



CREVENTIC

24H
SERIES



PROTOTYPE CUP
EUROPE



992 ENDURANCE CUP

CR TRACK
DAYS

RADICAL
CUP
EUROPE

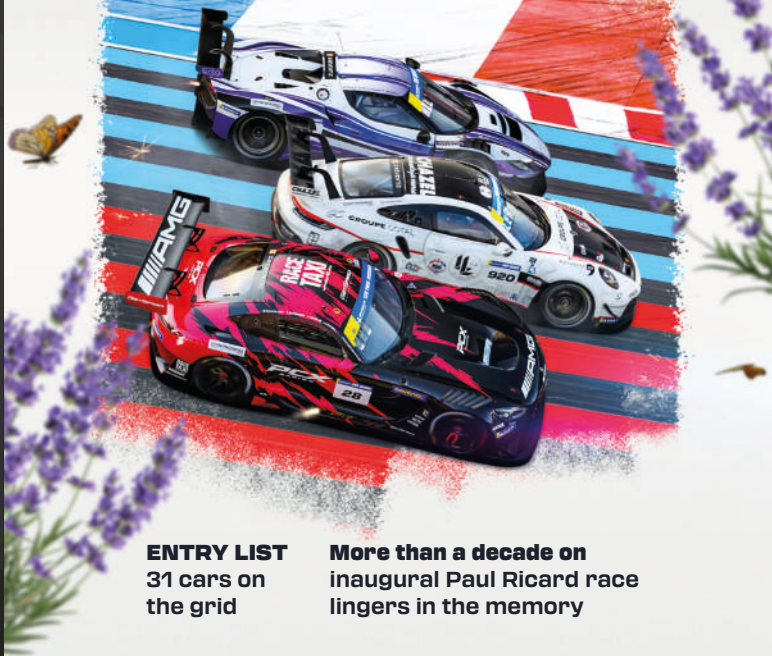
creventic.com | info@creventic.com

24H
SERIES



12 HOURS OF PAUL RICARD

05 - 07 JUNI 2026



ENTRY LIST
31 cars on
the grid

More than a decade on
inaugural Paul Ricard race
lingers in the memory

SUPPORT SERIES

RADICAL
CUP
EUROPE

TCR Europe
TOURING CAR SERIES

TEAM CREVENTIC

Peter Freij
Operational Manager
freij@creventic.com

Helen Roukens
Team Relations
roukens@creventic.com

Orry Lichtenberg
Sales - Team Relations
lichtenberg@creventic.com

Jesse de Jong
Sales - Team Relations
dejong@creventic.com

Casper de Kort
Sporting Coördinator
dekort@creventic.com

Rick Voesten
Event Manager
voesten@creventic.com

David Vink
Event Manager
vink@creventic.com

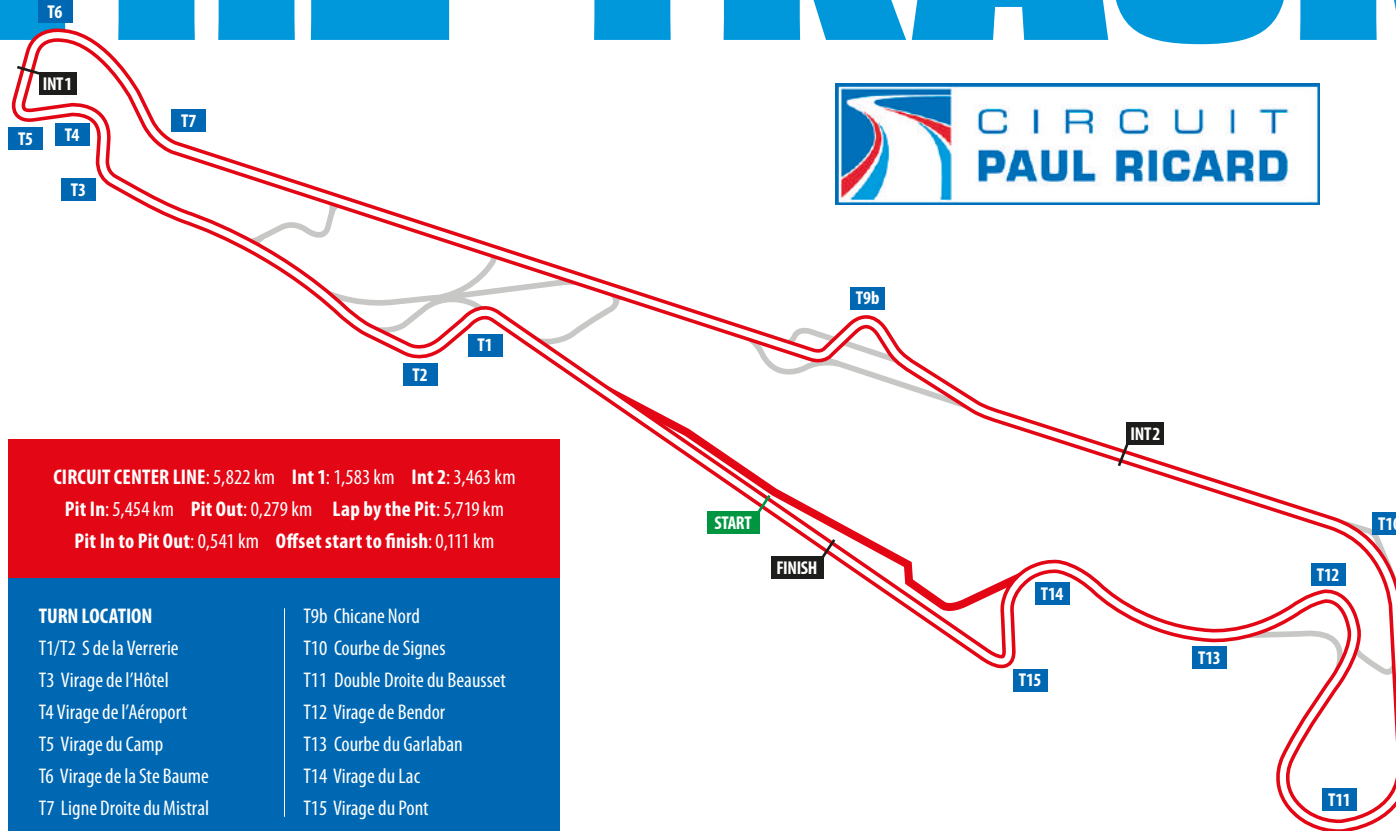
Fabienne de Groot
Marketing and
Communications Manager
degroot@creventic.com

Meg Hazenberg
Sales - Team Relations
hazenberg@creventic.com

Zandstraat 1
6591 DA Gennep
The Netherlands
T. +31 485 471166
E. info@creventic.com



THE TRACK



I remember being a fan at Brands Hatch for the 1982 British Grand Prix. Keke Rosberg was on pole in his Williams, but his car failed to start for the formation lap, forcing him to begin the race from the back of the grid. The red mist was plain to see as he scythed through the field. However, the effort took its toll on his tyres. Huge blisters were clearly visible on both left-side tyres, and into the pits he came for a fresh set. Rosberg ultimately retired on lap 50 of 76 with fuel system issues. The race was won by Niki Lauda in a McLaren.

After the race, I snuck into the pits — no easy task at Brands Hatch, I'll tell you — and came across the tyre crews from the various teams as they offloaded their used rubber. I asked if I could have a tyre as a souvenir and was pointed toward a front tyre on a nearby stack. "That's Rosberg's," I was told, "the one he destroyed making up places."

I stood there listening as the tyre guys chatted about the race, their accommodation for the weekend, where they'd had dinner. As they said their goodbyes, I heard the Lotus man say to the Tyrrell man: "SEE YOU IN RICARD." Oh my goodness. These tyre guys were absolutely living the dream. What must it be like to travel from race to race? And who would have thought that, years later at the previous round of the 24H SERIES, we would all find ourselves saying exactly those words — "SEE YOU IN RICARD" — and mean every one of them?

Glitz, glamour, heat, sweat and hopefully no tears: that is what the Michelin 12H PAUL RICARD will inevitably be all about, with drama, intrigue and no doubt a touch of controversy along the way. With the heat haze shimmering as the cars power onto the Mistrale, it is sure to be a hard-fought race. Good luck to everyone!

PS. I still have Rosberg's front left tyre!

04WELCOME
CREVENTIC**07**TIME
SCHEDULE**08**THE INAUGURAL
12H PAUL RICARD RACE**15**ALL ABOUT
24H SERIES**23**24H SERIES
CALENDAR**24**ENTRY LIST
12H PAUL RICARD**34**SUPPORT
SERIES**42**BEHIND
GARAGE DOORS

03

BIENVENU!

Top level international GT racing is back here at Circuit Paul Ricard this weekend, with round three of the Creventic organised Michelin 24H SERIES European Series – an event expecting an entry of 31 cars from some of the globe's most exotic prestige manufacturers.

In a change to last season's format for the Michelin 12H PAUL RICARD, the 2026 staging of the hugely popular endurance race will run as a split event – so six hours of racing on Saturday and, following an overnight break, the concluding six hours on Sunday.

Both the Michelin 12H MUGELLO in late March and the Michelin 12H SPA-FRANCORCHAMPS in April ran as split races, proving incredibly popular with the drivers, teams and fans. Delivering star action throughout the field, we fully expect the sixth Michelin 12H PAUL RICARD to be a true classic.

As we arrive here in Le Castellet, it couldn't be any closer at the top of the GT3 championship with no fewer than three teams tied on 42 points each – the Mercedes-AMG GT3 EVOs of GetSpeed Team PCX Racing and GetSpeed Team JR286, along with fellow Mercedes-AMG squad Ajith RedAnt Racing.

Notably, none of those are yet to win which underlines the consistency required in the Michelin 24H SERIES. In Mugello, Sainteloc Junior Team's Audi R8 LMS GT3 EVO II was victorious while, last time out at Spa, the McLaren 720S GT3 EVO of Optimum Motorsport reigned supreme.

Last year's visit to France produced an unbelievably close finish, with the GT3-AM class Proton Humber Competition Porsche 911 GT3 R (992) taking victory by only 3.4 seconds from Red Ant Racing's Mercedes-AMG.



Prior to this, the Creventic category hadn't visited Paul Ricard since 2021 when Porsche also claimed success with the Herberth Motorsport team. In fact, Herberth has long enjoyed success in this race with victory in 2017 and 2016 as well.

As any of you who have visited Circuit Paul Ricard previously will know, the track is tailor-made for GT endurance racing with technical twists, fast sweeps and impressive flat-out blasts. Delivering three and even four wide challenges on the incredible Mistral Straight, which these days is broken up by a chicane, the opportunities for overtaking are plentiful – but demand huge commitment.

As always with Creventic's racing, the strength in depth across multiple classes is one of the standout features and aside from the headline GT3 cars, there will be fierce competition in the 992 class, exclusively for Porsche 911 GT3 Cup (992 I) racers, as well as in GTX, GT4 and TCE-TCX.

Two CR Track Days begin the action on Wednesday, 3 June, and Thursday, 4 June, before official free practice on Friday, 5 June, which precedes qualifying. There will be three grid determining sessions shared by the 992, GTX, GT4 and TCE-TCX cars and there more exclusively for GT3 entries.

On Saturday, 6 June, the 2026 Michelin 12H PAUL RICARD will begin at 11.45 while the concluding six hours on Sunday, 7 June, will start at 11.30. Qualifying and racing will be streamed live at Creventic Motorsports TV on YouTube – links for this and live timing will be available at www.24hseries.com

That's not all either! Outside the Michelin 12H PAUL RICARD there is also plenty more action to enjoy on track, with practice, qualifying and two races for Creventic's Radical Cup Europe and a similar schedule for TCR Europe.

Team CREVENTIC



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instagram.com/24hseries



youtube.com/@creventicmotorsportstv

12H PAUL RICARD LIVE BROADCAST

with commentary from Radio Le Mans

Friday June 5	14:45 Radical Cup Europe	Qualifying
	16:30 Michelin 24H SERIES	12H PAUL RICARD Qualifying
Saturday June 6	09:55 Radical Cup Europe	Race 1
	10:55 Michelin 24H SERIES	12H PAUL RICARD Startgrid
	11:45 Michelin 24H SERIES	12H PAUL RICARD race part 1
	18:15 TCR Europe Cup	Race 1
Sunday June 7	09:00 Radical Cup Europe	Race 2
	10:15 TCR Europe Cup	Race 2
	10:55 Michelin 24H SERIES	12H PAUL RICARD Startgrid
	11:30 Michelin 24H SERIES	12H PAUL RICARD race part 2

TIME SCHEDULE

FRIDAY, 5 JUNE 2026

09:00 - 10:00	Radical Cup Europe	Free Practice
10:10 - 10:40	TCR Europe	Free Practice 1
10:15	Michelin 24H SERIES	Fuel Mechanics Briefing (Fuel station)
10:50 - 12:50	Michelin 24H SERIES	Free Practice
14:45 - 15:05	Radical Cup Europe	Qualifying 1
15:10 - 15:30	Radical Cup Europe	Qualifying 2
15:40 - 16:10	TCR Europe Free	Practice 2
16:30 - 16:45	Michelin 24H SERIES	Qualifying Session 1 - Classes TCE, GT4, GTX and GT4
16:52 - 17:07	Michelin 24H SERIES	Qualifying Session 2 - Classes TCE, GT4, GTX and GT4
17:14 - 17:29	Michelin 24H SERIES	Qualifying Session 3 - Classes TCE, GT4, GTX and GT4
17:40 - 17:55	Michelin 24H SERIES	Qualifying Session 1 - Class GT3
18:00 - 18:15	Michelin 24H SERIES	Qualifying Session 2 - Class GT3
18:20 - 18:35	Michelin 24H SERIES	Qualifying Session 3 - Class GT3

SATURDAY, 6 JUNE 2026

09:00 - 09:35	TCR Europe	Qualifying
09:55 - 10:45	Radical Cup Europe	Race 1
10:55	Michelin 24H SERIES	Start grid
11:45 - 17:45	Michelin 24H SERIES	Race part 1 - Michelin 12H PAUL RICARD 2026
18:15 - 18:45	TCR Europe	Race 1

SUNDAY, 7 JUNE 2026

09:00 - 09:50	Radical Cup Europe	Race 2
10:15 - 10:45	TCR Europe	Race 2
10:55	Michelin 24H SERIES	Start grid
11:30 - 17:30	Michelin 24H SERIES	Race part 2 - Michelin 12H PAUL RICARD 2026

07



More than a decade on, inaugural Paul Ricard race lingers in the memory

Can it really be 11 years since Creventic first visited Le Castellet with the 24H SERIES European Series? As we prepare for this weekend's Michelin 12H PAUL RICARD, round three of the 2026 campaign, much has changed since that debut French event back in 2015.

That said, you might well point to how much actually remains the same. Creventic's first class organisational capabilities, outstanding racing throughout the multi-class endurance championship, the strive for parity and fairness, plus the incredible family atmosphere throughout the paddock.

Indeed, the world of Michelin 24H SERIES European Series racing is unlike any other international category out there – and that's a purposeful move by Creventic, ploughing its own furrow, offering and delivering a unique experience for drivers, teams and the fans.

When the championship first visited Circuit Paul Ricard in July 2015, the seeds were sown for a very fruitful partnership. Following the first three instalments of the race, the second and third editions taking place in 2016 and 2017, the venue then didn't return to the calendar until 2021 as the world emerged from the Covid pandemic.

08

Four more years then went by before the track made a triumphant return to the 24H SERIES last season with a magnificent 12 hour race, underlining just how well suited to the world of Creventic racing Circuit Paul Ricard really is...and we're absolutely thrilled to again be back in Le Castellet.

But what of that maiden visit to the famous track back in 2015? Well, firstly, the inaugural event was a twice-round-the-clock encounter and it delivered a superb advertisement for both the series itself and the popular 5.8-kilometre track.

From a near 60 car combined entry across all classes, Mercedes squad RAM Racing made history with its first victory in the 24H SERIES. Ultimately winning by two full laps from HB Racing Team Herberth's Porsche 997 GT3 R, the latter's challenge faded late on due to electrical gremlins said to have been caused by the searing July heat of the French Riviera.

RAM Racing drivers Thomas Jäger, Paul White, Tom Onslow-Cole and Adam Christodoulou celebrated a dizzying success for their Mercedes SLS AMG GT3, which had qualified on pole position and remained pretty much bullet proof throughout.

Covering some 586 laps in total, the win was certainly deserved after a magnificent performance in which the summer weather proved continually challenging for driver and machine – as underlined by the gremlins impacting the Porsche of Alfred Renauer, Lukas Schreier, Herbert Handlos, Daniel Allemann and Nicolas Armindo.

Race starts at Circuit Paul Ricard can often be hectic, and the 2015 contest was no exception when contact between HP Racing's Mercedes SLS AMG GT3 and the Scuderia Praha Ferrari 458 Italia GT3 at the first left-hander led to instant drama.

Resulting in a puncture and enforced early pit-stop for the Mercedes, additional repairs were also required at a subsequent pit visit which obviously cost even more time. The Ferrari, meanwhile, sustained severely damaged rear suspension and needed assistance to get back to the garage.

Notably, both squads battled back from their early travails very impressively with HP Racing's Jeroen Bleekemolen, Bernd Tilke, Reinhold Renger, Thomas Kofler and Hari Proczyk managing to fight their way to an outright podium in third place. Praha's Ferrari, shared by Jiří Písařík, Matteo Malucelli, Jára Jiřík and Peter Kox, was three laps further shy in fourth place.

Back in 2015, the 997 class was the division exclusively for Porsche 991 Cup cars and Ruffier Racing came through to victory in an impressive fifth place overall. The team of Paul and Patrice Lafargue, Dimitri Enjalbert and Gabriel Abergel took the chequered flag some six laps clear.

Also in the outright top 10, in eighth actually, were SP2 class victors MARC Cars Australia 2 with a MARC Focus V8 shared by James Kaye, Jeff Smith, Peter Leemhuis and Hadrian Morrall. One of the closest class battles was in A2, where Luigi Stanco, Michel Schaap, Christian Dijkhof, Stefan Tanner and Sarah Toniutti took victory by just a lap in the Renault Clio of Presenza.eu Racing Team Clio 1.

Now, fast forward to 2026. Some of the class names have changed, Michelin is now the category's official tyre partner and supplier, and there are many different faces behind the wheel, in the pits and throughout the race paddock.

But from a spectator's perspective? Expect the very same incredible racing, intriguing strategies and a grid packed with some of the globe's very best endurance racing talent. Prepare to be thrilled by the Michelin 12H PAUL RICARD!





High-performance lubricants

... proven, contemporary and
reliable!



**24H
SERIES**



Ravensberger Schmierstoffvertrieb GmbH
Jöllenbecker Straße 2 • 33824 Werther/Germany
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www.ravenol.de



2025

Rnk	Team	Car	Drivers
1	Proton Huber Competition	Porsche 911 GT3 R	Dreisow/Lauck/Bachler/Wallenwein
2	Red Ant Racing	Mercedes-AMG GT3 EVO	Redant/Redant/de Breucker/Heyer
3	TFT Racing	Mercedes-AMG GT3 EVO	Charlaix/Boisson/Paque/Bastian

2021

Rnk	Team	Car	Drivers
1	Herberth Motorsport	Porsche 911 GT3 R	Allemann/Bohn/Renauer/Renauer
2	MiddleCap racing	Ferrari 488 GT3	Výboh/Výboh/Král
3	Rutronik Racing by TECE	Audi R8 LMS GT3	Doppelmayr/Kaffer/Erhart/Herberger

2017

Rnk	Team	Car	Drivers
1	Herberth Motorsport	Porsche 991 GT3 R	Allemann/Bohn/Renauer/Renauer
2	Car Collection Motorsport	Audi R8 LMS	Amstutz/Kujala/Kodric/de Phillippi
3	Scuderia Praha	Ferrari 488 GT3	Pisarik/Král/Malucelli/Cheever

2016

Rnk	Team	Car	Drivers
1	Precote Herberth Motorsport	Porsche 991 GT3 R	Renauer/Renauer/Allemann/Bohn
2	Ram Racing	Mercedes AMG GT3	Hall/Goehe/Brown/Campbell/Walter
3	Hofoer-Racing	Mercedes SLS AMG GT3	Kroll/Kroll/Eggmann/Frankenhouh/Heyer

2015

Rnk	Team	Car	Drivers
1	Ram Racing	Mercedes SLS AMG GT3	Onslow/Cole/White-Jaeger/Christodoulou
2	HB Racing Team Herberth	Porsche 997 GT3 R	Allemann/Handlos/Schreier/Renauer/Armando
3	HP Racing	Mercedes SLS AMG GT3	Proczyk/Bleekemolen/Renger/Tilke/Kofler



UPCOMING TRACK DAYS

CIRCUIT ZANDVOORT 16 JUNE 7 HOURS € 3.050

NÜRBURGRING (GP) 1-2 JULY 8 HOURS PER DAY € 3.950 PER DAY

SPA-FRANCORCHAMPS 2-3 SEPT. DAY 1: 8H DAY 2: 4,5H € 4.250 € 3.000

CIRCUIT BARCELONA 16-17 SEPT. 8 HOURS PER DAY € 3.950 PER DAY

CIRCUIT BARCELONA 21-22 SEPT. 8 HOURS PER DAY € 3.000 PER DAY

QATAR CIRCUIT 8-10 DEC. 8 HOURS PER DAY € TBA PER DAY



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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thanks to all-in-one
box concept*



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thanks to inbox
charging concept*



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www.setupwizzard.com



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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

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 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



12H PAUL RICARD ENTRY LIST



2

GT3

HAAS RT



AUDI R8 LMS GT3 EVO II

11

GT3

HOFOR RACING



MERCEDES-AMG GT3 EVO

18

GT3

SAINTELOC JUNIOR TEAM



AUDI R8 LMS GT3 EVO II

21

GT3

 HAAS RT



AUDI R8 LMS GT3 EVO II

28

GT3

 GETSPEED TEAM PCX RACING



MERCEDES-AMG GT3 EVO

58

GT3

 MP RACING



MERCEDES-AMG GT3 EVO

69

GT3

 CONTINENTAL RACING BY SIMPSON MOTORSPORT



AUDI R8 LMS GT3 EVO II

71

GT3

 JUTA RACING



AUDI R8 LMS GT3 EVO II

72

GT3

 JUTA RACING



AUDI R8 LMS GT3 EVO II

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24H
SERIES



73

GT3

 PROTON COMPETITION



PORSCHE 911 GT3 R (992) EVO

81

GT3

 ERA MOTORSPORT



FERRARI 296 GT3 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

65

GT3-AM

 VIPER NIZA RACING



MERCEDES-AMG GT3 EVO

701

GTX

 VORTEX V8



VORTEX 2.0

888

992

 SEBLAJOUX RACING



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)

911

992

 THE DRIVING EXPERIENCES



PORSCHE 911 GT3 CUP (992 I)



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920

992



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PORSCHE 911 GT3 CUP (992 I)

921

992



 MÜHLNER MOTORSPORT

PORSCHE 911 GT3 CUP (992 I)

925

992



 CP MOTORSPORT

PORSCHE 911 GT3 CUP (992 I)

928

992



 HRT PERFORMANCE

PORSCHE 911 GT3 CUP (992 I)

963

992



 ORCHID RACING TEAM

PORSCHE 911 GT3 CUP (992 I)

974

992



 QMMF BY HRT PERFORMANCE

PORSCHE 911 GT3 CUP (992 I)

444

GT4

 CIRCUIT TOYS



TOYOTA GR SUPRA GT4 EVO2

451

GT4

 PRIMUS RACING



AUDI R8 LMS GT4 EVO

102

TCE-TCX

 ASBEST RACING



SEAT LEON CUP RACER

114

TCE-TCX

 NOT ONLY MOTORSPORT



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2026 CALENDAR

R1

 **MUGELLO**

20-22 MARCH

R2

 **NÜRBURGRING GP**

3-5 JULY

R3

 **MONZA**

31 JUL - 2 AUG

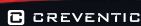
R4

 **SPA-FRANCORCHAMPS**

3-4 SEPT



OFFICIAL CHAMPIONSHIP APPROVED BY THE ACO



33

TCR Europe returns to Paul Ricard after three years away

The third weekend of the 2026 TCR Europe series gets underway at Paul Ricard, with Europe's leading tin-top series returning to the French circuit after three years away.

With a French co-champion last year in Teddy Clairet, who finished joint at the top of the standings and who has now moved onto the Kumho FIA TCR World Tour, interest in the global touring car concept is very high in France, which also has its own national series, as well as strong representation on the grid in TCR Europe.

Julien Briché, the 2019 championship runner-up, and 19-year-old talent Raphaël Fournier make up the Hyundai-equipped JSB Compétition team, while Victor Weyrich pilots the distinctive CUPRA Leon VZ TCR for new team Herrero Racing, which has successfully made the jump straight from GT4 to TCR, and are already race winners in the category.

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TCR Europe

TOURING CAR SERIES

With a cost cap of 150,000 EUR per car, and now nearly 2,000 cars produced, TCR has proven itself as the most successful touring car platform in the world, succeeding even the famed Super Touring and Super 2000 eras in terms of production and value.

New manufacturers continue to join the platform, with Geely Auto the latest brand to build cars for the platform, alongside established race-winning brands supported directly by the manufacturers and their appointed partners, including CUPRA, Honda, Hyundai, Lynk & Co, Audi, Volkswagen, Lada, Opel, and Peugeot.



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🇫🇷 SPA-FRANCORCHAMPS



Following two superb events at Italy's Mugello and Spa-Francorchamps in Belgium, key Michelin 24H SERIES European Series support championship Radical Cup Europe resumes at Circuit Paul Ricard for round three of its inaugural season – the halfway point.

Already proving to be a fantastic addition to the Creventic package, the new-for-2026 series has been mightily impressive thus far. So too the driver leading the championship by 14 points, RSR Radical RS3 racer Marcus Littlewood.

ENTRY LIST RADICAL EUROPE CUP PAUL RICARD

3

Marcus Littlewood



SR3

RADICAL SR3 XXR



4

Andrew Lowe



SR3

RADICAL SR3 XXR



6

Brian Huang



SR3

RADICAL SR3 XXR



9

Peter Gustafson / Filip Svensson



SR10

RADICAL SR10



14

John Macleod



SR3

RADICAL SR3 XXR





The Briton started the season by dominating race one at Mugello from 12th on the grid, a ride height infringement having erased his pole time. In the second contest he overcame a 20 second success penalty from the opener to finish second behind the sister RSR car of Paul Denning. The latter had taken third in race one, behind Radical Norway's Erlend Juan Olsen.

Littlewood claimed pole at Spa, ahead of races three and four, but in the first encounter he had the handicap of success penalties from Mugello to contend

with. As a result, others had the chance to shine and the pairing of Sebastian Schou and Morten Stromsted took a great win by 1.4 seconds for STEP Motorsport. Valour Racing's Luke Kendall was second, team-mate Christopher Preen third.

Race two in Belgium produced another first-time 2026 winner, albeit by only 0.8 seconds, in the form of GWR/RSR driver Peter Paddon. Preen raced to second position from RJ Motorsport's Lowen Stephens. In the championship, behind Littlewood and STEP's Schou and Stromsted, Olsen is third some 15 points clear of Denning who heads a tightly packed bunch including Stephens, John Macleod and Preen. In the 'Fangio' class for drivers aged over 50, Denning leads the way from Macleod and Preen.



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Amir Feyzulin



SR3 RADICAL SR3 XXR



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Pascal Bachmann / Valerie Bachmann



SR3 RADICAL SR3 XXR



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Yixiao Yang



SR3 RADICAL SR3 XXR



33

Eddie van Dam



SR3 RADICAL SR3 XXR



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Sebastian Schou / Morten Strømsted



SR3 RADICAL SR3 XXR



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Luke Kendall



SR3 RADICAL SR3 XXR



55

Jess Frandsen / Diego d'Ambra



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64

Lowen Stephens



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77

Jahid Fazal-Karim



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911

Erlend Juan Olsen



SR3 RADICAL SR3 XXR



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Behind garage doors

with Joe Bradley



Whenever I think of the Circuit Paul Ricard, my mind immediately visualises that iconic view of cars — any cars, from Formula One to Prototypes to GT3 Sportscars — exiting the left-hand sweep at L'Ecole onto the long, long Mistrale straight.

The cars breathe all the way across the exit kerb, maximising the momentum carried across all 1.8 kilometres toward the daunting right-hander at Signes. Disappearing into the shimmering

heat haze, they always give me goosebumps, even in the heat of the South of France. The Mistrale is truncated these days by a chicane halfway down the straight, but this does not in any way diminish that imagery.

As I was growing up, the Circuit Paul Ricard held a mystical quality for me. Situated in the South of France, just north of Marseille, it epitomised the glitz and glamour of racing cars from around the world. These days I am well aware of just how glamorous motorsport can be, especially endurance racing — though in reality it is pure hard graft, with a touch of sleep deprivation thrown in for good measure.