIN RACING



FERRARI 296 GT3

44

GT3

 ARC BRATISLAVA



LAMBORGHINI HURACÁN GT3 EVO

65

GT3

 VIPER NIZA RACING



MERCEDES-AMG GT3 EVO

69

GT3

 CONTINENTAL RACING BY SIMPSON MOTORSPORT



AUDI R8 LMS GT3 EVO II

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THAT MAKES THE DIFFERENCE
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Service and Refill

Sales of Fire Suppression Systems

Restoration and Custom works

ISO 9001:2015 Certified



71

GT3

 JUTA RACING



AUDI R8 LMS GT3 EVO II

73

GT3

 PROTON COMPETITION



PORSCHE 911 GT3 R (992) EVO

81

GT3

 ERA MOTORSPORT



FERRARI 296 GT3 EVO

88

GT3

 UP2RACE



PORSCHE 911 GT3 R (992) EVO

90

GT3

 E2P RACING



ASTON MARTIN VANTAGE AMR GT3 EVO

93

GT3

 AJITH REDANT RACING



MERCEDES-AMG GT3 EVO

286

GT3

 GETSPEED TEAM JR286



MERCEDES-AMG GT3 EVO

743

GTX

 KEO RACING

LIGIER JS2 RS

888

992

 SEBLAJOUX RACING



PORSCHE 911 GT3 CUP (992 I)

904

992

 MÜHLNER MOTORSPORT

PORSCHE 911 GT3 CUP (992 I)



907

992

 RPM RACING

PORSCHE 911 GT3 CUP (992 I)



909

992

 RED CAMEL-JORDANS.NL

PORSCHE 911 GT3 CUP (992 I)



910
992



SEBLAJOUX RACING

PORSCHE 911 GT3 CUP (992 I)

920
992



CHAZEL TECHNOLOGIE COURSE

PORSCHE 911 GT3 CUP (992 I)

921
992



MÜHLNER MOTORSPORT

PORSCHE 911 GT3 CUP (992 I)

923
992



MM RACING

PORSCHE 911 GT3 CUP (992 I)

925
992



VAN BERLO MOTORSPORT BY CP MOTORSPORT

PORSCHE 911 GT3 CUP (992 I)

928
992



HRT PERFORMANCE

PORSCHE 911 GT3 CUP (992 I)

431
GT4



BONK MOTORSPORT

BMW M4 GT4 EVO (G82)

101
TCE-TCX



ASBEST RACING

CUPRA TCR DSG

102
TCE-TCX



ASBEST RACING

SEAT LEON CUP RACER

111
TCE-TCX



ASBEST RACING

PORSCHE 718 CAYMAN GT4 CS (982)

114
TCE-TCX



NOT ONLY MOTORSPORT

LIGIER JS2 R

176
TCE-TCX



SHARKY RACING

AUDI RS3 LMS TCR



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12H NÜRBURGRING LIVE BROADCAST

with commentary from Radio Le Mans

Friday July 3	13:55 Radical Cup Europe	Qualifying
	14:55 Prototype Cup Europe	Qualifying
	15:25 Michelin 24H SERIES	12H NÜRBURGRING Qualifying
	17:45 Prototype Cup Europe	Qualifying
Saturday July 4	09:00 Radical Cup Europe	Race 1
	10:15 Prototype Cup Europe	Race 1
	11:20 Michelin 24H SERIES	12H NÜRBURGRING Startgrid
	12:00 Michelin 24H SERIES	12H NÜRBURGRING race part 1
Sunday July 5	09:00 Prototype Cup Europe	Race 2
	10:20 Radical Cup Europe	Race 2
	11:20 Michelin 24H SERIES	12H NÜRBURGRING Startgrid
	12:00 Michelin 24H SERIES	12H NÜRBURGRING race part 2

PROTOTYPE CUP EUROPE

It's been a very long wait since the first round of the Prototype Cup Europe season at Italy's Mugello back in March, where impressive Belgian youngster Maxim Dirickx made the headlines with one victory and one third place.

As its title suggests, the pan-European series is exclusively for prototype race cars. In this case, only LMP3 prototypes such as the Ligier JS P325, Duqueine D09 and, making its series debut for round two, the Adess AD25. Notably, all cars are powered by the same Toyota twin-turbo V6 engines.

Having entered the record books as winner of the first ever race of Prototype Cup Europe, which has evolved under Creventic's auspices from the former Prototype Cup Germany, Dirickx will be seeking to increase his points lead at Nürburgring GP Circuit in his Aust Motorsport Ligier.

The strength of the entry is no better summed up than by considering the number of champions on the grid. Bulgaria's Pavel Lefterov and American driver Danny Soufi, who partnered to win last year's Prototype Cup Germany crown, each make their Prototype Cup Europe debuts at the Nürburgring.

Lefterov will join compatriot Boris Yonchev in sharing the debuting Adess AD25 of the PURPLE SECTOR team, while Soufi links-up with Valentino Catalano in the GMS Team Ligier. Catalano, 2024 Prototype Cup Germany Champion, started the European season with a podium at Mugello.

2026 CALENDAR

R1

 **MUGELLO**

20-22 MARCH

R2

 **NÜRBURGRING GP**

3-5 JULY

R3

 **MONZA**

31 JUL - 2 AUG

R4

 **SPA-FRANCORCHAMPS**

3-4 SEPT

Germany's Mattis Pluschkell, runner-up in Prototype Cup Germany last year, partners again with young Dane Tobias Bille Clausen in one of two BWT Mücke Motorsport Duqueines. In the sister car will be double Prototype Cup Germany title winner Markus Pommer and Mads Kjelde Larsen.

Claiming a great second position in race two at Mugello was Sweden's Emil Hellberg, like Dirickx a sole driver, and he and brother Linus will again be aiming high in their twin Allay Racing Ligiers. Don't overlook two more new teams either, the Duqueine of Larea GT1 Racing and the Ligier of P4 Racing.

3

Maxim Dirickx



AUST MOTORSPORT

LIGIER JS P325

7

Pavel Lefterov & Boris Yonchev



PURPLE SECTOR

ADESS AD25

8

Tobias Bille Clausen & Mattis Pluschkell



BWT MÜCKE MOTORSPORT

DUQUEINE D09

11

Valentino Catalano & Danny Soufi



GMS TEAM

LIGIER JS P325

18

Mads Kjelde Larsen & Markus Pommer



BWT MÜCKE MOTORSPORT

DUQUEINE D09

27

Andrew Ferguson & Louis Hamilton-Smith



P4 RACING

LIGIER JS P325

43

Linus Hellberg



ALLAY RACING

LIGIER JS P325

48

Emil Hellberg



ALLAY RACING

LIGIER JS P325

49

Zino Fahlke



LAREA GT1 RACING

DUQUEINE D09



**TRUST
YOUR TIRES
FOR LONGER***

**WITH RACE-INSPIRED TECHNOLOGY
FOR EVERYDAY PERFORMANCE**



*Michelin most iconic tire ranges have increased their longevity vs. their previous generation. Results based on tests done by DSVRA upon Michelin's request, for the following trailers:
MICHELIN Pilot Sport (best 2021 on 225/40 R18), MICHELIN Pilot Alpin (best 2018 on 225/40 R18), MICHELIN Primacy (best 2024 on 235/45 R18),
MICHELIN Cross Climate (best 2025 on 205/55 R16), MICHELIN Cross Climate (best 2023 on 225/45 R17), MICHELIN Cross Climate (best 2021 on 225/50 R18),
Information correct at date of publication - ©2025 - MPP Michelin B55 200 937 RCS CLEMONTE-FERRANDS. Share capital: 504 000 004€. Photo credit: © Michelin



RADICAL **WORLD FINAL**

18-19 SEPTEMBER 2026



CIRCUIT DE BARCELONA-CATALUNYA

 **CREVENTIC**

 **RADICAL**
MOTORSPORT

 **HANKOOK**
driving extension

 **BOMBERG**

 **BASTOGI**



Barcelona set to host Radical World Finals

bringing community of global Radical racers together

Barcelona is set to host the 2026 Radical World Finals, a four-day festival of Radical track and racing activity at the Creventic 24H SERIES weekend at Circuit de Barcelona-Catalunya. The Radical World Finals is the summit of Radical's unique Race The World concept, which utilises its industry-leading network of worldwide Radical specialist dealers and Factory Approved race teams to open global motorsport experiences and bring Radical drivers from around the globe together.

This year's Radical World Finals will be the fifth season-finale contest in Radical's World Finals series, and comes hot on the heels of Virginia International Raceway (2025), Yas Marina Circuit (2024), Portimão (2023) and the Spring Mountain Circuit in Las Vegas (2022).

With a program designed for track day drivers and racers alike, this year's World Finals offers an incredible 17-hours of testing and three races over the four days. The Radical World Champion will be the winner of Saturday's 30-minute World Finals feature race, to be crowned at the awards banquet at the W Barcelona hotel that evening. Being just a stone's throw from Barcelona and its countless summer attractions, this year's World Finals promises to be one to remember for the whole family, with famous attractions like Playa de la Barceloneta and the recently completed Sagrada Família within easy reach.

Radical Approved dealers and race teams from throughout Europe and the UK have already committed to attend, with many offering lease cars and arrive-and-drive packages for those coming from further afield.

Come race with Radical in the Spanish sunshine, as we crown this year's Radical World Champion!

Visit radicalworldfinals.com for more information.



ENTRY

RADICAL CUP EURO

3

Marcus Littlewood



SR3

RADICAL SR3 XXR



6

Brian Huang



SR3

RADICAL SR3 XXR



8

Ross Board



SR3

RADICAL SR3 XXR



9

Peter Gustafson & Filip Svensson



SR10

RADICAL SR10



14

John Macleod



SR3

RADICAL SR3 XXR



17

Pascal Bachmann & Valerie Bachmann



SR3

RADICAL SR3 XXR



Y LIST

ROPE NÜRBURGRING

25

Paul Denning



SR3

RADICAL SR3 XXR



33

Eddie van Dam



SR3

RADICAL SR3 XXR



38

Sebastian Schou & Morten Strømsted



SR3

RADICAL SR3 XXR



55

Jess Frandsen & Diego d'Ambra



SR3

RADICAL SR3 XXR



77

Jahid Fazal-Karim



SR3

RADICAL SR3 XXR



911

Erlend Juan Olsen



SR3

RADICAL SR3 XXR

