



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 Spa-Francorchamps

17 - 19 APRIL 2026



ENTRY LIST
42 cars on
the grid

BEHIND GARAGE DOORS
It is all about marginal
gains in endurance racing

WALL OF FAME
Overall Top 3
2017 - 2025

SUPPORT SERIES

RADICAL
CUP
EUROPE

TCR Europe
TOURING CAR SERIES CUP

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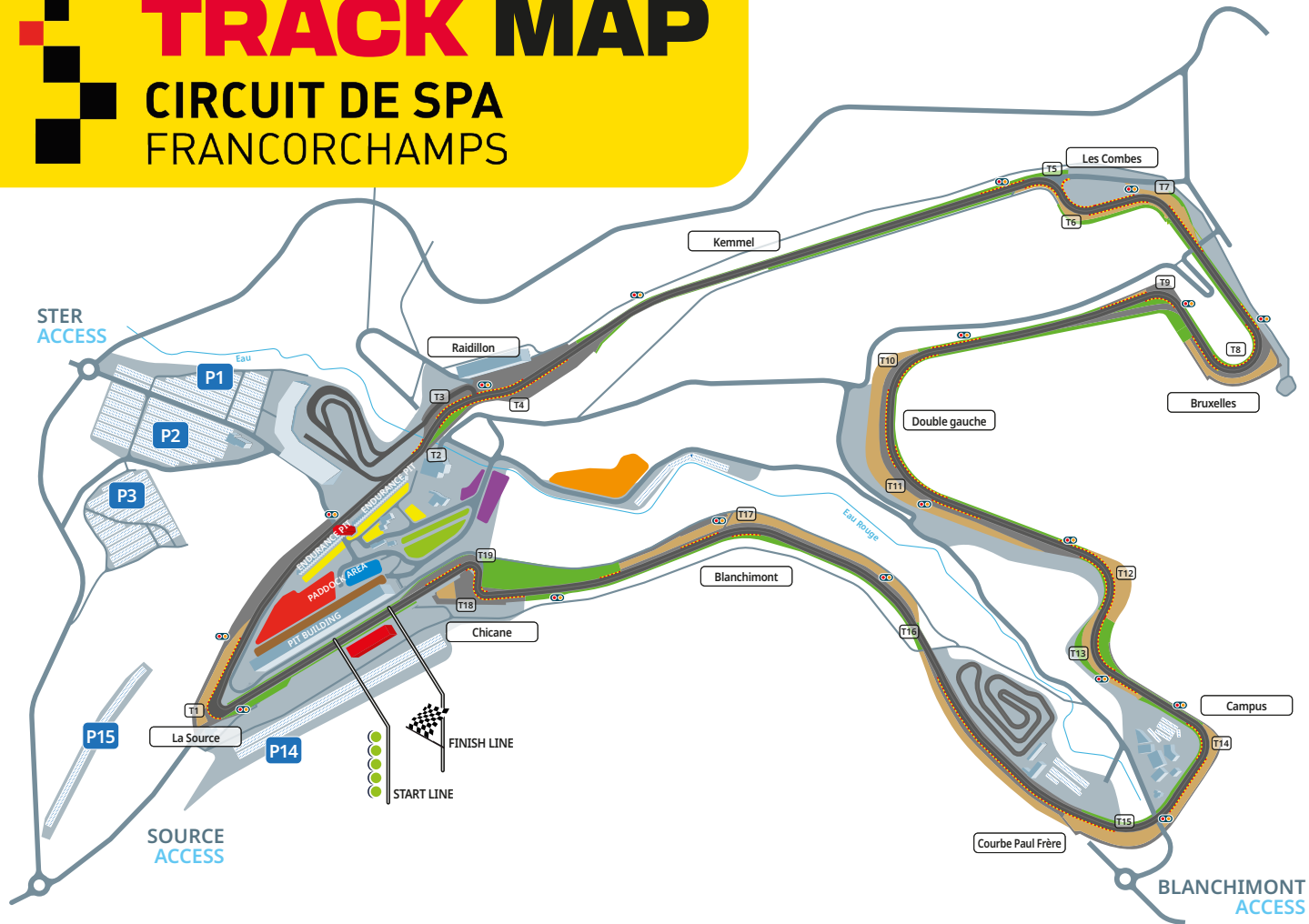
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TRACK MAP

CIRCUIT DE SPA FRANCORCHAMPS



34

Steve Champion

SR3 RADICAL SR3 XXR



38

Sebastian Schou / Morten Strømsted

SR3 RADICAL SR3 XXR



44

Diego d'Ambrá

SR3 RADICAL SR3 XXR



54

Luke Kendall

SR3 RADICAL SR3 XXR



55

Jess Frandsen

SR3 RADICAL SR3 XXR



64

Lowen Stephens

SR3 RADICAL SR3 XXR



77

Jahid Fazal-Karim

SR3 RADICAL SR3 XXR



82

Shaun Hannah

SR3 RADICAL SR3 XXR



911

Erlend Juan Olsen

SR3 RADICAL SR3 XXR



04

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24H SERIES

07

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24H SERIES

18

BEHIND
GARAGE DOORS

22

WALL
OF FAME

24

ENTRY LIST
12H SPA-FRANCORCHAMPS

36

SUPPORT
SERIES

BIENVENU!

One of the most popular and spectacular events on the Michelin 24H SERIES European Series calendar has arrived, a very warm welcome from all at Creventic to the eighth staging of the Michelin 12H SPA-FRANCORCHAMPS.

Following hot on the heels of the opening round of the 2026 season at Mugello in Italy last month, our now yearly visit to the Ardennes is always one of the most eagerly awaited – particularly as a race meeting which consistently delivers a wonderful, big grid packed with quality.

With an entry north of 40 cars expected across all classes, GT3, 992, GTX, GT4 and TCE-TCX, the two-part race is sure to be a thriller at a circuit which never fails to deliver incredible racing, outstanding competition and an amazing backdrop for the gathered spectators to fully enjoy.

Referring to the challenging 7-kilometre track a rollercoaster is very much an accurate description, with some of the greatest corners and elevation changes in world motorsport linked to flat-out blasts such as Kemmel Straight.

Starting off into the La Source hairpin, you're then into the downhill run to Eau Rouge, the critical climb up to Raidillon, before planting the accelerator for the top speed journey to Les Combes – and by the time a driver reaches there, only a third of the lap is completed. Add in the likes of Speaker's Corner, Fagnes, Stavelot and Blanchimont and you truly have a remarkable circuit.



Round one at Mugello delivered overall victory for Sainteloc Junior Team's Audi R8 LMS GT3 EVO II, but the win was hard-earned with Herberth Motorsport – last year's runner-up at Spa – pushing all the way to the finish with one of its Porsche 911 GT3 R (992) EVO entries.

If you glance at the recent history of the Michelin 12H SPA-FRANCORCHAMPS, success has been pretty widely spread. Yes, Audi was victorious in 2022 and 2023, with Sainteloc and Juta Racing respectively, but in 2024 CP Racing's Mercedes-AMG GT3 took the spoils and last season Porsche claimed the win with the Ziggo Sport Tempesta Racing squad.

Within the GT3 class alone this weekend seven marques are represented with Audi, Aston Martin, Ferrari, Lamborghini, McLaren, Mercedes-AMG and Porsche. You can then add another seven across the GTX, GT4 and TCE-TCX classes with BMW, Cupra, Ginetta, Ligier, SEAT, Toyota and Vortex.

Competitors have the opportunity ahead of the weekend's action to take part in two CR Track Days on Wednesday and Thursday, with the hugely popular parade of race cars to Malmedy following at 15.45 local time on Thursday. Qualifying is on Friday after Free Practice, with three sessions for the combined 992, GTX, GT4 and TCE-TCX cars and then three separate sessions for the GT3 entries.

Part one of the race, the first five and a half hours, begins at 11.30 local time on Saturday, with the concluding six and a half hours starting at 10.30 local time on Sunday. Don't forget, every second of action from qualifying and the racing can be watched through Creventic Motorsports TV on YouTube – links available at www.24hseries.com screens, at www.24hseries.com



facebook.com/24hseries



instagram.com/24hseries



youtube.com/@creventicmotorsportstv

12H SPA-FRANCORCHAMPS LIVE BROADCAST

with commentary from Radio Le Mans

Friday April 17	09:50 Radical Cup Europe	Qualifying
	13:55 Radical Cup Europe	Race 1
	15:00 Michelin 24H SERIES	12H SPA Qualifying
Saturday April 18	09:40 Radical Cup Europe	Race 2
	10:45 Michelin 24H SERIES	12H SPA Startgrid
	11:30 Michelin 24H SERIES	12H SPA race part 1
	17:25 TCR Europe Cup	Race 1
Sunday April 19	09:20 TCR Europe Cup	Race 2
	10:00 Michelin 24H SERIES	12H SPA Startgrid
	10:30 Michelin 24H SERIES	12H SPA race part 2

TIME SCHEDULE

FRIDAY, 17 APRIL 2026

09:00 - 09:40	TCR Europe Cup	Free Practice 1
09:50 - 10:35	Radical Cup Europe	Qualifying 1+2
10:15	Michelin 24H SERIES	Fuel Mechanics Briefing (fuel station)
10:45 - 12:45	Michelin 24H SERIES	Free Practice
12:55 - 13:35	TCR Europe Cup	Free Practice 2
13:55 - 14:45	Radical Cup Europe	Race 1
15:00 - 15:15	Michelin 24H SERIES	Qualifying Session 1 - Classes TCE, GT4, GTX & 992
15:22 - 15:37	Michelin 24H SERIES	Qualifying Session 2 - Classes TCE, GT4, GTX & 992
15:44 - 15:59	Michelin 24H SERIES	Qualifying Session 3 - Classes TCE, GT4, GTX & 992
16:10 - 16:25	Michelin 24H SERIES	Qualifying Session 1 - Class GT3
16:32 - 16:47	Michelin 24H SERIES	Qualifying Session 2 - Class GT3
16:54 - 17:09	Michelin 24H SERIES	Qualifying Session 3 - Class GT3
17:30 - 17:50	TCR Europe Cup	Qualifying 1 00:20

SATURDAY, 18 APRIL 2026

09:00 - 09:20	TCR Europe Cup	Qualifying 2
09:40 - 10:30	Radical Cup Europe	Race 2
10:45	Michelin 24H SERIES	Start grid
11:30 - 17:00	Michelin 24H SERIES	Race part 1 - 12H SPA-FRANCORCHAMPS 2026
17:25 - 17:50	TCR Europe Cup	Race 1

SUNDAY, 19 APRIL 2026

09:20 - 09:45	TCR Europe Cup	Race 2
10:00	Michelin 24H SERIES	Start grid
10:30 - 17:00	Michelin 24H SERIES	Race part 2 - 12H SPA-FRANCORCHAMPS 2026

07



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MICHELIN



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 by fading



In the race the overall class leader by flashing LED

No timed lap (all sessions)



RACE FORMAT

THE LUMIRANK

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24H
SERIES



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

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Behind garage doors

with Joe Bradley



Round One of the European Season took place at the majestic Circuit of Mugello. Tuscany in spring has become the spiritual home for the start of the 24H SERIES European Season. We witnessed what I believe was one of the finest races in the history of the series. Pierre Kaffer in the Audi R8 being chased to the flag by Ralph Bohn in the Herberth Porsche, with Kaffer giving us a masterclass in fuel saving to avoid having to make a pit stop and therefore not needing to give up his lead to Bohn.

You will have heard Jonny Palmer and I mention the term 'fuel saving' many times in that final hour of the race, but what exactly does that term mean? How can a driver save fuel and still manage to drive fast?

Drivers save fuel consumption primarily through "lift-and-coast" techniques, which involve lifting off the throttle earlier before braking zones, and short-shifting up the gears to keep engine revs lower. These techniques allow the car to use momentum and engine braking and in so doing consume less fuel. When done correctly, it results in minimal loss in lap time.

IndyCar drivers are renowned for this ability on the high-speed oval of Indianapolis. Scott Dixon has created the myth that he actually generates fuel, he is so good at it. It is a massive part of how to go about long distance racing.



Drivers learn to lift off the accelerator before the normal braking point, allowing the car to coast using aerodynamic drag to slow down rather than wasting fuel under full throttle. Doing this can save up to 10% in some scenarios.

Shifting gears earlier before reaching the redline reduces fuel consumption with each lap you continue to adopt this method.

- » Drivers in our GT3 classes can use engine mapping in some cases. Using the controls on the steering wheel to switch to a more fuel-efficient engine mode, reducing power and therefore fuel consumption.
- » Drivers can also avoid overlapping the pedals and applying the brakes and throttle simultaneously, which wastes energy and therefore fuel.
- » Driving behind and slipstreaming cars in front of you — even slower class cars as you move around them — will save tiny margins which over the course of a stint add up.

It is all about marginal gains in endurance racing. You can start counting them up from the moment the race goes green. Over a twelve-hour race distance they become noticeable, and I'm pretty sure if you look closely this weekend you will see them begin to build.

The Spa-Francorchamps circuit is a high-speed classic. The final sequence of the lap is that pesky right-left chicane affectionately still named 'The Bus Stop'. This is where time can be gained or indeed lap times can catastrophically go all wrong. Keep your eyes open for the lifting and coasting at this point on the track, especially in the final segment of the race.

If Spa is only half as good as the opening round was at Mugello, we are all in for a treat.



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CR TRACK DAYS SCHEDULE

MORE INFORMATION ON CR-TRACKDAYS.COM

FRANCE **CIRCUIT PAUL RICARD** 3-4 JUNE 8 HOURS PER DAY € 3.950 PER DAY

NETHERLANDS **CIRCUIT ZANDVOORT** 16 JUNE 7 HOURS PER DAY € 3.000 PER DAY

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

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

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

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

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



12H SPA-FRANCORCHAMPS

WALL OF FAME

2025

Rnk	Team	Car	Drivers
1	Ziggo Sport Tempesta Racing	Porsche 911 GT3 R	Hui/Froggatt/Hartog
2	Herberth Motorsport	Porsche 911 GT3 R	Bohn/Renauer/Heinrich
3	HOFOR Racing	Mercedes-AMG GT3 EVO	Kroll/Prinz/Prinz/Kratz

2024

Rnk	Team	Car	Drivers
1	CP Racing	Mercedes-AMG GT3 EVO	Putman/Espenlaub/Foster/Lewis
2	Haas RT	Audi R8 LMS GT3 EVO II	Servais/Knauf/Müller
3	Car Collection Motorsport	Porsche 911 GT3 R	Au/Hui/Tse

2023

Rnk	Team	Car	Drivers
1	Sainteloc Junior Team	Audi R8 LMS GT3 EVO II	Bastars/Evrard/Doquin
2	Herberth Motorsport	Porsche 911 GT3 R	Bohn/Allemann/Renauer/Heinrich/Renauer
3	Heart of Racing	Mercedes-AMG GT3	James/Newell/DeAngelis

2022

Rnk	Team	Car	Drivers
1	Phoenix Racing	Audi R8 LMS GT3 EVO II	Doppelmayr/Kaffer/Erhart/Krupinski
2	CP Racing	Mercedes-AMG GT3	Putman/Espenlaub/Lewis
3	WTM Racing	Ferrari 488 GT3	Weiss/Weiss/Krumbach/Keilwitz

2019

Rnk	Team	Car	Drivers
1	Bohemia Energy Racing	Ferrari 488 GT3	Pisařík/Král/Malucelli
2	Herberth Motorsport	Porsche 911 GT3 R	Allemann/Bohn/Renauer
3	Phoenix Racing	Audi R8 LMS	Stippler/Kolb/Schramm/Pareras

2018

Rnk	Team	Car	Drivers
1	Bohemia Energy Racing	Ferrari 488 GT3	Pisařík/Král/Malucelli
2	SPS Automotive	Mercedes-AMG GT3	Pierburg/Müller/Arnold
3	Car Collection Motorsport	Audi R8 LMS GT3	Dr. Kirchhoff/Edelhoff/Grimm/Vogler

2017

Rnk	Team	Car	Drivers
1	LMS Racing	Seat Leon TCR V2 DSG	Laaksonen/Kangas/Buri
2	Red Camel - Jordans.nl	Seat LCR TCR V3 DSG	Breukers/Breukers
3	Mercedes-AMG Test Team	Mercedes-AMG GT4	Stursberg/Tiger/Hamprecht/Hohenadel



23



2

GT3

 HAAS RT



AUDI R8 LMS GT3 EVO II

7

GT3

 OPTIMUM MOTORSPORT



MCLAREN 720S GT3 EVO

24

11

GT3



 HOFOR RACING

MERCEDES-AMG GT3 EVO

21

GT3



 HAAS RT

AUDI R8 LMS GT3 EVO II

28

GT3



 GETSPEED TEAM PCX RACING

MERCEDES-AMG GT3 EVO

29

GT3



 PELLIN RACING

FERRARI 296 GT3

40

GT3



 COMTOYOU RACING

ASTON MARTIN VANTAGE AMR GT3 EVO

41

GT3



 COMTOYOU RACING

ASTON MARTIN VANTAGE AMR GT3 EVO

44

GT3



 ARC BRATISLAVA

LAMBORGHINI HURACÁN SUPER TROFEO EVO2

58

GT3



 MP RACING

MERCEDES-AMG GT3 EVO

65

GT3



 VIPER NIZA RACING

MERCEDES-AMG GT3 EVO

69

GT3



 CONTINENTAL RACING BY SIMPSON MOTORSPORT

AUDI R8 LMS GT3 EVO II

73

GT3



 PROTON COMPETITION

PORSCHE 911 GT3 R (992) EVO

81

GT3



 ERA MOTORSPORT

FERRARI 296 GT3

90
GT3



E2P RACING

ASTON MARTIN VANTAGE AMR GT3 EVO

93
GT3



AJITH REDANT RACING

MERCEDES-AMG GT3 EVO

269
GT3



HERBERTH MOTORSPORT

PORSCHE 911 GT3 R (992) EVO

286
GT3



GETSPEED TEAM JR286

MERCEDES-AMG GT3 EVO

701
GTX



VORTEX V8

VORTEX 2.0

702
GTX



VORTEX V8

VORTEX 2.0



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907
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992



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920

992



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921

992



 MÜHLNER MOTORSPORT

PORSCHE 911 GT3 CUP (992 I)

923

992



 MM RACING

PORSCHE 911 GT3 CUP (992 I)

928

992



 HRT PERFORMANCE

PORSCHE 911 GT3 CUP (992 I)

930

992



 HRT PERFORMANCE

PORSCHE 911 GT3 CUP (992 I)



992 ENDURANCE CUP

4-5 SEPTEMBER 2026

 SPA-FRANCORCHAMPS



935

992



CRUBILÉ SPORT

PORSCHE 911 GT3 CUP (992 I)

949

992



ESCUDERIA FARAON

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

478

GT4



CWS ENGINEERING

GINETTA G56 GT4

101

TCE-TCX



ASBEST RACING

CUPRA TCR DSG



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

102

TCE-TCX



ASBEST RACING

SEAT LEON CUP RACER

114

TCE-TCX



NOT ONLY MOTORSPORT

LIGIER JS2 R

133

TCE-TCX



J-MEC ENGINEERING

BMW M3 (E46)

135

TCE-TCX



JW RACESERVICE

AUDI RS3 LMS DSG

**TCR** Europe

TOURING CAR SERIES

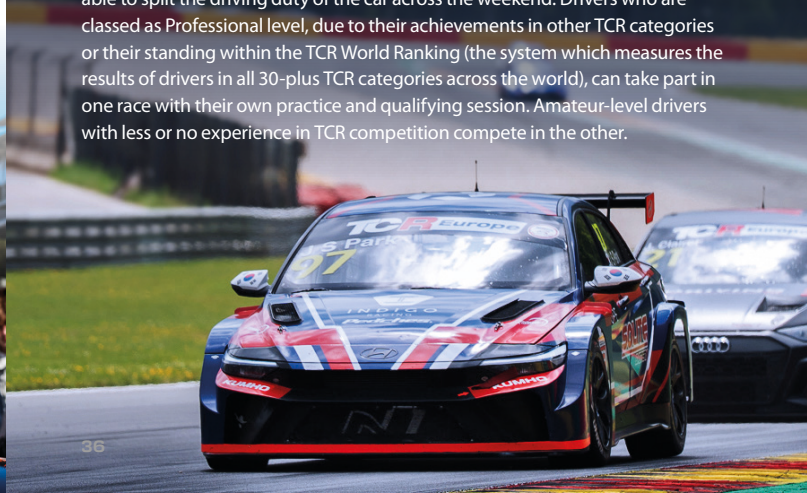
CUP

TCR Europe Cup holds its first event at Spa-Francorchamps

The new-for-2026 TCR Europe Cup is in action this weekend at Spa-Francorchamps. This latest touring car category is focused on building a racing ladder from national-level competition to the leading TCR Europe series.

With two events in this year's calendar, first at Circuit Spa-Francorchamps and then later in September at Circuit de Barcelona-Catalunya, the Cup races take place at two of Europe's most-loved racing circuits. These events give drivers the chance to hone their skills behind the wheel of a two-litre front-wheel-drive touring car, whether they are at the circuit for the first time or have the benefit of an experienced team-mate to share data and insights with across the weekend.

This is possible because the TCR Europe Cup follows a unique format, with drivers able to split the driving duty of the car across the weekend. Drivers who are classed as Professional level, due to their achievements in other TCR categories or their standing within the TCR World Ranking (the system which measures the results of drivers in all 30-plus TCR categories across the world), can take part in one race with their own practice and qualifying session. Amateur-level drivers with less or no experience in TCR competition compete in the other.



One of the big names to compete and put this new format to the test is Jenson Brickley, last year's TCR Europe champion. He has moved from the UK to the Spanish series, then to winning the Europe title, and is now on to race in the Kumho FIA TCR World Tour this year against the world's best touring car drivers for Honda.

A strong field is set to provide exciting racing at Spa-Francorchamps, which is the only circuit to have featured on the TCR Europe series' calendar for every year since its inception in 2016. A favourite for all touring car drivers, Spa delivers fast racing right up until the final lap. Last year's race weekend delivered changes for the podium right up to the final corner in both races.

"We've conceived this series based on feedback from our competitors, and those that are looking for something that works as a stepping stone from the national categories to TCR Europe," said TCR Europe Cup promoter Rubén Fernández.

"The TCR Europe Cup gives up-and-coming and skilled drivers the chance to experience racing at some incredible circuits, with the support of an experienced driver to share data and set-ups with, as well as dedicated sessions for each driver and the ability to share the cost of a race weekend.

"We believe we've put together an exciting package and calendar for the 2026 TCR Europe Cup, which will run alongside the TCR Europe series."



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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.

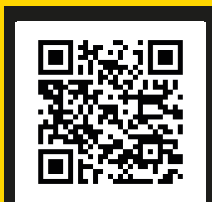
Now, in 2026, Radical returns with the Radical Cup Europe. The championship welcomes both new and experienced drivers, competing in the lightweight SR3 or the turbocharged SR10 in a separate class. Both cars are built for fast, flowing corners and precise handling. The SR3 features a 232hp engine, weighs just over 620 kg, and combines high downforce with nimble agility, making it ideal for momentum-based racing. The SR10 adds a turbocharged 425hp power unit and weighs 725 kg, 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.



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.

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4	Andrew Lowe  SR3 RADICAL SR3 XXR	
5	Chris Preen  SR3 RADICAL SR3 XXR	
6	Brian Huang  SR3 RADICAL SR3 XXR	
7	Victor Ionescu  SR3 RADICAL SR3 XXR	

9	Peter Gustafson / Filip Svensson  SR10 RADICAL SR10	
10	Robin Greengalgh  SR3 RADICAL SR3 XXR	
14	John Macleod  SR3 RADICAL SR3 XXR	
15	Amir Feyzulin  SR3 RADICAL SR3 XXR	
17	Pascal Bachmann / Valerie Bachmann  SR3 RADICAL SR3 XXR	
21	Jack Yang  SR3 RADICAL SR3 XXR	
26	Luc Breukers  SR3 RADICAL SR3 XXR	
31	Peter Paddon  SR3 RADICAL SR3 XXR	
33	Eddie van Dam  SR3 RADICAL SR3 XXR	